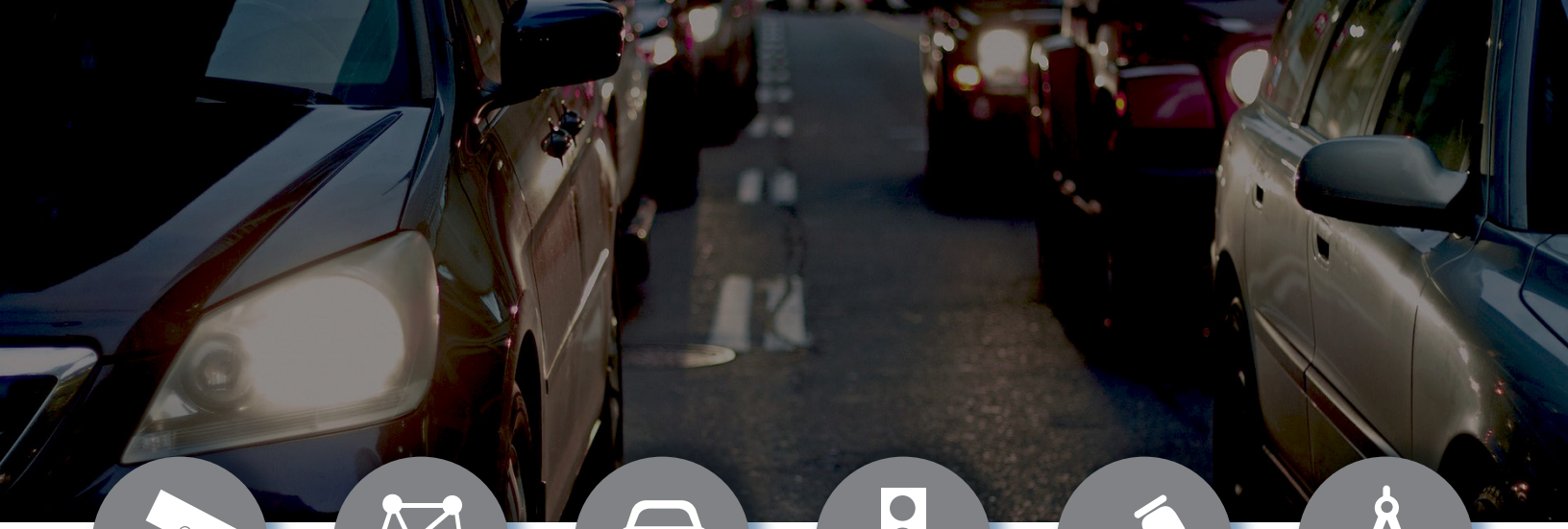


TRAFFIC IMPACT STUDY
TA Land Housing Development

Draft Report
June 2025

Prepared for
Titan Development

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Traffic Impact Study (TIS)
TA Land Housing Development

Draft Report

June 2025

Prepared for:

Titan Development

Prepared By:

LEE ENGINEERING

EXECUTIVE SUMMARY

The following contains a Traffic Impact Study (TIS) for a residential development to be constructed north of Dennis Chavez Boulevard between Unser Boulevard and 98th Street in Albuquerque, New Mexico. Lee Engineering has completed this report for Titan Development. All analyses and items contained herein conform to scoping requirements set forth in a scoping meeting held on December 17th, 2024, with Titan Development, the City of Albuquerque (CABQ), the New Mexico Department of Transportation (NMDOT), and the Bernalillo County. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual (HCM) 7th Edition* and the *Manual on Uniform Traffic Control Devices (MUTCD) 2011 Edition*.

BACKGROUND

The proposed TA Land development is to construct a total of 646 detached single-family residential units in three phases. Opening years are identified as 2026, 2029, and 2031. At buildout, the site is estimated to generate 5,616 daily, 407 AM peak-hour, and 574 PM peak-hour trips.

Site access is to be provided by constructing new roadway connections to major roadways, including Unser Boulevard and 98th Street, with the following details:

- Phase 1: A new westerly extension of Anderson Hill Avenue is proposed as a local street connection providing site access to Unser Boulevard. Site access to 98th Street is proposed to be provided by constructing a new extension of Vermejo Park Drive to the south, intersecting the extension of Anderson Hill Avenue. Two internal full-access points are proposed for the Phase 1 development area, one on each new roadway connection.
- Phase 2: The extension of Vermejo Park Drive, constructed in Phase 1, is proposed to continue west to connect 98th Street at the Colobel Avenue alignment. Two internal full-access points are proposed for the Phase 2 development, one on the new extension of Vermejo Park Drive and one on the extension of Anderson Hill Avenue to be aligned with the Phase 1 access point.
- Phase 3: No additional new roadway connections are proposed. However, three internal full-access points are proposed for the extension of Vermejo Park Drive, including two access points aligned with the Phase 1 and Phase 2 access points, and one as the 4th leg to the Anderson Hill and Vermejo Park intersection.

Study intersections include:

1) 98th Street and Blake Road
2) Unser Boulevard and Blake Road
3) 98th Street and Amole Mesa Avenue
4) Amole Mesa Avenue and Vermejo Park Drive
5) 98th Street and Colobel Avenue
6) Unser Boulevard and Anderson Hill Avenue
7) NM 500 and 98th Street
8) NM 500 and Unser Boulevard
9) NM 500 and Condershire Drive
10) NM 500 and Coors Boulevard

Analysis scenarios for this study include:

- 2025 Existing – Existing (adjusted) traffic volumes
- Phase 1 Opening Year 2026 Background – 2025 volumes increased by 1.5%, plus the volumes generated by the Aspire and Sunrise Village developments.
- Phase 1 Opening Year 2026 Total – 2026 Background plus Phase 1 site traffic volumes.
- Phase 2 Opening Year 2029 Background – 2025 volumes increased by 6.14% (1.5% for 4 years), plus Phase 1 site traffic volumes and the volumes generated by the Aspire and Sunrise Village developments.
- Phase 2 Opening Year 2029 Total – 2029 Background (non-site) traffic volumes presented in the Appendix, plus Phase 1 and Phase 2 site traffic volumes.
- Phase 3 Opening Year 2031 Background – 2025 volumes increased by 9.34% (1.5% for 6 years), plus Phase 1 and Phase 2 site traffic volumes. The volumes generated by the Aspire and Sunrise Village developments were also included.
- Phase 3 Opening Year 2031 Total – 2031 Background (non-site) traffic volumes presented in the Appendix, plus full site build-out volumes.
- 10-Year Horizon After Site Opening, 2036 Background – 2025 volumes increased by 17.79% (1.5% for 11 years), plus the volumes generated by the Aspire and Sunrise Village developments and the volumes generated by the Ceja Vista development.
- 10-Year Horizon After Site Opening, 2036 Total – 2036 Background (non-site) plus full site build-out volumes.

SUMMARY OF TRAFFIC ANALYSIS AND RECOMMENDATIONS

The following presents a summary of the traffic analysis, mitigations, and recommendations included in this report.

CONCLUSIONS

The following study findings and conclusions are based on the collected data and analysis results presented as part of this report, summarized as follows:

- Intersection turning movement counts were collected across multiple days in January, 2025, and determined to be a reasonable estimate of typical traffic conditions, no seasonal adjustment factors were applied. Count data on Dennis Chaves Boulevard was adjusted to account for demand volumes, vehicles not able to be serviced within the given time period. The demand volumes, identified via drone analysis, were applied to the NM 500 intersection movements and flowed through the corridor. These adjusted volumes were used as the base condition for estimating future traffic volume conditions in the study area.
- Background traffic volumes included a 1.5% per year ambient growth rate and vehicles generated from planned nearby developments.
- Distributing and assigning site-generated traffic onto the study area roadway network was based on the existing traffic volumes entering and exiting the cordon limits of the study area, along with using engineering judgment on how site traffic would route.
- Analysis of the study area intersections indicated the following for the 2025 Existing Conditions:
    - All City-owned intersections operated with acceptable overall and individual movement service levels (LOS D or better), except for the eastbound shared through/right movement at the signalized intersection of 98th Street and Blake Road in the AM peak hour. This movement is identified to be acceptable noting a low v/c ratio. A minor redistribution of green time may improve operations, if required.

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    - Two of the NMDOT intersections are identified to operate at LOS E/F during the AM peak hour (NM 500 with 98th Street and with Condershire Drive) and two intersections in the PM peak hour at Condershire Drive and at Coors Boulevard. At least 1 individiual movement operates at LOS E/F at all intersections during the AM peak hour.
- It is understood that NMDOT has a future, comprehensive study programmed to evaluate the NM 500 corridor that encompasses our study area. Per pre-scoping meeting notes, no mitigation of corridor intersections is required as part of this study. However, horizon year analyses under existing network conditions have been provided. A 10-year analysis after site opening has been performed and a mitigation scenario analyzed, for NMDOT reference only.
- Analysis of the City-owned study area intersections indicates the following for the 2026 Phase 1 Opening Year Condition:
    - Required widening of Unser Boulevard between Anderson Hill Avenue and Blake Road to two travel lanes in each direction.
    - Installation of a southbound right-turn deceleration lane on Unser Boulevard at Anderson Hill Avenue.
- Analysis of the City-owned study area intersections indicates the following for the 2029 Phase 2 Opening Year Condition:
    - The eastbound Anderson Hill Avenue left-turn movement is expected to operate at LOS E conditions during the PM peak hour. With a low v/c ratio (0.50), this movement is considered to operate acceptably. A new traffic signal should be installed if one or more MUTCD signal warrants are met. The installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
    - An existing southbound left-turn lane and northbound right-turn lane have been previously constructed on 98th Street at the Colobel Avenue alignment. With the site adding the east leg to this intersection, the existing pavement marking will have to be revised for these two movements so that the turn lanes can be used.
- Analysis of the City-owned study area intersections indicates the following for the 2031 Phase 3, full build-out of the site:
    - The all-way stop-controlled intersection of 98th Street and Amole Mesa Avenue shows elevated delay (LOS E) for the southbound through and right-turn movements during the PM peak hour. A new traffic signal should be installed if one or more MUTCD signal warrants are met. The installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
- Analysis of the City-owned study area intersections indicates the following for the 2036 10-Year Horizon:
    - The intersection of 98th Street and Amole Mesa Avenue signalization should be considered and studied.
    - Signal retiming is needed to resolve LOS issues at Unser/Blake and 98th Street/Blake intersections.

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    - A number of striping modifications are needed to better accommodate left-turn movements, including at Unser/Blake and 98th Street/Blake. Details are presented under the 10-Year Horizon 2036 Mitigation Section of this study.
- Analysis of the NMDOT-owned study intersections using the 2026 roadway network conditions and Ceja Vista mitigations indicated the following for the 2036 10-Year Horizon:
    - All 4 NM 500 study intersections are expected to operate at an overall LOS E/F in both AM and PM Peak hours under 2026 roadway network conditions (with Ceja Vista mitigations), including multiple individual movements resulting in excessive vehicle queues.
    - Mitigation for NMDOT reference only indicates NM 500 should be considered for 3 travel lanes in each direction with dual left-turn lanes considered at multiple locations. (See NMDOT recommendations details)

SITE RECOMMENDATIONS

Recommendations for study intersections directly serving and primarily impacted by the proposed development are provided as follows:

Phase 1:

- Unser Boulevard between Anderson Hill Avenue and Blake Road:
    - This segment, per pre-scoping meeting documents, is required to be widened from a 2-lane cross-section to a 4-lane cross-section. The construction is to be completed under Phase 1 conditions.
- At the intersection of Unser Boulevard and Anderson Hill Avenue:
    - Construct a southbound right-turn deceleration lane with a minimum storage length of 240 feet and a transition length of 300 feet following CABQ design guidance.
    - Consider placing underground utilities at this location for future intersection signalization.
- Site Access:
    - Construct the extension of Anderson Hill Avenue to the west
    - Construct the extension of Vermejo Park Drive to the south to connect with the extension of Anderson Hill Avenue.

Phase 2:

- At the intersection of 98th Street and Colobel Avenue:
    - Construct the east leg of the intersection
    - Construct the roadway connection between the extension of Vermejo Park Drive and Colobel Avenue
    - Modify the existing approach striping to add the existing northbound right-turn and southbound left-turn deceleration lanes. Design requirements indicate the right-turn lane should have a minimum storage length of 240 feet and a 150-foot reverse curve. Currently, the lane appears to have a 125-foot storage and an 80-foot taper design. The southbound left-turn lane should consist of a minimum storage length of 80 feet and a 150-foot reverse curve. Currently the turn lane has a 150-foot storage length and a 50-foot straight taper.
- At the intersection of Unser Boulevard and Anderson Hill Avenue:

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- Based on this analysis, the installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
- The eastbound Anderson Hill Avenue approach should be maintained with a 1-1-1 design (one lane in each direction plus a two-way left-turn lane) from Unser Boulevard to Rio Clara Avenue (310-foot spacing) at a minimum. This design will maximize storage space flexibility for left-turning vehicles.

- At Site Access A4:
  - Consistent with surrounding subdivision configurations, it is recommended Anderson Hill Avenue be maintained as a single lane and/or 1-1-1 cross-section (one lane in each direction plus a TWLTL) without right-turn deceleration lanes. The right-turn and/or left-turn lanes are not believed to be beneficial based on low volumes, LOS operations, speed management, and pedestrian crossing considerations.

Phase 3:

- At the intersection of 98th Street and Amole Mesa Avenue:
  - Based on this analysis, the installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
  - Restripe or improve the eastbound and westbound approaches to include a left-turn lane and a shared through/right-turn lane when the intersection is signalized. The left-turn lane should consist of a minimum storage length of 125 feet.

- At the intersection of Vermejo Park Drive and Amole Mesa Avenue:
  - Acceptable LOS operation is identified at this intersection using the existing roadway lane configuration. The city may wish to consider re-evaluating the intersection to determine if any improvements should be considered due to overall traffic patterns at the Rudolfo Anaya Elementary School. Amole Mesa Avenue approach widening, restriping of Vermejo Park Drive, change in intersection control, or other improvements may be appropriate to better accommodate changes in pick-up/drop-off operations, traffic redistribution, student crossings, or other conditions.

- At the intersection of 98th Street and Blake Road:
  - Retiming the existing traffic signal.
  - Restripe the westbound left-turn deceleration lane with a storage of 205 feet.

- At the intersection of Unser Boulevard and Blake Road:
  - Retiming the existing traffic signal.
  - Restripe the eastbound left-turn deceleration lane with a storage length of 230 feet.

- At the intersection of 98th Street and Colobel Avenue:
  - A traffic signal would mitigate delays at this intersection. Analysis indicates MUTCD Warrant 1B and 2 to be met in the 2036 Horizon Year. However, it is noted that any future improvements on NM 500 as part of the results of NMDOT's corridor study and any future

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additional developments could change traffic patterns on 98th Street, the city should consider monitoring this intersection to identify if one or more MUTCD signal warrants are met in the future.

NMDOT Recommendations:

In addition to recommendations provided by Aspire and Ceja Vista developments, presented in the Assumptions section of this study, the following mitigations are presented based on the horizon year scenario and traffic volumes analysis for NMDOT consideration as part of their NM 500 corridor study programmed for the near future.

- Widen NM 500 to be a 6-lane roadway cross-section consisting of 3 lanes in each direction.

- At the signalized intersection of NM 500 and 98th Street
  - Add a third southbound left-turn lane on 98th Street
  - Add a second eastbound left-turn lane and a second westbound left-turn lane on NM 500
  - Conduct signal retiming by a licensed traffic engineer

- At the signalized intersection of NM 500 and Unser Boulevard
  - Add a second eastbound left-turn lane on NM 500
  - Conduct signal retiming by a licensed traffic engineer

- At the stop-controlled intersection of NM 500 and Condershire Drive
  - Install a new traffic signal to resolve the poor LOS. A signal warrant study should be conducted to identify if the intersection meets the signal warrant prior to the installation.

- At the signalized intersection of NM 500 and Coor Boulevard
  - Add a third eastbound left-turn lane on NM 500
  - A northbound receiving acceleration lane on Coor Boulevard.
  - Add a second westbound left-turn lane

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INTRODUCTION

This report details the procedures and findings of a Traffic Impact Study (TIS) performed by Lee Engineering for Titan Development. This report and the analyses herein were performed for a residential development to be constructed north of Dennis Chavez Boulevard between Unser Boulevard and 98th Street in Albuquerque, New Mexico. This study examines the impacts of the proposed development on surrounding traffic conditions and discusses the potential impacts of trips generated by the development on the study intersections.

The scope of this report and the analyses performed were completed in agreement with the scoping requirements set forth by the City of Albuquerque (CABQ) and the New Mexico Department of Transportation (NMDOT). Notes from the scoping meeting held on December 17th, 2024, are included in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *Highway Capacity Manual (HCM) 7th Edition* and the *Manual on Uniform Traffic Control Devices (MUTCD) 2011 Edition*.

For the purposes of this analysis, the development is assumed to be completed in three phases and reach full completion by 2031. Lee Engineering conducted a Level of Service and Queuing Analysis for the following AM and PM peak hour scenarios:

Traffic Analysis

- 2025 Existing – Existing (adjusted) traffic volumes
- Phase 1 Opening Year 2026 Background – 2025 volumes increased by 1.5%, plus the volumes generated by the Aspire and Sunrise Village developments.
- Phase 1 Opening Year 2026 Total – 2026 Background plus Phase 1 site traffic volumes.
- Phase 2 Opening Year 2029 Background – 2025 volumes increased by 6.14% (1.5% for 4 years), plus Phase 1 site traffic volumes and the volumes generated by the Aspire and Sunrise Village developments.
- Phase 2 Opening Year 2029 Total – 2029 Background (non-site) traffic volumes presented in the Appendix, plus Phase 1 and Phase 2 site traffic volumes.
- Phase 3 Opening Year 2031 Background – 2025 volumes increased by 9.34% (1.5% for 6 years), plus Phase 1 and Phase 2 site traffic volumes. The volumes generated by the Aspire and Sunrise Village developments were also included.
- Phase 3 Opening Year 2031 Total – 2031 Background (non-site) traffic volumes presented in the Appendix, plus full site build-out volumes.
- 10-Year Horizon After Site Opening, 2036 Background – 2025 volumes increased by 17.79% (1.5% for 11 years), plus the volumes generated by the Aspire and Sunrise Village developments and the volumes generated by the Ceja Vista development.
- 10-Year Horizon After Site Opening, 2036 Total – 2036 Background (non-site) plus full site build-out volumes.

The Level of Service and Queuing Analysis Reports are presented in full in the Appendix.

BACKGROUND INFORMATION

PROJECT LOCATION & SITE PLAN

The proposed housing development is to be located north of Dennis Chavez Boulevard between Unser Boulevard and 98th Street. Figure 1 shows a vicinity map of the study area and Figure 2 shows the conceptual site layout plan of the site.

The proposed development would convert approximately 126 acres of vacant land into a housing development with a total of 646 single-family units. The development consists of three phases with the following details:

- Phase 1 is planned to construct 291 units by 2026
- Phase 2 is planned to construct 190 units by 2029
- Phase 3 is planned to construct 165 units by 2031

Site access is to be provided by constructing new roadway connections to major roadways, including Unser Boulevard and 98th Street, with the following details:

- Phase 1: A new westerly extension of Anderson Hill Avenue is proposed as a local street connection providing site access to Unser Boulevard. Site access to 98th Street is proposed to be provided by constructing a new extension of Vermejo Park Drive to the south, intersecting the extension of Anderson Hill Avenue. Two internal full-access points are proposed for the Phase 1 development area, one on each new roadway connection.
- Phase 2: The extension of Vermejo Park Drive, constructed in Phase 1, is proposed to continue west to connect 98th Street at the Colobel Avenue alignment. Two internal full-access points are proposed for the Phase 2 development, one on the new extension of Vermejo Park Drive and one on the extension of Anderson Hill Avenue to be aligned with the Phase 1 access point.
- Phase 3: No additional new roadway connections are proposed. However, three internal full-access points are proposed for the extension of Vermejo Park Drive, including two access points aligned with the Phase 1 and Phase 2 access points, and one as the 4th leg to the Anderson Hill and Vermejo Park intersection.

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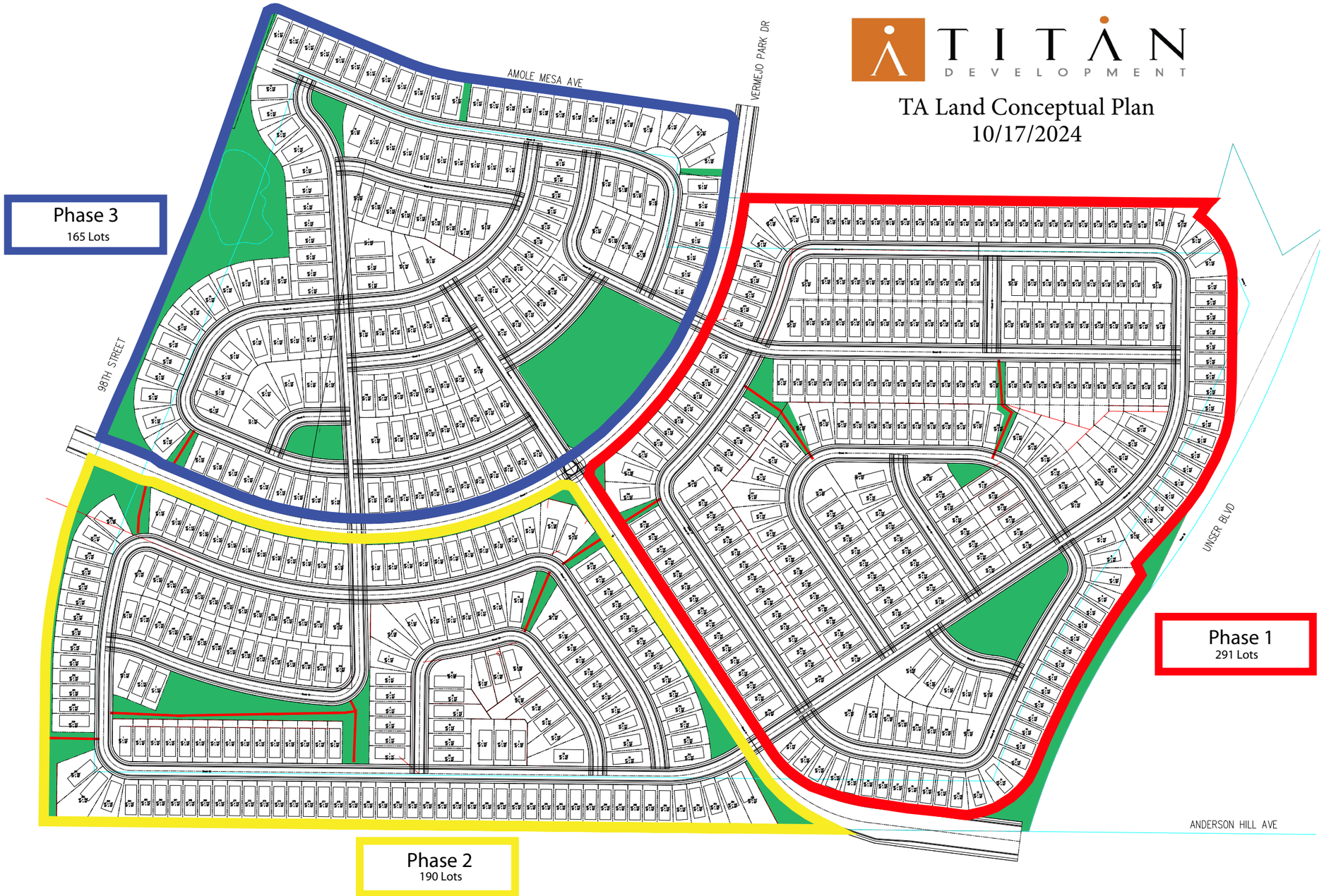
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Vicinity Map

Figure 1

TITAN DEVELOPMENT

TA Land Conceptual Plan
10/17/2024



Not to scale

Conceptual Site Layout Plan

Figure 2

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Study Area, Area Land Use, and Streets Narrative Summary

STUDY AREA

The study area is defined as the roadway network adjacent to the subject site and major intersections between 98th Street and Coors Boulevard. The following intersections were identified for analysis during the scoping meeting:

1) 98th Street and Blake Road
2) Unser Boulevard and Blake Road
3) 98th Street and Amole Mesa Avenue
4) Amole Mesa Avenue and Vermejo Park Drive
5) 98th Street and Colobel Avenue
6) Unser Boulevard and Anderson Hill Avenue
7) NM 500 and 98th Street
8) NM 500 and Unser Boulevard
9) NM 500 and Condershire Drive
10) NM 500 and Coors Boulevard

AREA LAND USE

The subject development is to be located between 98th Street and Unser Boulevard, north of the Anderson Hill Avenue alignment and south of the Amole Mesa Avenue alignment. Adjacent to and surrounding the project site are land uses consisting of the following:

- Residential: Land surrounding the site to the north, south, and west of the proposed development is single-family residential. Per the CABQ Zone Map, it is zoned as R-1A (Single-Family Small Lot).
- Undeveloped: An approximate 72-acre area east of the site and Unser Boulevard, zoned as NR-BP (Non-residential Business Park), is currently undeveloped.
- Educational: Rudolfo Anaya Elementary School exists to the north of the development site. Access to the school is provided via Amole Mesa Avenue and Vermejo Park Drive.

STREETS

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

Blake Road is an east/west two-lane undivided roadway currently classified by MRCOG as an urban collector. From 98th Street to Unser Boulevard, the roadway is separated by a two-way left-turn lane (TWLTL). Curbs, gutters, sidewalks, and bike lanes are present on both sides of the roadway while roadway lighting only exists on the south side of the roadway. From Unser Boulevard to the east, no curb, gutter, or sidewalk exists on the south side of the roadway. The roadway has a posted speed limit of 35 mph.

Dennis Chavez Boulevard (NM 500) is an east/west two-lane undivided roadway currently classified by MRCOG as an urban principal arterial. No curbs, gutters, or sidewalks exist; however, the roadway has shoulders on both sides. The roadway has no bike lanes, except near 98th Street. Similarly, no roadway lighting is present, except near a bridge east of Condershire Drive where guardrails protect the bridge abutments. The roadway has a posted speed limit of 45 mph. A detached multi-path trail exists on the north side of the roadway, approximately between 98th Street and Unser Boulevard.

98th Street is a north/south four-lane divided roadway separated by a raised median. It is classified by MRCOG as an urban principal arterial. The roadway originates about 900 feet south of NM 500, crosses

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Colobel Avenue, Amole Mesa Avenue, Blake Road, and continues north. In the vicinity of the study area, curbs, gutters, and bike lanes exist on both sides of the roadway, but no street lighting exists. Sidewalks exist on both sides of the roadway, except on the east side of the roadway, south of NM 500. The roadway has a posted speed limit of 30 mph near the site. A speed sign of 35 mph was observed for the northbound approach to Blake Road based on Google Earth Street View.

Unser Boulevard is a north/south divided roadway classified by MRCOG as an urban principal arterial. The roadway originates at NM 500, crosses Anderson Hill Avenue, Blake Road, and continues north. In the vicinity of the site, the roadway has two lanes in each direction separated by a raised median, but it transitions to a two-lane divided roadway (one lane in each direction) between Anderson Hill Avenue and Blake Road. Concrete barriers and steel pedestrian railings exist where the roadway crosses Amole Arroyo Trail. Curbs, gutters, pedestrian facilities, roadway lighting, and bike lanes exist on both sides of the roadway. It has a posted speed limit of 40 mph.

Coors Boulevard is a north/south four-lane roadway separated by a raised median or TWLTL. It is classified by MRCOG as an urban principal arterial. A posted speed sign of 40 mph was observed on the southbound approach, about ¼ mile south of NM 500. No curb, gutter, or bike lane exists; however, roadway lighting is present. It should be noted that sidewalks, curbs, and gutters exist only on a short segment of the roadway near Walmart Supercenter located southeast corner of NM 500 and Coors Boulevard.

Amole Mesa Avenue is an east/west two-lane undivided roadway classified by CABQ as a local urban street. It is about 1.25 miles in length, originating at 118th Street and terminating at Vermejo Park Drive (about ¼ mile east of 98th Street). The roadway has no bike lanes or street lighting and a posted speed limit of 30 mph. From 98th Street to the west, the roadway has curbs, gutters, and sidewalks on both sides of the roadway. East of 98th Street, the roadway has paved sidewalks on the north side plus curb and gutter near Vermejo Park Drive.

Colobel Avenue is an east/west two-lane undivided roadway classified by CABQ as a local urban street. It is about 0.30 miles in length, originating at 98th Street in the east and terminating at Morrissey Street. No speed limit was observed to be posted on Colobel Avenue; therefore, its statutory speed limit is 25 mph. No roadway lighting exists, but curbs, gutters, sidewalks, and bike lanes exist on both sides of the roadway.

Condershire Drive is a two-lane undivided roadway located in an unincorporated portion of the study area. The roadway is about 0.65 miles in length, originating about 0.4 miles north of NM 500 and terminating about 0.25 miles southwest of NM 500. The roadway is classified by the MRMPO Long Range Roadway System (LRRS) as a major collector street north of NM 500 and as a minor collector street to its south. The roadway has a posted speed limit of 25 mph. No curb or gutter exists, except on the northeast corner of the NM 500 intersection. The northwest corner has guardrails and concrete barriers. No bike lanes or sidewalks are present.

Anderson Hill Avenue is a 0.25-mile east/west two-lane undivided roadway classified by CABQ as a local urban street. A sidewalk exists on the south side of the roadway. Curbs exist on both sides of the roadway, while gutters exist mostly on the south side. No bike lanes are present and no speed limit signs observed on Anderson Hill Avenue; therefore, the statutory speed limit is assumed to be 25 mph.

Vermejo Park Drive is a north/south two-lane undivided local roadway with a posted speed limit of 25 mph. It has a posted school zone sign of 15 mph fronting the Rudolfo Anaya Elementary School. The roadway originates within the residential area north of the school and currently terminates about 250 feet south of Amole Mesa Avenue. Curbs, gutters, and sidewalks are present, but no bike lanes or roadway lighting exists.

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INTERSECTIONS

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

98th Street and Blake Road is a signalized with protected/permissive left-turn phasing at each approach. Blake Road consists of one shared through/right-turn lane and a left-turn lane in each direction. 98th Street consists of a left-turn lane on each approach plus two northbound through lanes, a northbound right-turn lane, one southbound through lane, and a shared southbound through/right-turn lane. Pedestrian pushbuttons, pedestrian signal heads, pedestrian crosswalk pavement markings, and accessible ramps exist at each crossing. Loop detections exist on the eastbound and westbound approaches of Blake Road and the northbound and southbound left-turn lanes of 98th Street.

Unser Boulevard and Blake Road is a signalized with protected/permissive left-turn phasing at each approach. Unser Boulevard consists of two through lanes, a left-turn lane, and a right-turn lane on each approach. Blake Road consists of a shared through/right-turn lane and a left-turn lane on each approach. The westbound shared through/right-turn lane has a storage length of about 410 feet. Pedestrian pushbuttons, pedestrian signal heads, pedestrian crosswalk pavement markings, and accessible ramps exist at each crossing. Camera detections exist on all approaches.

98th Street and Amole Mesa Avenue is a stop-controlled intersection with a stop sign on each approach. The north leg consists of a shared through/right-turn lane, a through lane, and a left-turn lane. Its south leg consists of a right-turn lane, two through lanes, and a left-turn lane. The east leg consists of a shared through/right-/left-turn lane; the west leg consists of a shared through/left-turn lane and a right-turn lane. Pedestrian crosswalk pavement markings are present on the north leg. No pedestrian crossing signs exist on the south leg.

Amole Mesa Avenue and Vermejo Park Drive is a minor-street stop-controlled intersection with a stop sign on Amole Mesa Avenue. The east leg is a gated driveway to Rudolfo Anaya Elementary School consisting of a shared through/right-/left-turn lane. Amole Mesa Avenue and Vermejo Park Drive have a shared through/right-/left-turn lane on each approach. There are no marked crosswalks present.

98th Street and Colobel Avenue is a 3-legged stop-controlled intersection with a stop sign on Colobel Avenue. The west leg has a shared right-/left-turn lane. The north leg consists of a through lane and a shared through/right-turn lane. The south leg consists of two through lanes and a left-turn lane. There are no marked crosswalks present.

Unser Boulevard and Anderson Hill Avenue is a minor-street stop-controlled. The north leg has a shared through/right-turn lane, a through lane, and a left-turn lane. Its south leg has two through lanes, one left-turn lane, and a right-turn lane. Anderson Hill Avenue consists of a shared through/right-turn lane and a left-turn lane on each approach. The westbound shared through/right-turn lane has a storage length of about 100 feet. There are no marked crosswalks present.

NM 500 and 98th Street is a signalized with protected/permissive left-turn phasing at each approach. NM 500 has a through lane, a left-turn lane, and a right-turn lane on each approach. The north leg has a shared through/right-turn lane, a through lane, a left-turn lane, and two receiving lanes. The south leg has a through lane, a dedicated right-turn lane, and a left-turn lane. Pedestrian pushbuttons, pedestrian signal heads, pedestrian crosswalk pavement markings, and accessible ramps exist at each crossing. Camera detections exist on all approaches, plus a loop detection on the eastbound left-turn lane.

NM 500 and Unser Boulevard is a 3-legged signalized with protected/permissive left-turn phasing on the eastbound approach of NM 500. The east leg has a through lane and a right-turn lane; the west leg has a through lane and a left-turn lane. The north leg currently has a dedicated right-turn lane, a dedicated left-

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turn lane, and two receiving lanes. Pedestrian pushbuttons, pedestrian signal heads, pedestrian crosswalk pavement markings, and accessible ramps exist on the north and west legs. No marked crosswalks exist on the east leg. Camera detections exist on all approaches.

NM 500 and Condershire Drive is a minor-street stop-controlled. NM 500 has a shared through/right-/left-turn lane on each approach. Similarly, Condershire Drive has a shared through/right-/left-turn lane. There are no marked crosswalks present.

NM 500 and Coors Boulevard is a signalized with protected-only left-turn phasing on the southbound approach of Coors Boulevard and protected/permissive left-turn phasing on the northbound and NM 500 approaches. The north leg consists of a shared through/right-turn lane, a through lane, and two left-turn lanes. The south leg consists of two through lanes, a right-turn lane, and a left-turn lane. Its east leg has a through lane, a dedicated channelized right-turn lane, and a left-turn lane. The west leg has a left-turn lane, a through lane, and a shared through/channelized right-turn lane. There are marked crosswalks on each leg, except the north leg. Pedestrian pushbuttons and pedestrian signal heads exist on each crossing. However, no sidewalks or accessible ramps exist on each corner of the intersection, except the southeast corner. Loop detections exist for the left turn movements on the north, south, and west legs. It is unclear if loop detections exist for the westbound left-turn movement on the east leg.

BICYCLE FACILITIES

A review of the MRMPO Long Range Bikeway System shows proposed protected bike lanes and multi-path paved trails on NM 500 and Coors Boulevard near the study area. On-street bike lanes are proposed on Condershire Drive. An east/west multi-path paved trail crossing the subject site, about 300 feet north of Anderson Hill Avenue, is shown as proposed on the system map. However, it appears the existing residential units to the west of 98th Street may obstruct the development of this trail. Therefore, the proposed multi-path trial may need to be reviewed for an alternative path.

ADJACENT DEVELOPMENTS

The following projects are located in the study area and are to be considered as part of this project.

Ceja Vista. This project is located south of NM 500 between Unser Boulevard and 98th Street. According to the TIS (completed in 2019), is proposed to include 1,393 single-family residential units, 540 apartment units, and 120,000 S.F. of retail commercial uses. The study did not attempt to predict and evaluate each phase due to the timing complexities, analyzing full-build year (2022) and a 10-year horizon. To date, only a small section of multi-family units has been constructed. Due to time durations and lack of visual progress, full build-out has been assumed for the 2036 horizon year.

Sunrise Village. This development, located south of NM 500 with connection to Condershire Drive, consists of two different parcels with a total of 108 single-family residential lots. It is estimated to generate 76 trips during the AM peak hour and 102 trips during the PM peak hour. No specific opening year was indicated in the TIS report and from 2025 Google Earth imagery, construction has not been initiated. For the purposes of this analysis, build-out by 2026 has been assumed.

Aspire. This is a single-family residential development located north of NM 500 on the SEC of 118th Street and Amole Mesa Avenue. To date, about 306 of the 506 lots have been developed, while the remaining lots are under construction. Full build-out is assumed for 2026.

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Data Collection

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

FIELD DATA COLLECTION

On-Street Parking

Not considered as part of this study.

Pedestrians and Bicycles

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

Transit

According to the City of Albuquerque's ABQ Ride System Map (2023), the only transit route in the study area is Route 198 traveling NM 500 and 98th Street. During the weekday, approximate 45-minute headways are noted. Two stops are located on NM 500 and multiple stops are located along 98th Street.

Signal Timings

The City of Albuquerque Traffic Engineering Division provided signal timing and coordination data for the following intersections.

- 98th Street and Blake Road
- Unser Boulevard and Blake Road
- NM 500 and 98th Street
- NM 500 and Unser Boulevard
- NM 500 and Coors Boulevard

The information provided by the City was cross-checked by Lee Engineering based on recent work conducted in the area. Where appropriate, the more recent Lee Engineering timing data was used. Signal timing sheets used in the capacity analyses are provided in Appendix C.

TRAFFIC SCENARIO DEVELOPMENT

The following sections detail the methods and calculations used to obtain the existing traffic volumes within the study area and how the volumes were developed for each study horizon year. This process used the following tools as described below: Traffic Projections, Trip Generation, and Trip Distribution and Assignment. Figures at the end of this section show the resulting traffic volumes determined for the following analysis conditions:

- 2025 Existing
- 2026 Background and Total Traffic (Phase 1)
- 2029 Background and Total Traffic (Phase 2)
- 2031 Background and Total Traffic (Build-out)
- 2036 Background and Total Traffic (10-year horizon after site opening)

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Traffic Counts, Background Traffic and Trip Generations

Intersection Conditions

As part of the data collection effort, a field visit was performed to obtain the existing lane configurations and traffic control at each study intersection. Figure 3 is provided as a summary of the conditions that were identified in the field.

Turning Movement Counts

Intersection turning movement counts (TMC) were collected for nine hours in three periods: 6:00 AM-9:00 AM, 11:00 AM-2:00 PM, and 3:30 PM-6:30 PM at the following locations and dates:

- 98th Street and Blake Road. Wednesday, January 29th, 2025.
- Unser Boulevard and Anderson Hill Avenue. Wednesday, January 22nd, 2025.
- Unser Boulevard and Blake Road. Wednesday, January 22nd, 2025.
- NM 500 and 98th Street. Tuesday, January 28th, 2025.
- NM 500 and Unser Boulevard. Wednesday, January 22nd, 2025.
- NM 500 and Condershire Drive. Wednesday, January 29th, 2025.
- NM 500 and Coors Boulevard. Thursday, January 23rd, 2025.

TMCs were also collected for 13 hours from 6:00 AM to 7:00 PM at the following locations and dates:

- 98th Street and Colobel Avenue. Tuesday, January 28th, 2025.
- 98th Street and Amole Mesa Avenue. Tuesday, January 28th, 2025.
- Vermejo Park Drive and Amole Mesa Avenue. Wednesday, January 29th, 2025.

All count data was summarized to determine a system-wide peak-hour for the study area to use as part of the evaluation process. Traffic volumes on NM 500 included an additional step to identify demand volumes, vehicles that were unable to be serviced during the indicated time period. The volumes indicated for NM 500 represent the demand volumes. Table 1 shows the starting times for the morning and afternoon peak hours.

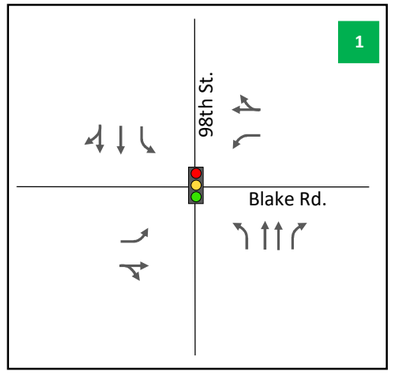
Table 1: Network Peak Hours

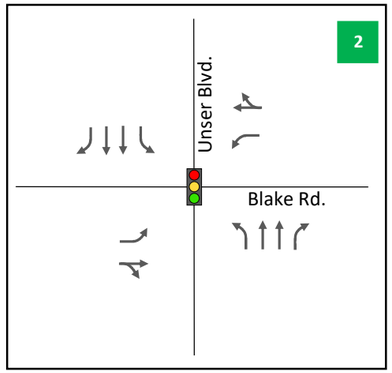
Study Area Intersections	AM Peak Hour	PM Peak Hour
Network Peak Hours:	7:15 AM	3:30 PM

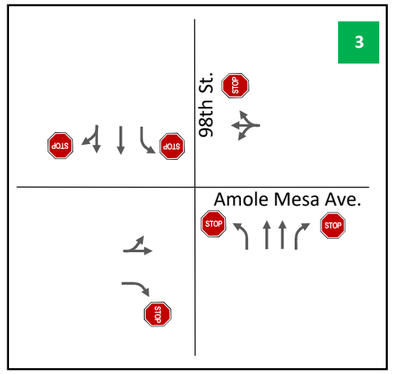
The AM and PM peak-hour approach and departure volumes were then reviewed to determine if any large disparities existed between intersections that could not be reasonably explained. If required, volumes were increased to minimize or eliminate the discrepancies, resulting in an adjusted, balanced volume network. For this project, all volume differentials were identified as acceptable and no adjustments made, except along the Dennis Chavez Boulevard segment between 98th Street and Coors Boulevard, as requested by the NMDOT as part of the pre-scoping discussions.

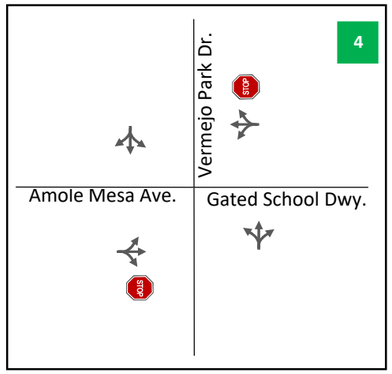
The existing (adjusted) AM and PM peak-hour traffic volumes for each intersection within the study area are shown in Figure 4. Raw turning movement count data can be found in Appendix B. Turning movement volumes collected at the study intersections show a typical commuter directionally biased distribution during the peak-hour conditions.

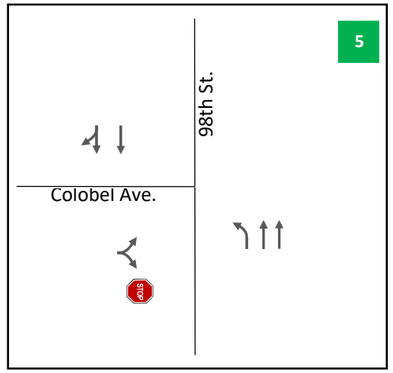
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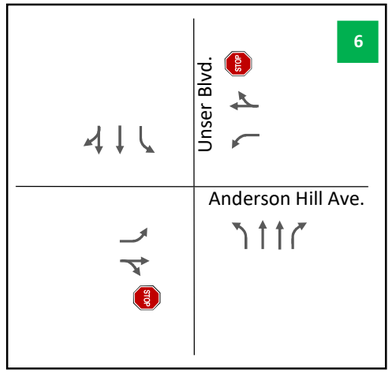


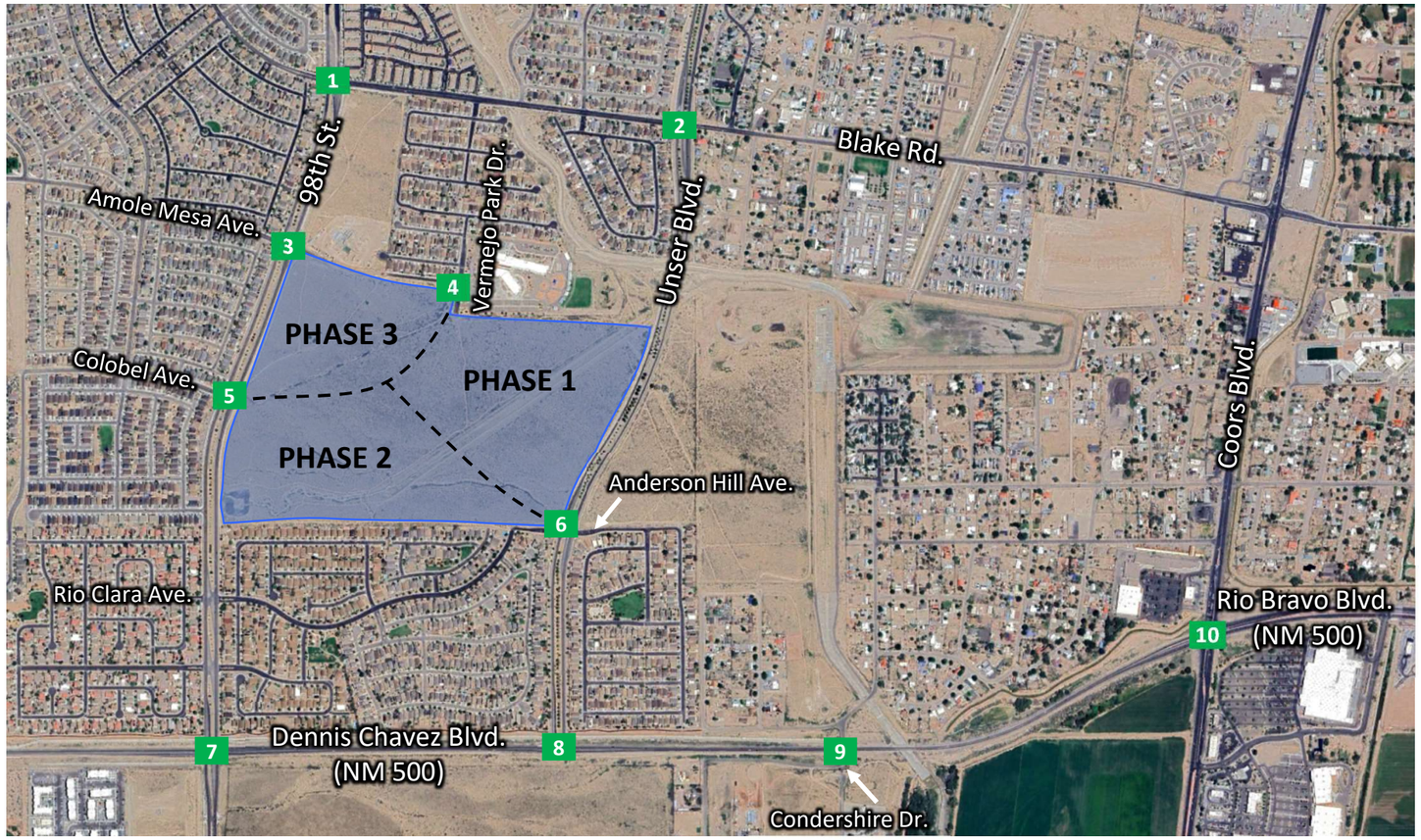






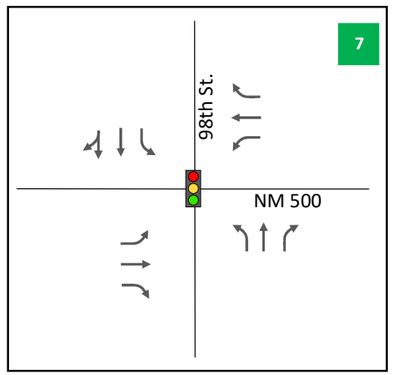


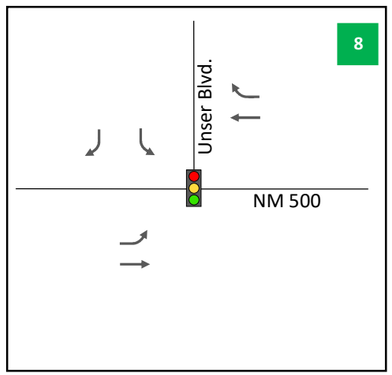


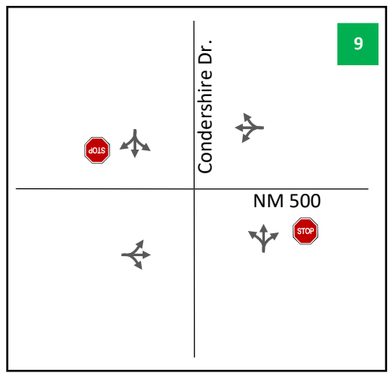


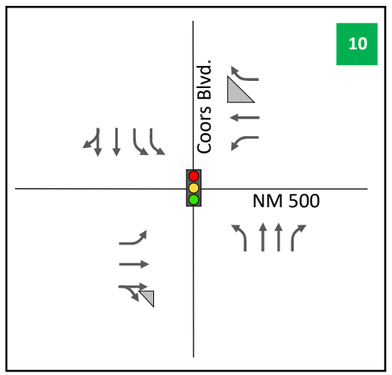
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#	Intersection Identifier
	Intersection Lane Configuration







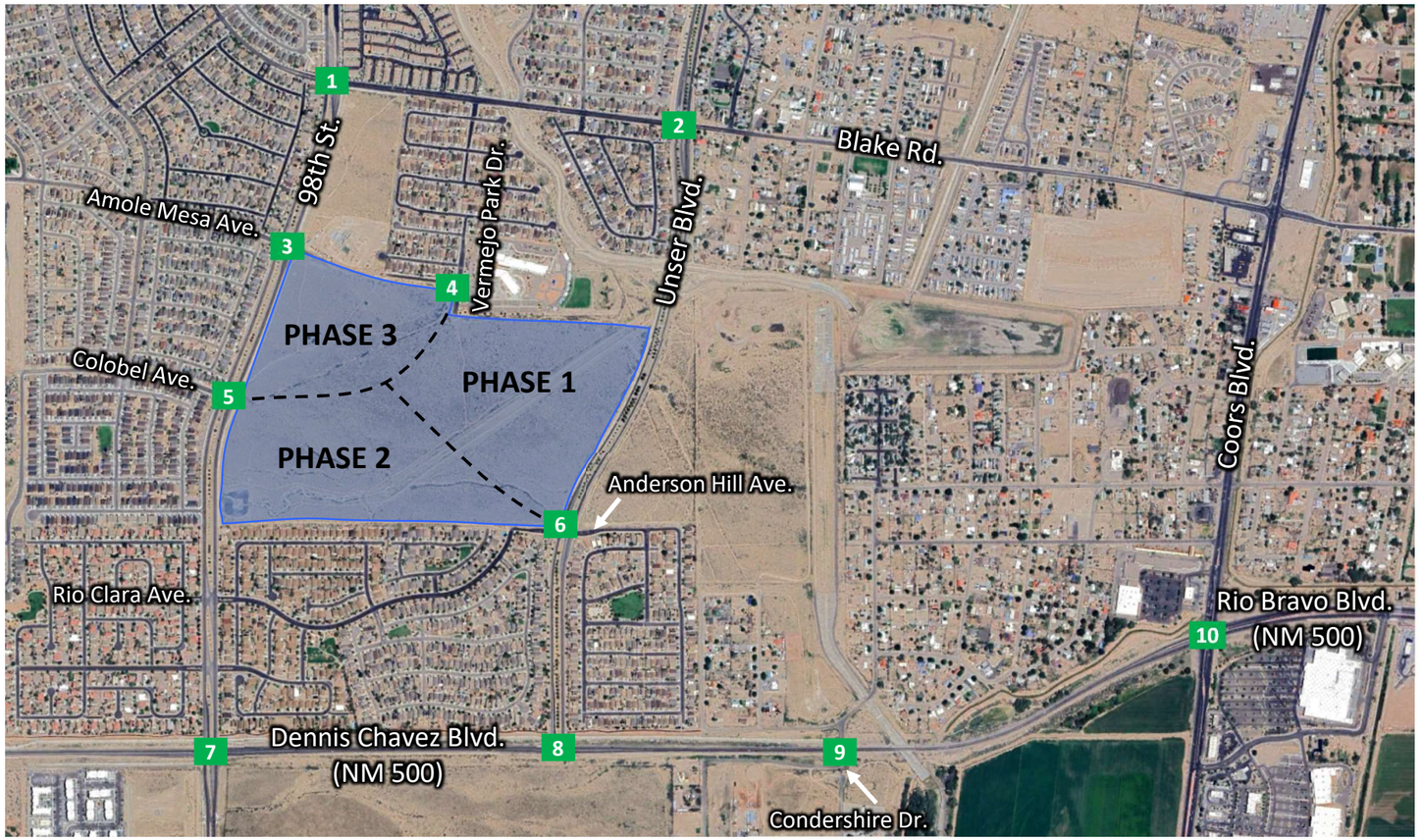


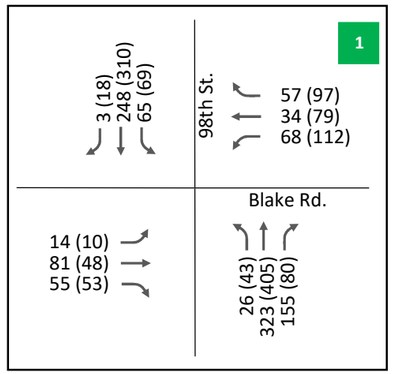
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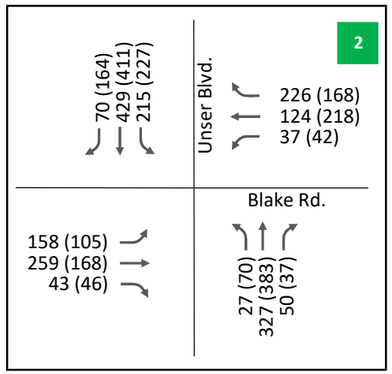
Existing Lane Configurations and Traffic Control

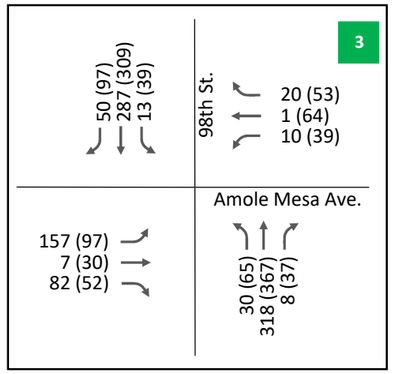
Figure 3

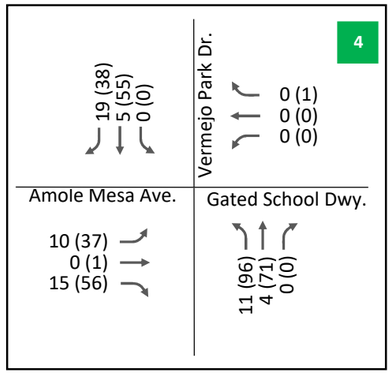
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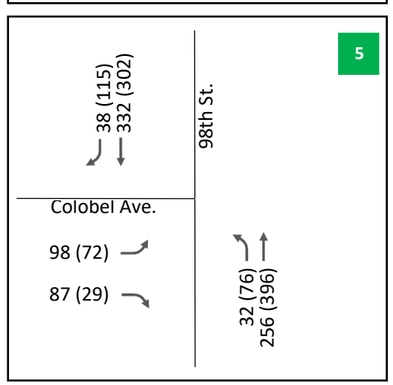


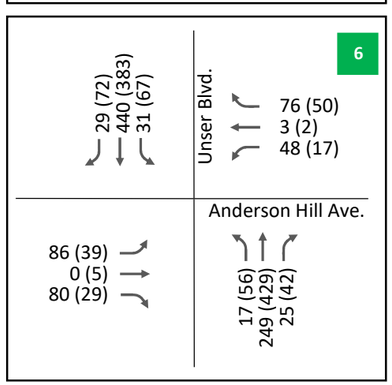


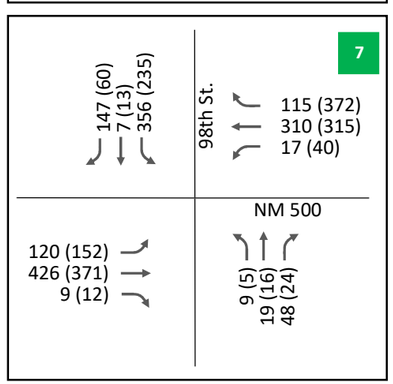


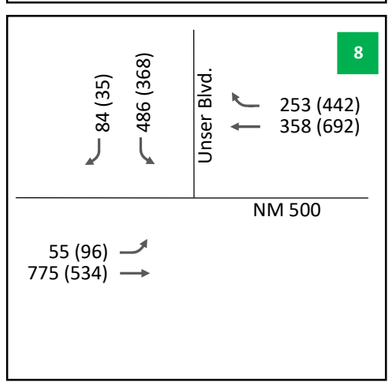


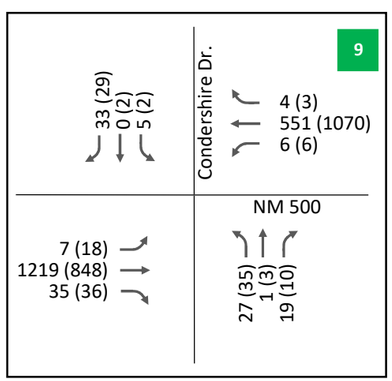


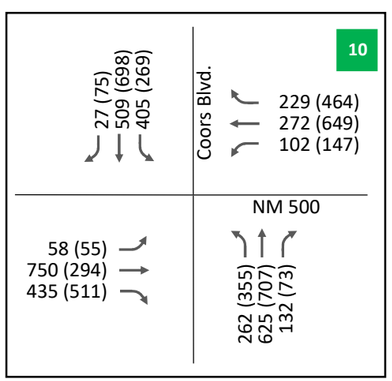












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#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

Adjusted Peak Hour Turning Movement Counts

Figure 4

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Background Traffic

Background traffic volumes are comprised of two components: trips generated from the overall growth of the local and surrounding community, and trips generated by development projects near the site.

AMBIENT GROWTH

Existing community growth was estimated in two ways: from historical traffic volumes identified on the NMDOT MS2 website, and from the 2016 and 2040 (updated) travel demand models provided by MRCOG. In review of the link data for each roadway, various growth rates were identified. A volume summary of each method is provided in a table in Appendix D. To eliminate the difficulty of numerous growth values, a 1.5% annual growth rate was used for the entire study area.

NEARBY DEVELOPMENTS

As indicated in the previous section, three nearby developments are expected to contribute to roadway traffic volumes and have an impact on area conditions within the analysis period of this study. The traffic impact studies for each of the three developments were obtained and reviewed to ascertain trip generation information, peak-hour distribution, and vehicle assignment volumes at each of the study area intersections along with the year of impact. Based on the information contained in the reports, the Sunrise Village and Aspire developments are anticipated to be complete by 2026. The traffic volumes generated from these two developments are assumed to be part of the 2026 background conditions. The Ceja Vista development traffic will be assumed part of the 2036 background volumes. The site-generated volumes associated with each of the developments can be found in Appendix E.

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SITE TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation for the proposed TA Land project was performed using the procedures and methodologies provided in the ITE Trip Generation Manual, 11th Edition. The land use category Single-Family Detached Housing (ITE 210) was used to generate trips for each development phase based on the percent of total households to be constructed. Trips were calculated using the average rate for weekday, AM peak hour, and PM peak hour traffic. Trips generated for each phase of the proposed development are shown in Table 2. Site-generated trips would be added to the Background traffic volumes to create the Total traffic conditions for each analysis being evaluated.

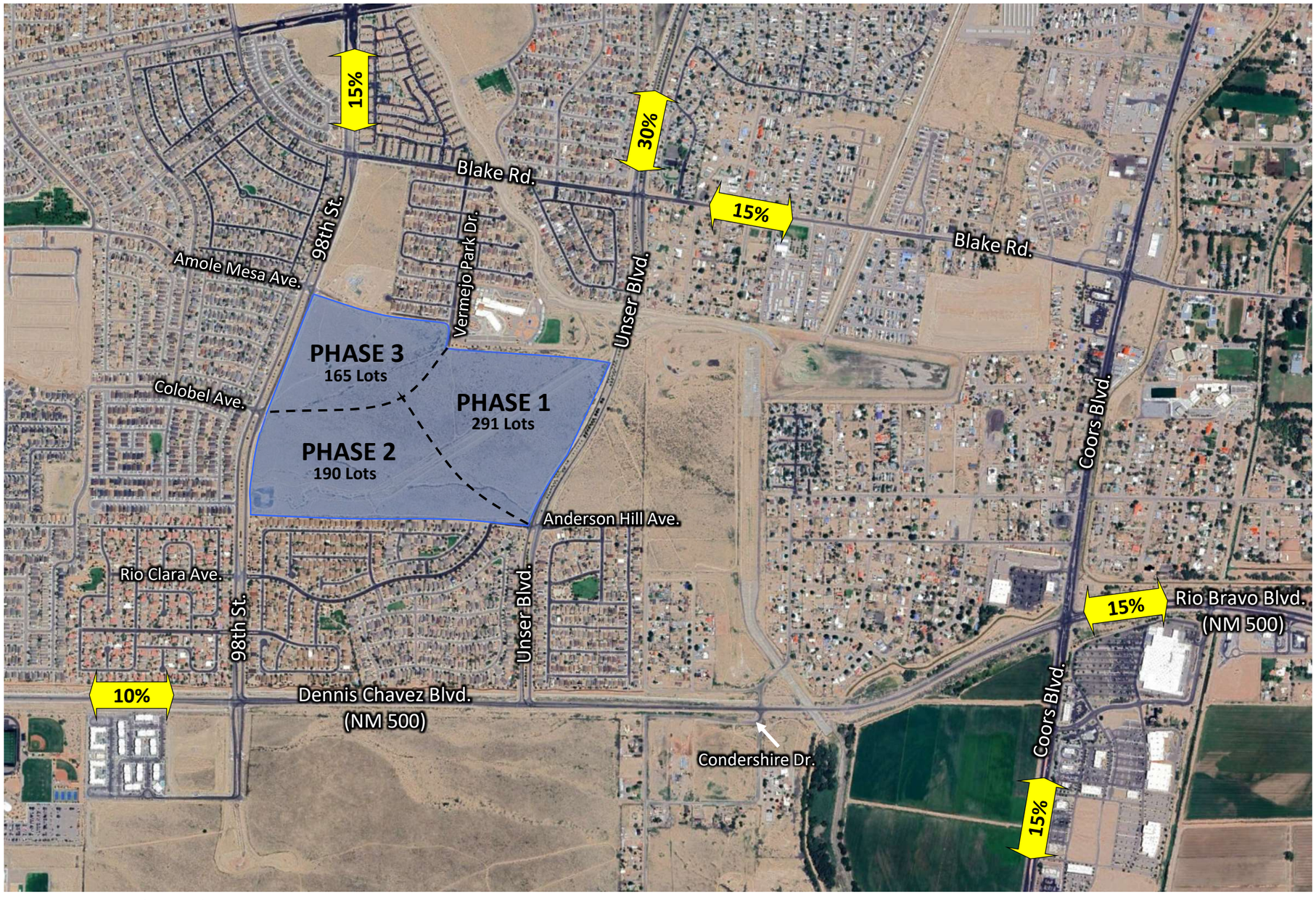
Table 2: Proposed TA Land Development Trip Generation

Total Trips - TA Land						
Land Use: (#210) Single Family Detached						
# of Units	**Daily**		**AM Peak Roadway**		**PM Peak Roadway**	
646	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Dir. Dist.	50%	50%	26%	74%	63%	37%
Trips	2,808	2,808	106	301	362	212
	5,616		407		574	
Phase 1 (291 Units)						
% of Units	**Daily**		**AM Peak Roadway**		**PM Peak Roadway**	
45%	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Trips	1,264	1,264	48	135	163	95
	2,528		183		258	
Phase 2 (190 Units)						
% of Units	**Daily**		**AM Peak Roadway**		**PM Peak Roadway**	
30%	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Trips	842	842	32	90	108	64
	1,684		122		172	
Phase 3 (165 Units)						
% of Units	**Daily**		**AM Peak Roadway**		**PM Peak Roadway**	
25%	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Trips	702	702	26	76	91	53
	1,404		102		144	

Trip Distribution and Assignment

The overall site-generated trip distribution was determined based on the analysis of roadway demand at the cordon limits of the study area and the roadway network available to the drivers. The new site-generated trips were routed within the roadway network, to and from the development, based on engineering judgment and proportion of the existing turning movement counts during the AM and PM peak hours. Figure 5 shows the overall traffic distribution used for the project (Appendix F provides the distribution percentages assumed for each phase), while Figures 6, 7, and 8 show the combined traffic assignment for each phase of the development.

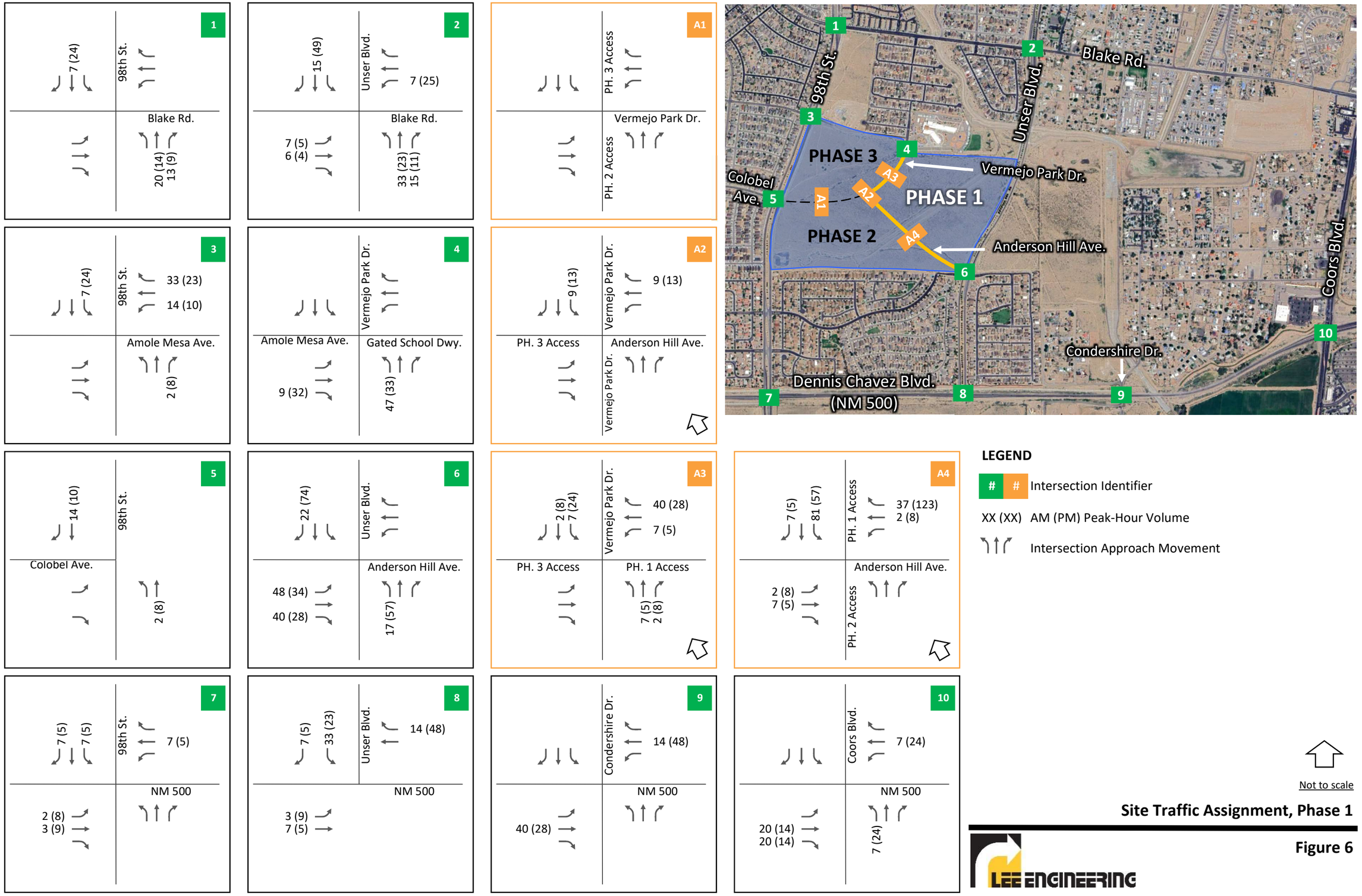
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Overall Site Traffic Distribution

Figure 5

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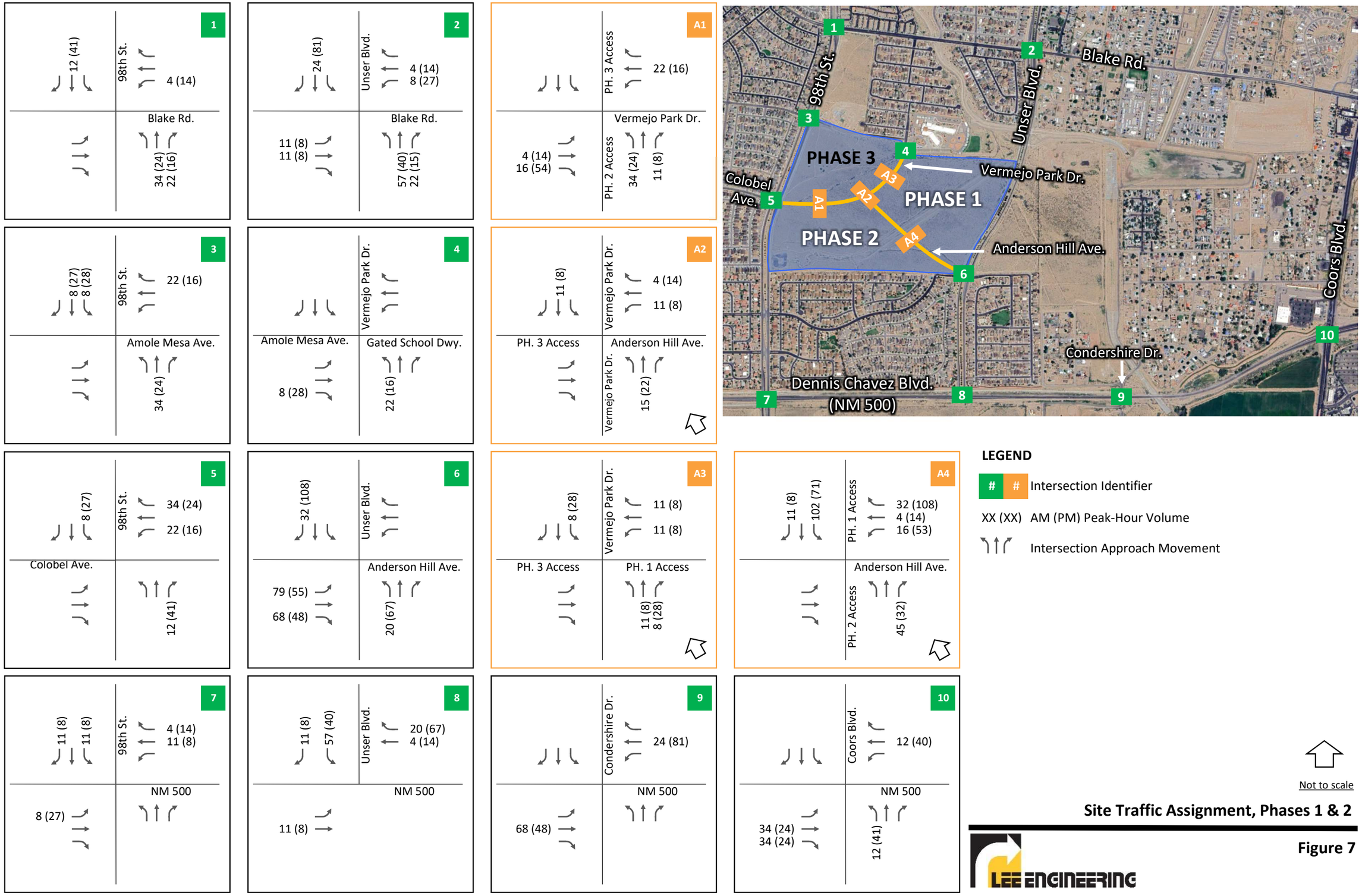
# #	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

Site Traffic Assignment, Phase 1

Figure 6

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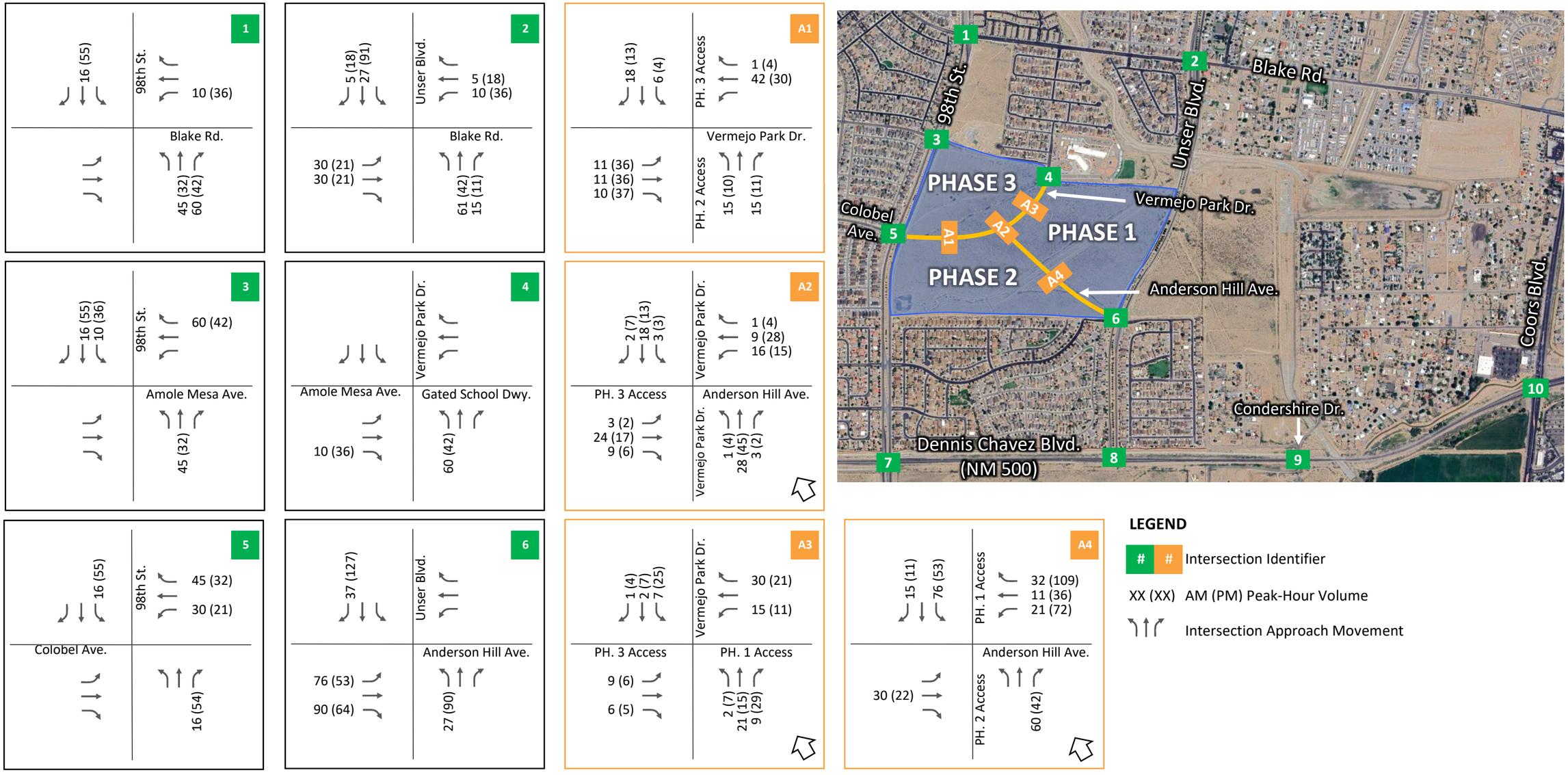
# #	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

Site Traffic Assignment, Phases 1 & 2

Figure 7

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LEGEND

# #	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

Site Traffic Assignment, Phases 1, 2, & 3

Figure 8

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Analysis Year Traffic Volumes

The traffic volumes used to evaluate analysis year conditions were calculated as follows:

Existing Conditions

- 2025 Existing – Volumes displayed in Figure 4.

Background Conditions

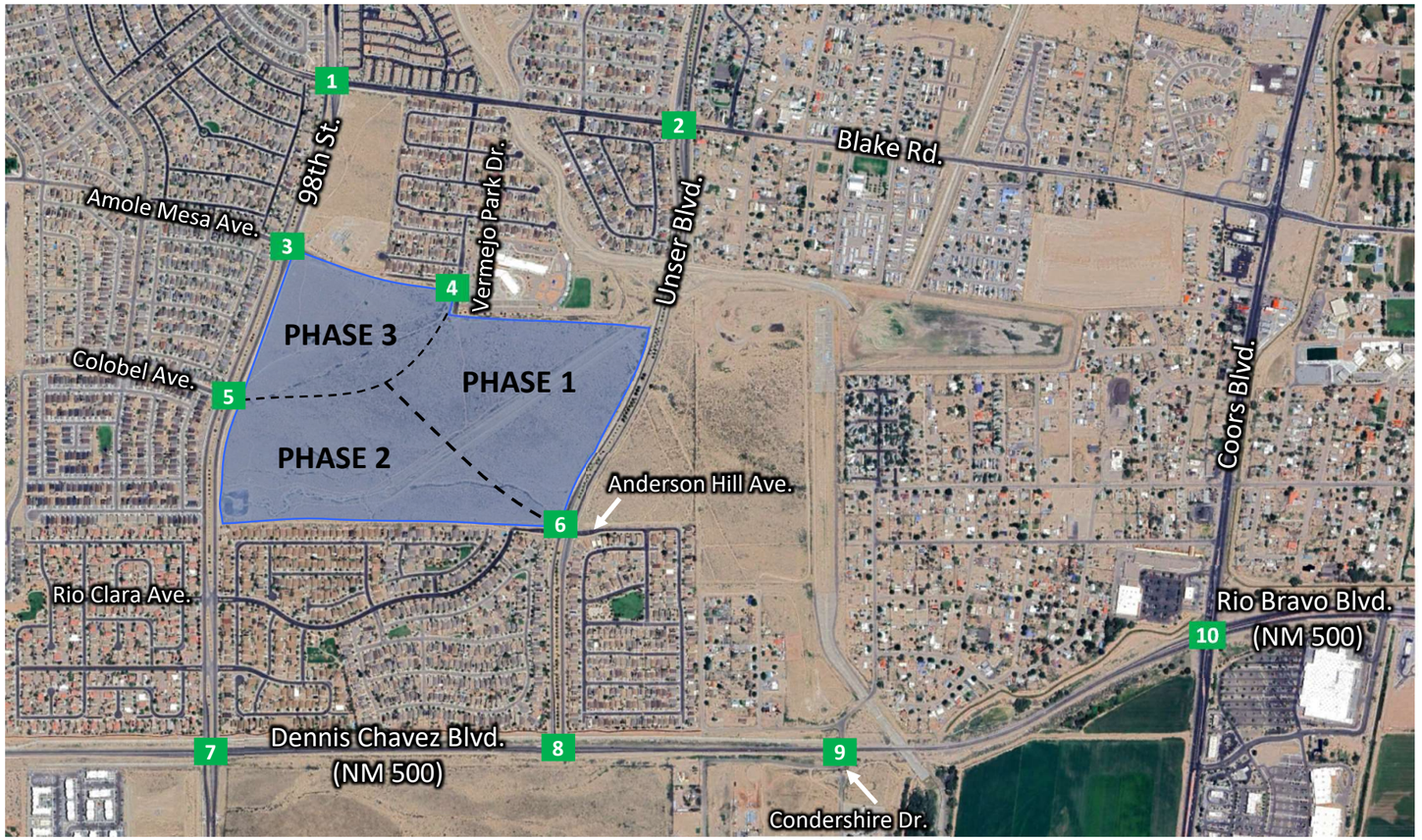
- Phase 1 Opening Year 2026 Background – 2025 volumes increased by 1.5%, plus the volumes generated by the Aspire and Sunrise Village developments.
- Phase 2 Opening Year 2029 Background – 2025 volumes increased by 6.14% (1.5% for 4 years), plus Phase 1 site traffic volumes and the volumes generated by the Aspire and Sunrise Village developments.
- Phase 3 Opening Year 2031 Background – 2025 volumes increased by 9.34% (1.5% for 6 years), plus Phase 1 and Phase 2 site traffic volumes. The volumes generated by the Aspire and Sunrise Village developments were also included.
- 10-Year Horizon After Site Opening, 2036 Background – 2025 volumes increased by 17.79% (1.5% for 11 years), plus the volumes generated by the Aspire and Sunrise Village developments, and the volumes generated by the Ceja Vista development.

Total Conditions

- Phase 1 Opening Year 2026 Total – 2026 Background plus Phase 1 site traffic volumes presented in Figure 6.
- Phase 2 Opening Year 2029 Total – 2029 Background (non-site) traffic volumes presented in Appendix G, plus Phase 1 and Phase 2 site traffic volumes presented in Figure 7.
- Phase 3 Opening Year 2031 Total – 2031 Background (non-site) traffic volumes presented in Appendix G, plus full site build-out volumes presented in Figure 8.
- 10-Year Horizon After Site Opening, 2036 Total – 2036 Background (non-site) plus full site build-out volumes presented in Figure 8.

Figures 9 through 14 show the peak-hour traffic volumes for each background and total traffic volume scenario. Figures 15 and 16 show the peak-hour traffic volumes for the 10-year horizon after site opening conditions.

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LEGEND

#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

1

	98th St.	
	3 (18) 259 (339) 66 (70)	58 (98) 35 (80) 84 (161)
Blake Rd.		
14 (10) 82 (49) 56 (54)		26 (44) 349 (426) 200 (110)

2

	Unser Blvd.	
	81 (198) 444 (449) 218 (230)	229 (171) 131 (236) 38 (43)
Blake Rd.		
189 (126) 277 (181) 44 (47)		27 (71) 355 (408) 51 (38)

3

	98th St.	
	66 (145) 298 (338) 13 (40)	20 (54) 1 (65) 10 (40)
Amole Mesa Ave.		
203 (127) 7 (30) 96 (62)		34 (81) 343 (388) 8 (38)

4

	Vermejo Park Dr.	
	19 (39) 5 (56) 0 (0)	0 (1) 0 (0) 0 (0)
Amole Mesa Ave.	Gated School Dwy.	
10 (38) 0 (1) 15 (57)		11 (97) 4 (72) 0 (0)

5

	98th St.
	44 (133) 352 (324)
Colobel Ave.	
113 (83)	46 (124)
129 (55)	270 (422)

6

	Unser Blvd.	
	29 (73) 456 (421) 31 (68)	77 (51) 3 (2) 49 (17)
Anderson Hill Ave.		
87 (40) 0 (5) 81 (29)		17 (57) 276 (454) 25 (43)

7

	98th St.	
	160 (68) 7 (13) 406 (275)	137 (432) 321 (325) 17 (41)
NM 500		
126 (167) 434 (385) 9 (12)		9 (5) 19 (16) 49 (24)

8

	Unser Blvd.	
	85 (36) 502 (406)	280 (468) 389 (761)
NM 500		
56 (97) 834 (586)		

9

	Condershire Dr.	
	33 (29) 0 (2) 5 (2)	4 (3) 573 (1135) 13 (22)
NM 500		
7 (18) 1280 (889) 49 (85)		62 (65) 1 (3) 40 (20)

10

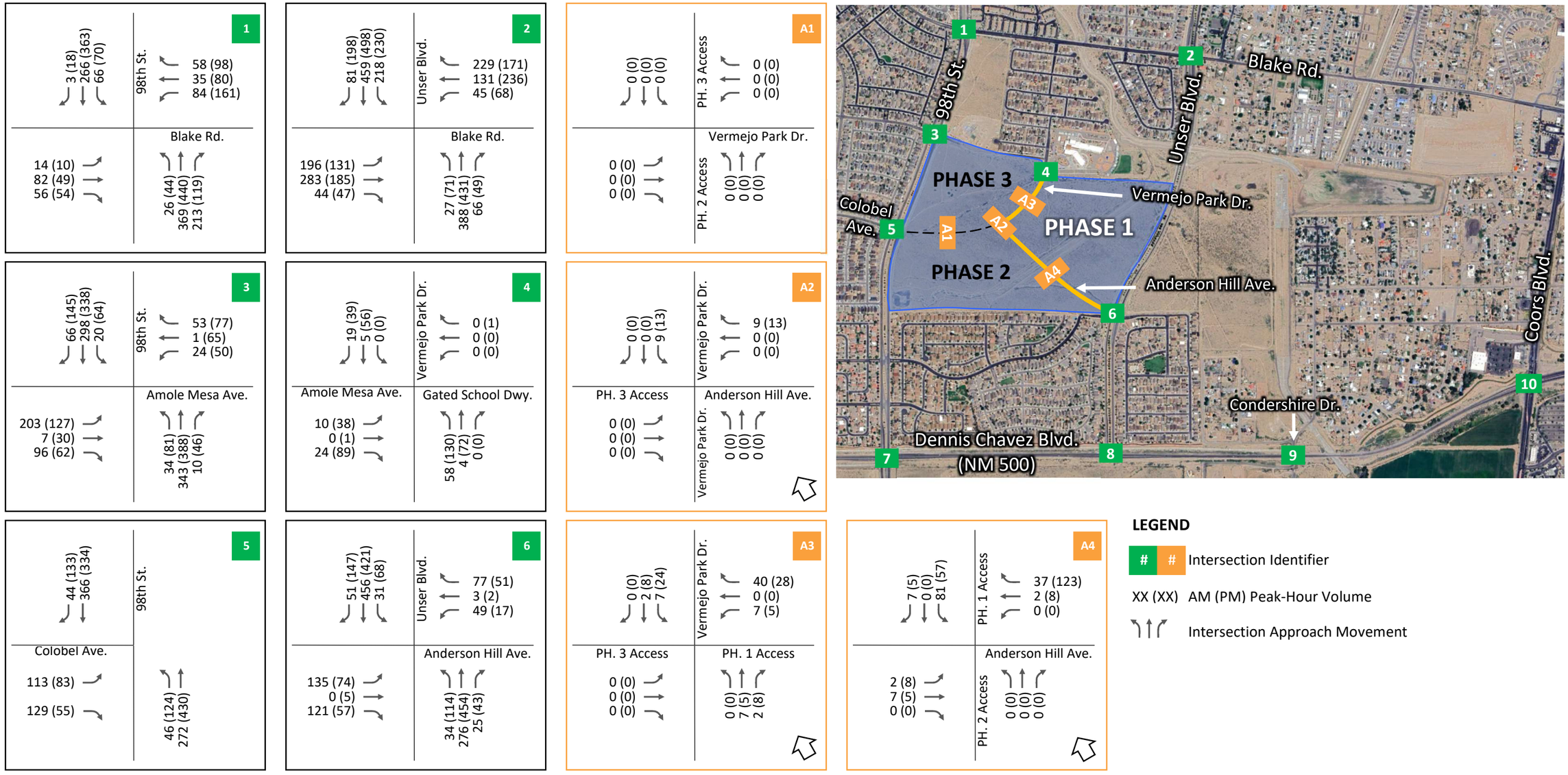
	Coors Blvd.	
	27 (77) 517 (708) 411 (273)	232 (471) 287 (691) 104 (149)
NM 500		
61 (56) 792 (317) 473 (538)		276 (392) 634 (718) 134 (74)

Not to scale

Phase 1 Opening Year 2026 Background Volumes

Figure 9

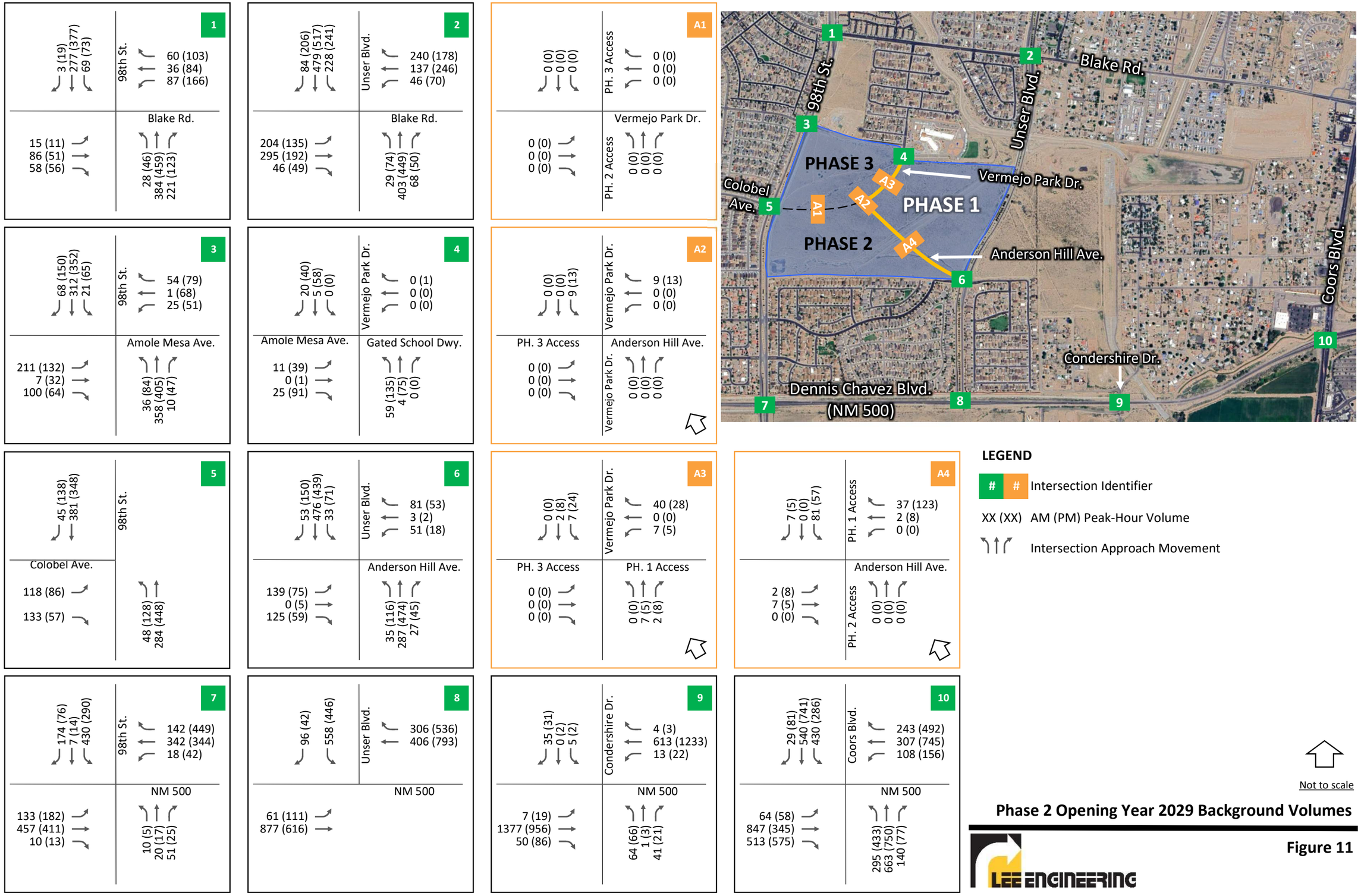
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Phase 1 Opening Year 2026 Total Volumes

Figure 10

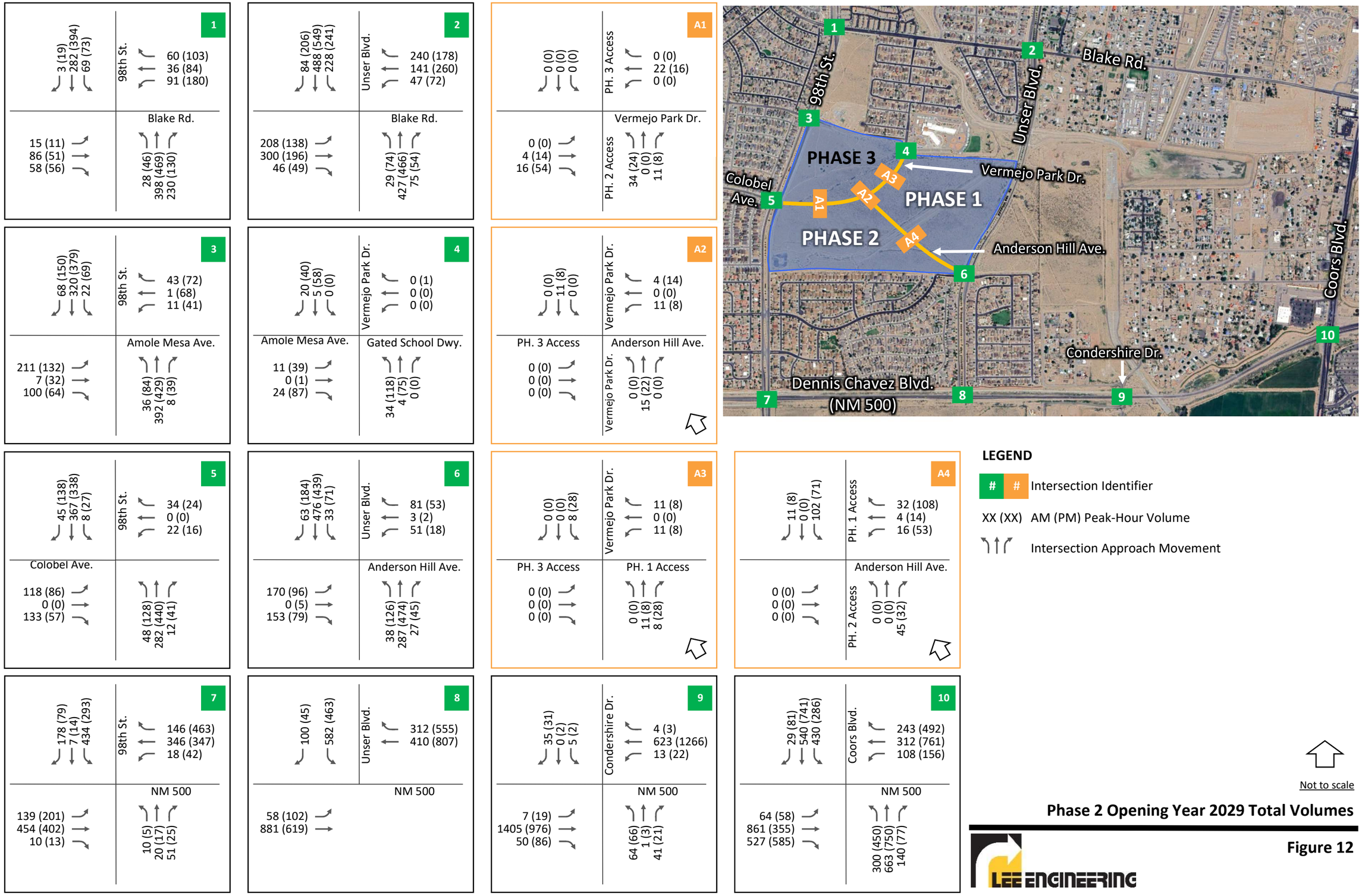
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Phase 2 Opening Year 2029 Background Volumes

Figure 11

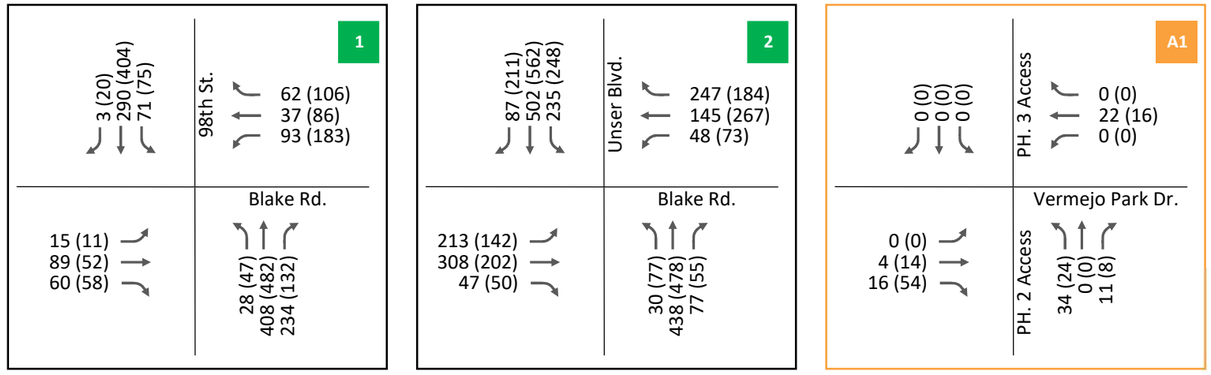
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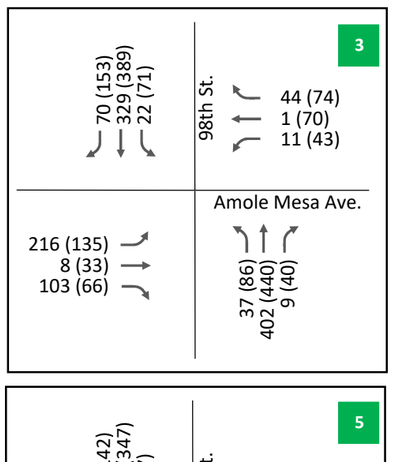


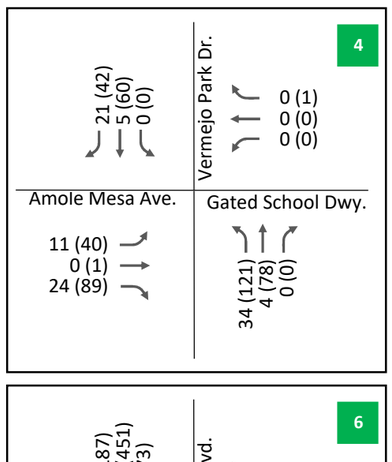
Phase 2 Opening Year 2029 Total Volumes

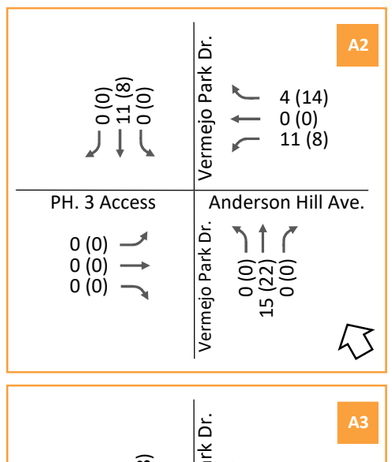
Figure 12

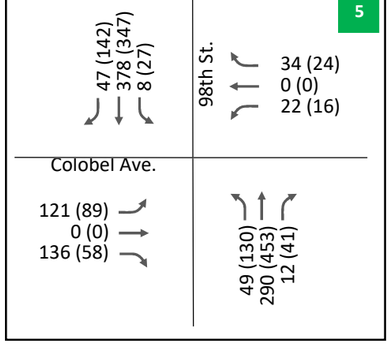
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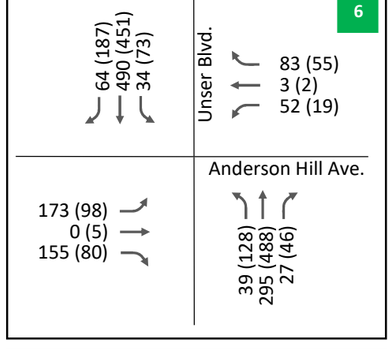


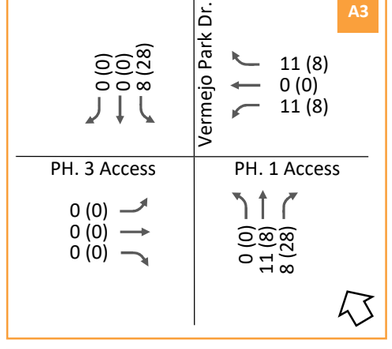


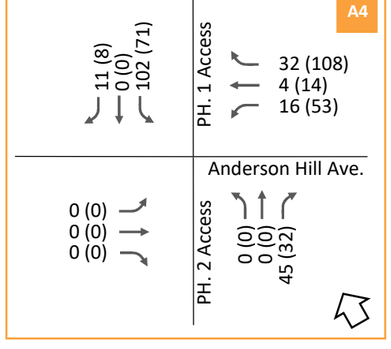


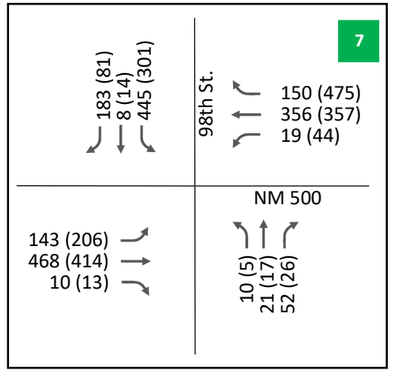


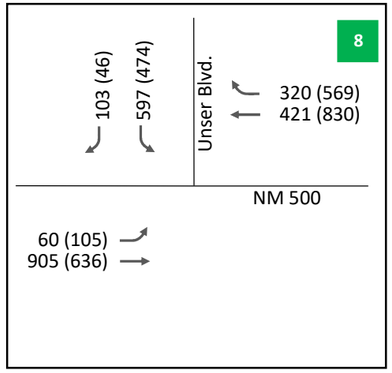


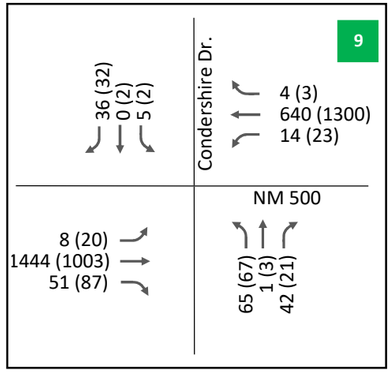


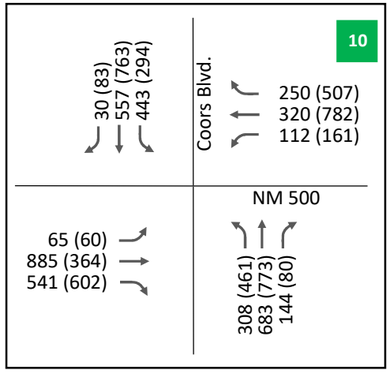


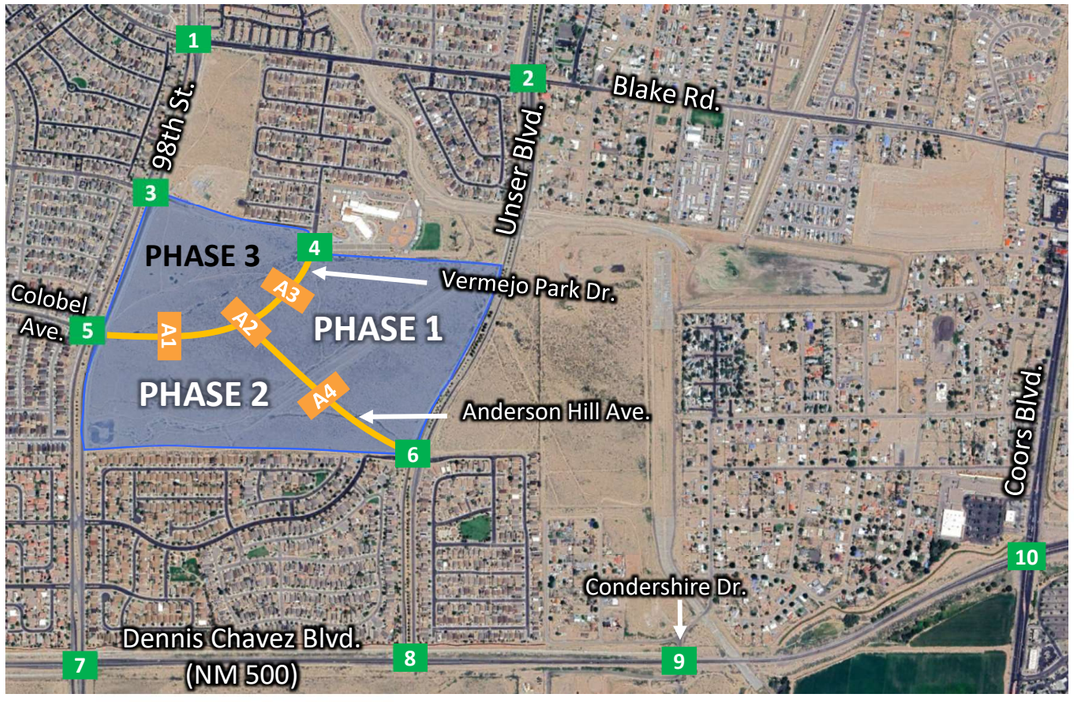












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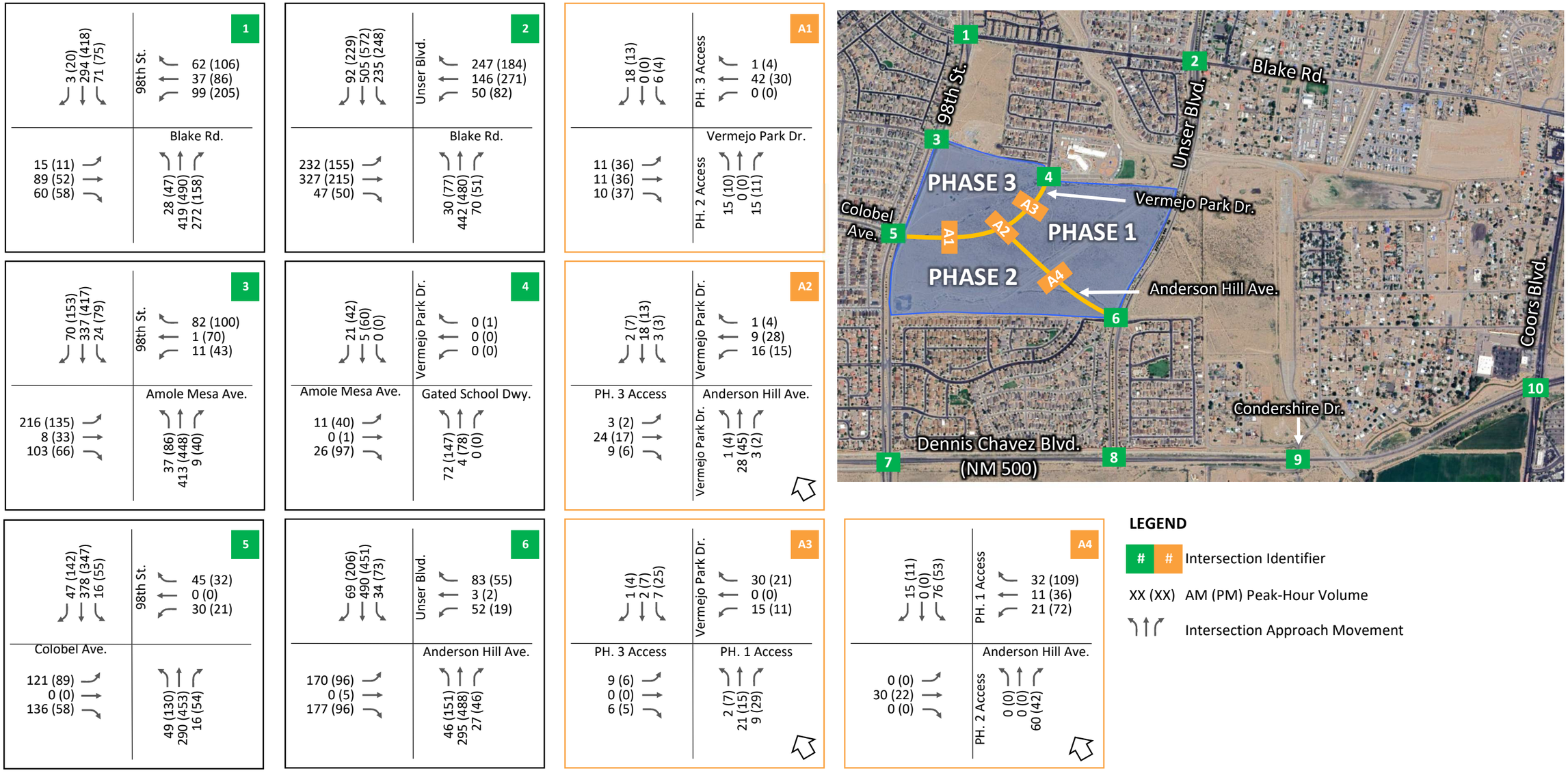
# #	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

Phase 3 Opening Year 2031 Background Volumes

Figure 13

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LEGEND

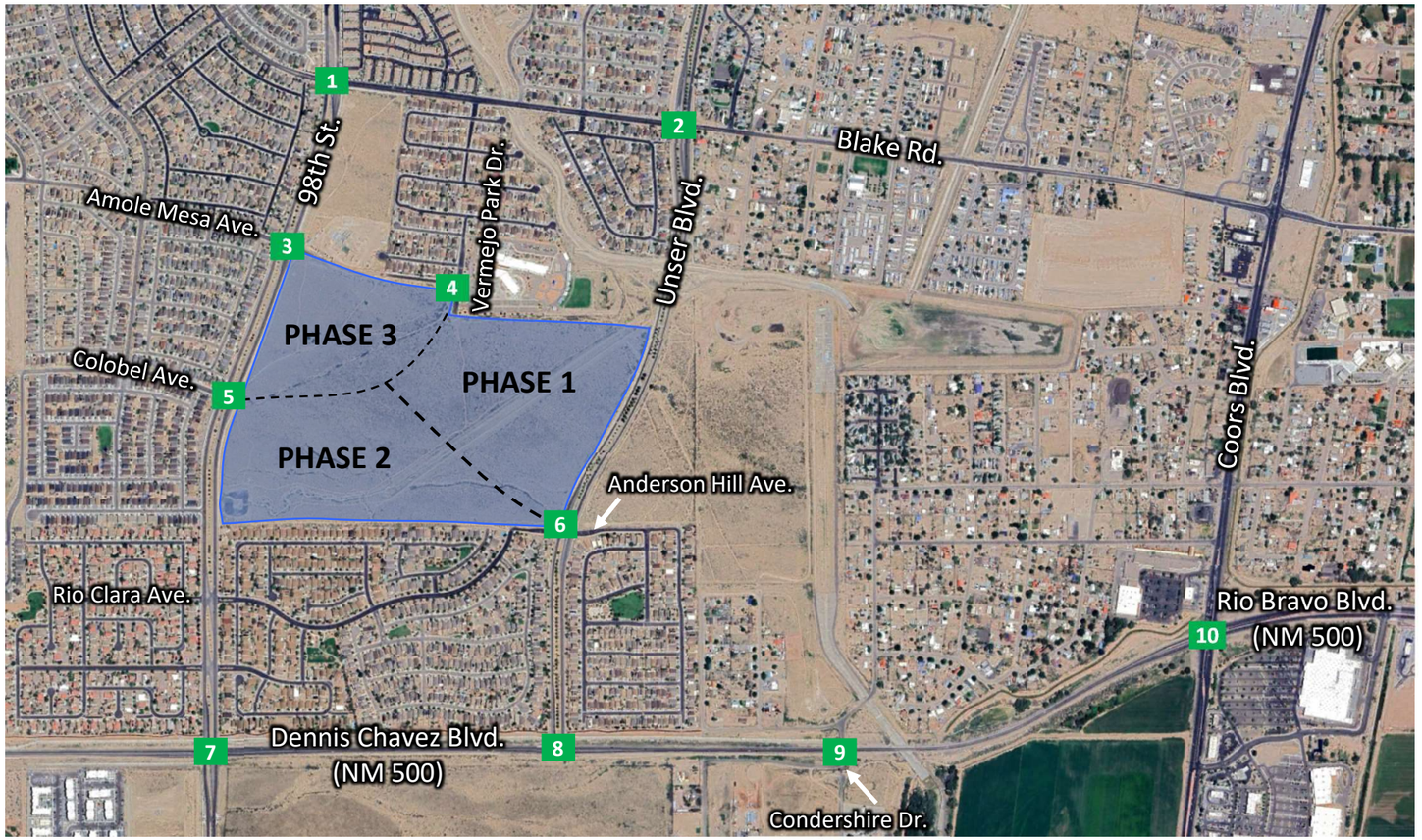
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	Intersection Approach Movement

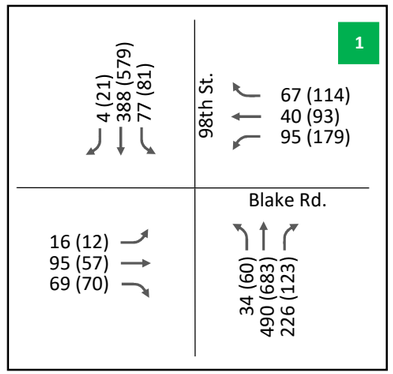
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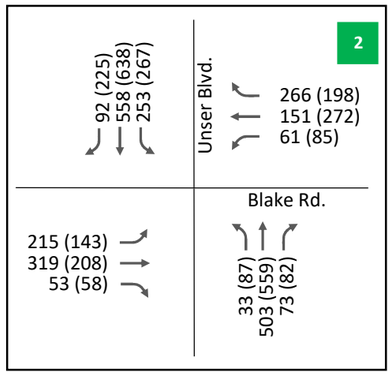
Phase 3 Opening Year 2031 Total Volumes

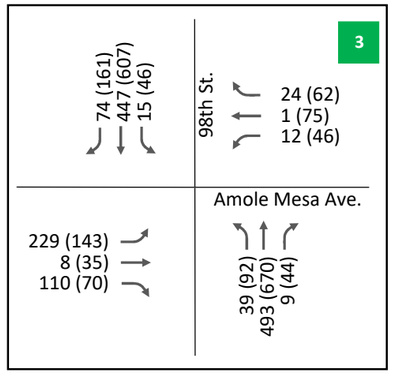
Figure 14

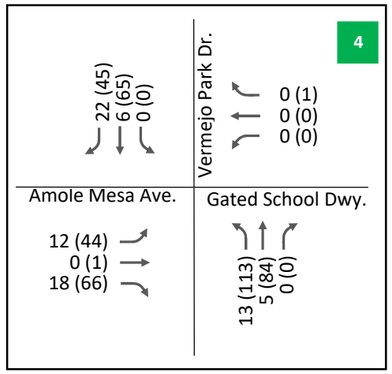
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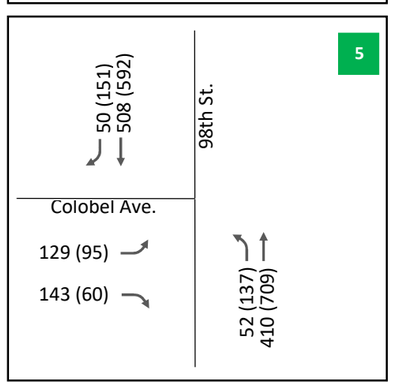


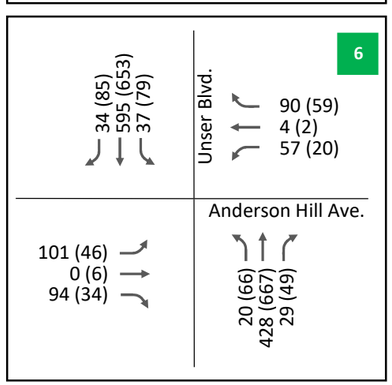


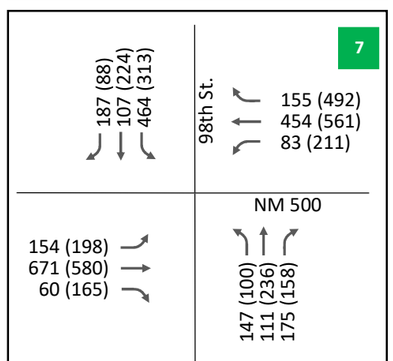


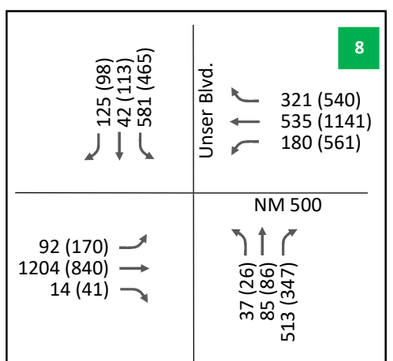


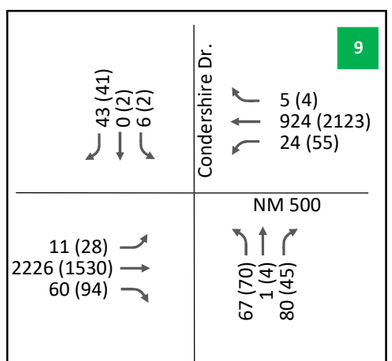


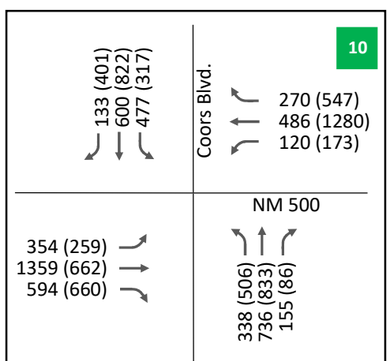












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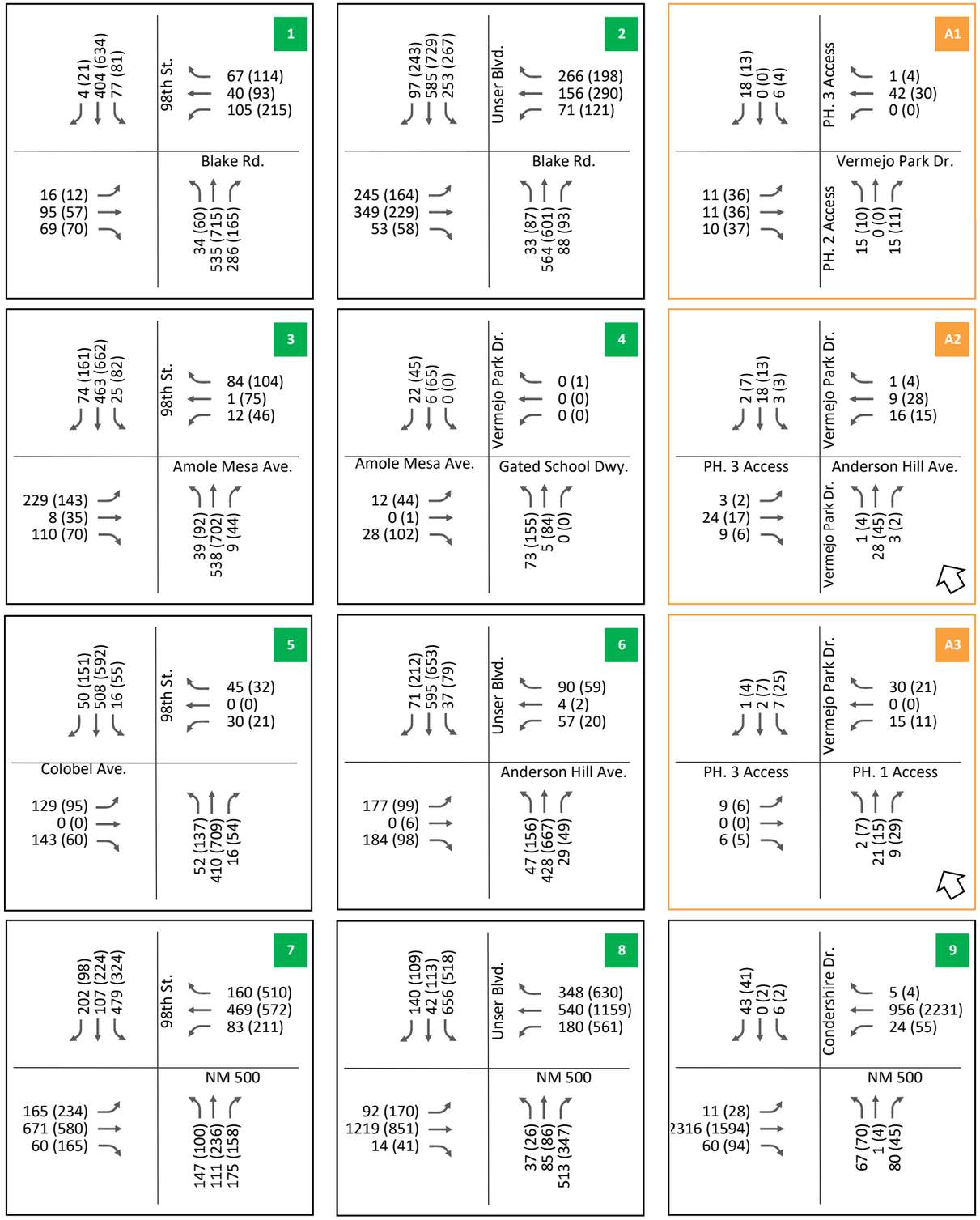
#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

10-Year Horizon After Site Opening, 2036 Background (Non-Site) Volumes

Figure 15

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LEGEND

# #	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

Not to scale

10-Year Horizon After Site Opening, 2036 Total Volumes

Figure 16

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SITE CONDITIONS AND SITE ANALYSIS

ASSUMPTIONS

The following assumptions regarding roadway network improvements were considered for the indicated analysis year and beyond, by jurisdiction, constructed as part of nearby developments, via programmed agency projects, or as a direct agency requirement of the TA Land project. Additional site-related improvements may also occur.

ABQ Jurisdiction

- 2026 Background – None
- 2029 Background – Unser Boulevard to a 4-lane divided highway between Anderson Hill Avenue and Blake Road as part of the developer's responsibility to widen under the opening year 2026 conditions.
- 2031 Background – None
- 2036 Background – None

NMDOT Jurisdiction

Aspire Development (2026 Opening Year)

- NM 500 and Unser Boulevard
  - Install a second southbound left-turn lane via eradication and restriping
  - Install a second eastbound departure lane, minimum 500 feet
  - Extend the eastbound left lane via eradication and restriping
- NM 500 and Coors Boulevard
  - Install a dedicated eastbound right-turn lane via eradication and restriping
  - Install a second eastbound through lane via eradication and restriping
  - Add a second westbound left-turn lane
  - Retime the signal associated with the additional westbound left-turn lane
  - Extend the northbound left lane to accommodate 400 feet of storage

Ceja Vista Development (2036 Horizon Year)

- NM 500 and 98th Street
  - Eastbound approach to consist of 1 left, 2 through, and 1 right-turn lane
  - Westbound approach to consist of 1 left, 2 through, and 1 right-turn lane
  - Northbound approach to consist of 1 left, 2 through, and 2 right-turn lanes
  - Southbound approach to consist of 2 left, 2 through, and 1 right-turn lane
- NM 500 and Unser Boulevard
  - Eastbound approach to consist of 1 left, 2 through, and 1 right-turn lane
  - Westbound approach to consist of 1 left, 2 through, and 1 right-turn lane
  - Northbound approach to consist of 1 left, 2 through, and 2 right-turn lanes
  - Southbound approach to consist of 2 left, 2 through, and 1 right-turn lane
- NM 500 and Coors Boulevard
  - Add a second eastbound left-turn lane
  - Add a second westbound through lane, minimum 500 feet
  - Add a second northbound left-turn lane, 740 feet in length
  - Add a new southbound right-turn lane, 952 feet in length

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Overall, the NMDOT has indicated that the only improvements to NM 500 and its approaches for this study should consider improvements that are part of developer-related projects. NMDOT has indicated that a programmed project will study the Dennis Chavez Boulevard corridor in detail to determine appropriate roadway, intersection, and signal designs within the study area. Therefore, it is understood that only the Aspire development improvements at the Unser Boulevard and Coors intersections will be considered as part of the analyzed conditions in this report until the 2036 Horizon year. Mitigations for NM 500 corridor are provided for horizon year conditions.

Site Access Analysis and Justification

Site access is to be provided by constructing new roadway connections to major roadways, including Unser Boulevard and 98th Street, with the following details:

- Phase 1: An extension of Anderson Hill Avenue to the northwest is proposed as a local street connection providing site access to Unser Boulevard. Site access to 98th Street is proposed by extending Vermejo Park Drive to the south, terminating at the intersection of Anderson Hill Avenue. Two full-movement intersections are proposed for access to the new Phase 1 lots, one on each new roadway extension.
- Phase 2: Extending Vermejo Park Drive west to intersect 98th Street at the Colobel Avenue alignment. Two full-movement access points are proposed for the Phase 2 units, one on the new extension of Vermejo Park Drive and one on the extension of Anderson Hill Avenue, aligned with the Phase 1 roadway access.
- Phase 3: No additional new roadway connections are proposed to Unser Boulevard or 98th Street. However, three access points onto the extension of Vermejo Park Drive are proposed, acting as the fourth approach leg to the Phase 1 and Phase 2 internal intersection points, and one as the fourth leg to the Anderson Hill Avenue and Vermejo Park Drive intersection.

The CABQ Development Process Manual (DPM) was reviewed for block length distances for intersecting collector roadways. DPM Table 7.4.41 indicates block lengths of 600 feet or less are appropriate for local streets when not directly accessing major roadways. Based on this, the individual access points to each development phase (all in excess of 300 feet) are appropriate noting the Major Local and Normal Local intersections are not anticipated to become signalized at any point in the future. Access to both Unser Boulevard and 98th Street is proposed at existing intersection locations or at new approaches aligned with an existing intersection. The site's intersection locations on the Urban Principal Arterials are identified to be acceptable and appropriately located.

Auxiliary Lane Analysis

CABQ DPM auxiliary lane analysis warrants were reviewed for the internal and site-adjacent access points onto 98th Street and Unser Boulevard where site traffic was assigned and no auxiliary lanes currently exist. DPM Table 7.4.67 was used to determine if right or left-turn auxiliary lanes would be warranted under each phase. DPM Tables 7.4.68 and 7.4.70 were used to assess deceleration and taper length, if applicable. The results of this analysis are presented in Appendix H, and a summary of the analysis is shown in Table 3.

It is noted that turn lanes may already exist at some locations, although pavement markings have been applied to keep drivers out of the turn lane where use is not desirable. Criteria are provided for each development phase, which may be similar to previous phases and shown for reference only. At locations where turn lanes may be warranted based on the DPM volume tables, results were back-checked against LOS operation without the turn lane. If no capacity constraints were identified (LOS C or better), the turn lanes were identified to be warranted, but not recommended. Although left- or right-turn lanes may be

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warranted, the need for site-internal turn lanes and reverse curve transitions may not be appropriate considering a comprehensive pavement marking plan, roadway cross-sections, LOS operations, speed management, and pedestrian considerations.

Table 3: Auxiliary Lane Warrants

Location	Turning Movement	Phase 1 Opening Year (2026)	Phase 2 Opening Year (2029)	Phase 3 Opening Year (2031)
98th Street & Amole Mesa Avenue	WBL	Warranted, but not recommended	Maintain Phase 1 condition	Required
	WBR	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
Amole Mesa Avenue & Vermejo Park Drive	EBR	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
	NBL	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
98th Street & Colobel Avenue	WBL	Not applicable	Not required	Maintain Phase 2 condition
	WBR	Not applicable	Not required	Maintain Phase 2 condition
	NBR	Not applicable	Not required, but recommended	Maintain Phase 2 condition
	SBL	Not applicable	Not required, but recommended	Maintain Phase 2 condition
Unser Boulevard & Anderson Hill Avenue	EBR	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
	SBR	Required	Maintain Phase 1 condition	Maintain Phase 2 condition
Site Access A1	All Movements	Not applicable	Not required	Maintain Phase 2 condition
Site Access A2	All Movements	Not applicable	Not required	Maintain Phase 2 condition
Site Access A3	All Movements	Not required	Maintain Phase 1 condition	Maintain Phase 2 condition
Site Access A4	EBR	Not applicable	Not required	Warranted, but not recommended
	WBL	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
	WBR	Not required	Maintain Phase 1 condition	Maintain Phase 2 condition
	NBL	Not applicable	Warranted, but not recommended	Maintain Phase 2 condition
	NBR	Warranted, but not recommended	Maintain Phase 1 condition	Maintain Phase 2 condition
	SBL	Not required	Maintain Phase 1 condition	Maintain Phase 2 condition

The following commentary is provided where auxiliary lanes are recommended, warranted but not recommended, or not required but recommended. Where turn lanes are recommended, the designs should adhere to the auxiliary lane provisions detailed in the CABQ DPM Sections 7-4(I)(7)(iii(d)) and 7-4(I)(7)(iii(f)).

Phase 1:

- A westbound right-turn deceleration lane is warranted, but not recommended at the intersection of 98th Street and Amole Mesa Avenue. Acceptable LOS operation is identified for this movement and phase. If installed, the lane should be constructed with a minimum storage length of 240 feet and a 150-foot reverse curve transition. A westbound left-turn lane is also warranted, but for alignment purposes under existing intersection control, it is not recommended. The roadway half-street cross-section construction on the north side of the Amole Mesa Avenue indicates that a shared through/right-turn movement can be provided to align with the receiving lane.
- An eastbound right-turn and a northbound left-turn deceleration lane are warranted but not recommended at the intersection of Amole Mesa Avenue and Vermejo Park Drive as acceptable LOS operation is identified. The right-turn lane, if installed, should be constructed with a minimum storage length of 240 feet and a 150-foot reverse curve. Similarly, the left-turn lane should consist of a minimum storage length of 80 feet and a 150-foot reverse curve, which could be added via striping without roadway widening.
- A southbound right-turn deceleration lane is required at the intersection of Unser Boulevard and Anderson Hill Avenue. The lane should be constructed with a minimum storage length of 240 feet and a transition length of 300 feet using 150-foot reverse curves. An eastbound right-turn lane is

also warranted, but it is not recommended because the eastbound through peak hour volumes are estimated to be below five vph. Therefore, the existing shared through/right-turn lane is expected to be used primarily for vehicles turning onto Unser Boulevard and considered acceptable.

- A northbound right-turn and a westbound left-turn deceleration lane are warranted at the site access A4. However, due to overall low volume conditions, acceptable LOS operations, and consistency with surrounding residential collectors, turn lanes are not recommended for this location. If required, guidance indicates the right-turn lane should be constructed with a minimum storage length of 240 feet and a 150-foot reverse curve. Similarly, the left-turn lane should consist of a minimum storage length of 80 feet and a 150-foot reverse curve. If possible, install via striping without roadway widening.

Phase 2:

- A northbound right-turn and a southbound left-turn deceleration lane are not required but recommended at the intersection of 98th Street and Colobel Avenue. The right-turn lane should be constructed with a minimum storage length of 240 feet and a 150-foot reverse curve. Similarly, the left-turn lane should consist of a minimum storage length of 80 feet and a 150-foot reverse curve. Currently, both turn lanes have been previously constructed but pavement markings exist to prohibit their use without the intersection's east leg. A review of existing configuration shows the turn lanes could be installed via stripping.
- A northbound left-turn deceleration lane is warranted at the site access A4. Similar to Phase 1 reasoning and consistent with surrounding residential collectors, turn lanes should not be constructed at this location. If required, the lane should be constructed with a minimum storage length of 80 feet and a 150-foot reverse curve.
- All other deceleration lanes identified in Phase 1 are still applicable for Phase 2.

Phase 3:

- Westbound right-turn and left-turn deceleration lanes are required at the intersection of 98th Street and Amole Mesa Avenue, similar to Phases 1 and 2. However, it is recommended to modify the lane configurations to include a westbound left-turn lane and a shared through/right-turn lane. The eastbound approach lane configurations should also be modified to include an eastbound left-turn lane and a shared through/right-turn lane.
- An eastbound right-turn deceleration lane is warranted at the site access A4. However, similar to the previous commentary and consistent with surrounding residential collectors, low volume and speed management conditions are believed to negate turn lane requirements at this location.

Intersection Sight Distance

The following presents a narrative detailing the development's recommended intersection sight distance requirements. Intersection sight distance requirements were calculated based on the CABQ DPM Section 7-4(I)(5)(iii) and the 2018 AASHTO "Green Book" chapter 9.5. Two sight distance cases were used for this analysis:

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

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The intersection sight distance for Case B2 at all site accesses was calculated based on the assumption that the design vehicle turns into the nearest traffic lane. A passenger vehicle was used as the design vehicle. The required sight distance values provided in Table 4 are rounded up to the nearest 5-foot increment. CABQ roadway characteristic cases are denoted as right turns (RT), left turns (LT), two-lane (2L), four-lane (4L), divided (D), and undivided (U). Formulas, values, and calculations used in the sight distance analysis can be found in Appendix I.

Table 4: Required Sight Distance Values

Access Location	Posted Speed Limit (mph)	AASHTO Case	AASHTO Sight Distance (ft)	CABQ Case	CABQ DPM Sight Distance (ft)
Access Points (A1, A2, A3, and A4)	25	B1	280	2L	280
		B2	240	2L	240
98th Street and Colobel Avenue (Vermejo Park Drive extension)	30	B1	490	-	-
		B2	290	-	-

According to CABQ DPM, if a divided roadway has a median width of 20 feet or more, the required sight distance may be based on a two-stop crossing and consideration given to the width of each one-way section at a time. Similarly, AASHTO states that if the median on a divided roadway is wide enough to store the design vehicle with a clearance of about 3 feet at both ends of the vehicle, no separate analysis for Case B1 is needed. A review of Google Street View indicates that the presence of trees on the raised median may obstruct sight distance for vehicles turning left from the minor street without a two-stage stop on a divided roadway. Since the raised median on 98th Street is wide enough to store a passenger vehicle, Case B2 should provide sufficient sight distance.

Using the values shown above, all development driveways are recommended to adhere to the sight distance provisions detailed in the AASHTO "Green Book," and CABQ DPM Section 7-4(I)(5)(iii). An area bounded by the above sight distances with the decision point placed 15 feet back from the edge of pavement of the major street should be maintained clear of any obstructions. The construction and placement of obstructions should not be within the identified sight triangles in order to maintain the appropriate sight distance of access points.

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TRAFFIC ANALYSIS

The NMDOT-owned study intersections, including the Dennis Chavez corridor, were analyzed using TransModeler traffic analysis software for Level of Service (LOS) and 95th percentile queueing conditions. The Synchro 12 traffic analysis software package was used for CABQ-owned intersections. Detailed capacity output sheets showing all individual movements can be found in Appendix J.

LOS, CAPACITY, AND QUEUING ANALYSIS

Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but it is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect measurements of delay, especially for lower-volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question.

Table 5 and Table 6 below, reproduced from the HCM, show delay thresholds and the associated Level of service assigned to delay ranges for signalized intersections and stop-controlled intersections, respectively. Generally, a LOS of D or better is considered an acceptable level of service.

Table 5: LOS Criteria and Descriptions for Signalized Intersections

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

Table 6: LOS Criteria for Unsignalized Intersections

Level of service	Average Control Delay (sec/vehicle)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queueing is reported in feet for all intersections with queue lengths greater than one vehicle, with a base assumption of 25 feet queue length per vehicle. Queues are reported for queue measurements falling

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within the 95th percentile. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's signal cycles. It is also noted that unreported average queueing at an intersection would statistically be much shorter than 95th-percentile queueing.

The volume-to-capacity (V/C) ratio is a performance measure that shows the ratio of traffic volume to the lane group capacity. A V/C ratio greater than 1.00 indicates that demand creates a residual queue for the analysis period.

For the purposes of this analysis, acceptable levels of service (LOS) are defined to be a LOS D or better. Based on procedures outlined in the HCM, intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. For all other control types, they are taken for the whole intersection.

Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operation. The HCM 6 offers the following in Chapter 19:

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

For the purposes of this study, stop-controlled movements operating at LOS E or F with v/c ratios under 0.80 will be considered as operating in a satisfactory condition when side street traffic volumes do not warrant a traffic signal and other access options are available to motorists. Detailed output sheets can be found in Appendix J.

EXISTING YEAR 2025 CONDITIONS

Table 7 and Table 8 summarize the intersection delay, level of service, and queueing under Existing Year 2025 conditions. The following conclusions are made from the Existing conditions analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement at the signalized intersection of 98th Street and Blake Road. This movement currently operates at LOS E during the AM peak hour. Although coordinated, a redistribution of green time from the north/south phase to the east/west phase may permit the movement to operate in an acceptable manner, if desired, noting the overall intersection is operating at LOS B. This simple mitigation option is consistent for all future year analysis scenarios.

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Queuing Results

At all CABQ-owned intersections where queue length results are present, existing storage lengths are sufficient to accommodate 95th-percentile queue lengths. It is noted that the eastbound left-turn storage lane length on Blake Road approaching Unser Boulevard is less than the 95th-percentile queue lengths during the AM peak hour. However, a TWLTL exists on Blake Road, where additional storage is available to drivers, if needed.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and 98th Street
  - SBL and SBT operate at LOS F during the AM peak hour.
- At the signalized intersection of NM 500 and Unser Boulevard
  - EBL operates at LOS E during the AM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
  - The northbound approach operates below LOS E during AM and PM peak hours.
- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL operates at LOS E and F during the AM and PM peak hours, respectively.
  - The westbound approach operates at LOS F during the PM peak hour.

Queuing Results

At all NMDOT-owned intersections where queue length results are present, existing storage lengths are sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of NM 500 and 98th Street
  - SBL is not sufficient to accommodate the 95th-percentile queue lengths during the AM peak hour.
- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL is not sufficient to accommodate the 95th-percentile queue lengths during the PM peak hour.
  - WBT movement queues extend past the end of the left-turn storage bay indicating some turn demand may not be serviced during the subsequent green indication in the PM peak hour.

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Table 7: CABQ-owned Intersection Capacity Results for Existing Year (2025) Conditions

98th Street and Blake Road (Signalized)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	37.1	D	17.3	B	PM Peak	EBL	<50	185	0.05	32.3	C	15.6	B
	EBT/R	156	-	0.65	56.2	E				EBT/R	82	-	0.46	30.1	C		
	WBL	86	180	0.32	43.0	D				WBL	112	180	0.41	39.4	D		
	WBT/R	75	-	0.30	22.1	C				WBT/R	141	-	0.48	29.2	C		
	NBL	<50	210	0.03	6.6	A				NBL	<50	210	0.06	5.5	A		
	NBT	95	-	0.14	10.0	B				NBT	101	-	0.19	9.7	A		
	NBR	<50	110	0.15	2.1	A				NBR	<50	110	0.08	1.7	A		
	SBL	<50	410	0.09	6.5	A				SBL	<50	410	0.10	5.6	A		
	SBT/R	73	-	0.11	9.2	A				SBT/R	81	-	0.15	9.3	A		
Unser Boulevard and Blake Road (Signalized)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	116	90	0.59	32.5	C	28.2	C	PM Peak	EBL	84	90	0.43	28.9	C	29	C
	EBT/R	274	-	0.57	38.2	D				EBT/R	191	-	0.40	35.4	D		
	WBL	<50	-	0.12	21.0	C				WBL	<50	-	0.11	22.2	C		
	WBT/R	292	410	0.81	45.8	D				WBT/R	366	-	0.81	53.3	D		
	NBL	<50	380	0.06	16.3	B				NBL	62	380	0.14	17.3	B		
	NBT	158	-	0.24	26.5	C				NBT	191	-	0.27	28.6	C		
	NBR	<50	305	0.07	0.2	A				NBR	<50	305	0.05	0.1	A		
	SBL	162	450	0.39	17.6	B				SBL	178	450	0.42	19.2	B		
	SBT	178	-	0.26	20.6	C				SBT	181	-	0.25	23.5	C		
	SBR	<50	290	0.09	2.2	A				SBR	<50	290	0.20	4.6	A		
98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	125	0.35	14.0	B	14	B	PM Peak	EBL/T	<50	125	0.31	14.9	B	15.4	C
	EBR	<50	-	0.15	10.0	A				EBR	<50	-	0.11	11.0	B		
	WBL/T/R	<50	-	0.07	10.5	B				WBL/T/R	<50	-	0.35	15.1	C		
	NBL	<50	110	0.06	10.3	B				NBL	<50	110	0.14	11.9	B		
	NBT/R*	<50	-	0.31	12.4	B				NBT/R*	70	-	0.41	15.4	C		
	SBL	<50	140	0.03	10.0	A				SBL	<50	140	0.09	11.4	B		
	SBT/R*	<50	-	0.32	12.3	B				SBT/R*	53	-	0.41	15.0	B		
Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.03	8.6	A	8.6	A	PM Peak	EBL/T/R	<50	-	0.13	10.4	B	10.4	B
	NBL	<50	-	0.01	7.3	A				NBL	<50	-	0.07	7.6	A		
98th Street and Colobel Avenue (Minor-Street Stop-Controlled)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/R	<50	-	0.31	13.3	B	13.3	B	PM Peak	EBL/R	<50	-	0.20	13.8	B	13.8	B
	NBL	<50	120	0.03	8.2	A				NBL	<50	120	0.07	8.4	A		
Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	115	0.24	17.6	C	17.6	C	PM Peak	EBL	<50	115	0.13	18.6	C	18.6	C
	EBT/R	<50	-	0.11	10.4	B				EBT/R	<50	-	0.06	11.3	B		
	WBL	<50	-	0.12	14.4	B				WBL	<50	-	0.06	17.1	C		
	WBT/R	<50	100	0.10	9.7	A				WBT/R	<50	100	0.07	10.3	B		
	NBL	<50	300	0.02	8.4	A				NBL	<50	300	0.05	8.5	A		
	SBL	<50	365	0.03	7.9	A				SBL	<50	365	0.06	8.6	A		

* Through and right-turn movement capacity results are reported as averages.

Table 8: NMDOT-owned Intersection Capacity Results for Existing Year (2025) Conditions

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	260	0.0%	12.4	B	82.9	F
	EBT	136	-	0.0%	12.0	B		
	EBR	<50	260	0.0%	1.7	A		
	WBL	<50	260	0.0%	24.1	C		
	WBT	220	-	0.0%	30.6	C		
	WBR	<50	260	0.0%	5.7	A		
	NBL	<50	300	0.0%	32.7	C		
	NBT	<50	-	0.0%	41.5	D		
	NBR	<50	-	0.0%	44.9	D		
	SBL	1126	320	29.9%	333.3	F		
	SBT	<50	-	0.0%	81.0	F		
	SBT/R	121	-	0.0%	49.4	D		
PM Peak	EBL	53	260	0.0%	17.9	B	23.4	C
	EBT	217	-	0.0%	41.8	D		
	EBR	<50	260	0.0%	3.9	A		
	WBL	<50	260	0.0%	19.7	B		
	WBT	130	-	0.0%	28.0	C		
	WBR	69	260	0.0%	8.5	A		
	NBL	<50	300	0.0%	13.9	B		
	NBT	<50	-	0.0%	21.9	C		
	NBR	<50	-	0.0%	10.9	B		
	SBL	83	320	0.0%	16.5	B		
	SBT	<50	-	0.0%	18.2	B		
	SBT/R	<50	-	0.0%	24.9	C		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	59	160	0.0%	62.8	E	19.5	B
	EBT	133	-	0.0%	8.6	A		
	WBT	145	-	0.0%	15.4	B		
	WBR	<50	430	0.0%	3.3	A		
	SBL	330	-	0.0%	44.5	D		
	SBR	<50	-	0.0%	8.0	A		
PM Peak	EBL	<50	160	0.0%	23.4	C	15.9	B
	EBT	119	-	0.0%	8.6	A		
	WBT	51	-	0.0%	18.0	B		
	WBR	208	430	0.0%	11.0	B		
	SBL	141	-	0.0%	22.9	C		
	SBR	<50	-	0.0%	6.6	A		

NM 500 and Condershire Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.0%	0.6	A	62.6	F
	WBL/T/R	<50	-	0.0%	2.1	A		
	NBL/T/R	55	-	0.0%	62.6	F		
	SBL/T/R	<50	-	0.0%	34.9	D		
PM Peak	EBL/T/R	<50	-	0.0%	1.8	A	47.9	E
	WBL/T/R	<50	-	0.0%	0.6	A		
	NBL/T/R	<50	-	0.0%	47.9	E		
	SBL/T/R	<50	-	0.0%	24.2	C		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	350	0.0%	27.4	C	39.5	D
	EBT	438	-	0.0%	49.9	D		
	EBR	<50	380	0.0%	47.2	D		
	WBL	75	550	0.0%	48.3	D		
	WBT	160	-	0.0%	29.5	C		
	WBR	<50	-	0.0%	0.0	A		
	NBL	233	280	0.0%	60.5	E		
	NBT	209	-	0.0%	38.0	D		
	NBR	59	300	0.0%	21.8	C		
	SBL	150	240	0.0%	43.0	D		
	SBT	165	-	0.0%	34.7	C		
	SBT/R	166	-	0.0%	34.7	C		
PM Peak	EBL	<50	350	0.0%	27.1	C	109.7	F
	EBT	202	-	0.0%	17.3	B		
	EBR	94	380	0.0%	32.7	C		
	WBL	85	550	0.0%	312.3	F		
	WBT	1268	-	51.2%	345.4	F		
	WBR	69	-	0.0%	142.8	F		
	NBL	1001	280	51.5%	417.0	F		
	NBT	227	-	0.0%	46.6	D		
	NBR	<50	300	0.0%	18.4	B		
	SBL	79	240	0.0%	34.0	C		
	SBT	178	-	0.0%	28.4	C		
	SBT/R	196	-	0.0%	27.4	C		

PHASE 1 OPENING YEAR (2026) BACKGROUND CONDITIONS

The 2026 background volumes are a summation of existing adjusted traffic volumes increased by 1.5% and the volumes generated by the Aspire and Sunrise Village developments. When applicable, the existing lane configurations were updated in traffic analysis software packages based on the recommendations presented in the Aspire or Sunrise Village TIS reports. Table 9 and Table 10 summarize the intersection delay, level of service, and queueing under Phase 1 Opening Year 2026 Background conditions. The following conclusions are made for the Phase 1 Opening Year 2026 Background analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement (LOS E) at the signalized intersection of 98th Street and Blake Road, similar to the existing conditions.

Queuing Results

At all CABQ-owned intersections where queue length results are present, existing storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths, except at the signalized intersection of Unser Boulevard and Blake Road. The eastbound left-turn storage length is expected to be less than the 95th-percentile queue lengths during the AM peak hour. It is noted that the eastbound shared through/right-turn queues at this intersection are expected to extend past the end of the left-turn storage bay, but some drivers may use the existing TWLTL as a left-turn storage.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and 98th Street
  - The southbound approach is expected to operate at LOS F during the AM peak hour.
- At the signalized intersection of NM 500 and Unser Boulevard
  - EBL is expected to operate at LOS E during the AM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
  - The northbound approach is expected to operate at LOS F during the peak hours.
  - The southbound approach is expected to operate at LOS E during the peak hours.
- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL is expected to operate below LOS E during the AM and PM peak hours.
  - The westbound approach is expected to operate at LOS F during the PM peak hour.

Queuing Results

At all NMDOT-owned intersections where queue length results are present, storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of NM 500 and 98th Street

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- SBL is expected not to accommodate the 95th-percentile queue lengths during the AM peak hour.

- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL is expected not to accommodate the 95th-percentile queue lengths during the AM and PM peak hours.
  - WBT movement queues are expected to extend past the end of the left-turn storage bay indicating some turn demand may not be serviced during the subsequent green indication in the PM peak hour.

Table 9: CABQ-owned Intersection Capacity Results for Phase 1 Opening Year (2026) Background Conditions

	98th Street and Blake Road (Signalized)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL	<50	185	0.06	36.3	D	17.4	B		EBL	<50	185	0.05	31.9	C	17.2	B
	EBT/R	163	-	0.66	57.0	E				EBT/R	86	-	0.48	29.9	C		
	WBL	103	180	0.37	43.0	D				WBL	161	180	0.62	46.6	D		
	WBT/R	77	-	0.28	21.2	C				WBT/R	153	-	0.51	30.4	C		
	NBL	<50	210	0.04	7.0	A				NBL	<50	210	0.07	5.8	A		
	NBT	108	-	0.17	10.9	B				NBT	117	-	0.21	10.2	B		
	NBR	<50	110	0.20	2.1	A				NBR	<50	110	0.12	2.4	A		
	SBL	<50	410	0.10	6.9	A				SBL	<50	410	0.12	5.9	A		
	SBT/R	80	-	0.12	9.9	A				SBT/R	96	-	0.18	9.8	A		
	Unser Boulevard and Blake Road (Signalized)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL	136	90	0.72	37.7	D	29.9	C		EBL	97	90	0.53	29.0	C	30.5	C
	EBT/R	292	-	0.62	39.1	D				EBT/R	207	-	0.41	32.9	C		
	WBL	<50	-	0.13	19.9	B				WBL	<50	-	0.11	19.8	B		
	WBT/R	307	410	0.81	45.7	D				WBT/R	405	-	0.82	51.9	D		
	NBL	<50	380	0.07	17.7	B				NBL	71	380	0.18	20.1	C		
	NBT	186	-	0.28	29.2	C				NBT	233	-	0.34	33.9	C		
	NBR	<50	305	0.08	0.2	A				NBR	<50	305	0.06	0.2	A		
	SBL	177	450	0.44	19.5	B				SBL	204	450	0.51	23.3	C		
	SBT	198	-	0.29	22.4	C				SBT	225	-	0.32	27.4	C		
	SBR	<50	290	0.11	3.8	A				SBR	57	290	0.27	4.9	A		
	98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL/T	68	125	0.49	17.8	C	17.8	C		EBL/T	58	125	0.45	20.0	C	21.8	C
	EBR	<50	-	0.19	10.8	B				EBR	<50	-	0.16	12.8	B		
	WBL/T/R	<50	-	0.08	11.3	B				WBL/T/R	55	-	0.44	18.9	C		
	NBL	<50	110	0.08	11.0	B				NBL	<50	110	0.22	14.0	B		
	NBT/R*	<50	-	0.38	14.4	B				NBT/R*	82	-	0.53	20.8	C		
	SBL	<50	140	0.03	10.6	B				SBL	<50	140	0.11	12.6	B		
	SBT/R*	<50	-	0.39	14.1	B				SBT/R*	93	-	0.58	21.8	C		
	Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL/T/R	<50	-	0.03	8.6	A	8.6	A		EBL/T/R	<50	-	0.14	10.7	B	10.7	B
	NBL	<50	-	0.01	7.3	A				NBL	<50	-	0.07	7.6	A		
	98th Street and Colobel Avenue (Minor-Street Stop-Controlled)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL/R	55	-	0.43	15.4	C	15.4	C		EBL/R	<50	-	0.33	16.7	C	16.7	C
	NBL	<50	120	0.04	8.3	A				NBL	<50	120	0.13	8.9	A		
	Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)																	
AM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBL	<50	115	0.27	18.9	C	18.9	C		EBL	<50	115	0.16	21.3	C	21.3	C
	EBT/R	<50	-	0.12	10.6	B				EBT/R	<50	-	0.07	11.9	B		
	WBL	<50	-	0.13	15.2	C				WBL	<50	-	0.07	18.9	C		
	WBT/R	<50	100	0.11	9.9	A				WBT/R	<50	100	0.08	10.6	B		
	NBL	<50	300	0.02	8.5	A				NBL	<50	300	0.06	8.7	A		
	SBL	<50	365	0.03	8.0	A				SBL	<50	365	0.07	8.8	A		

* Through and right-turn movement capacity results are reported as averages.

Table 10: NMDOT-owned Intersection Capacity Results for Phase 1 Opening Year (2026) Background Conditions

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	260	0.0%	13.0	B	91.7	F
	EBT	139	-	0.0%	11.6	C		
	EBR	<50	260	0.0%	1.6	A		
	WBL	<50	260	0.0%	20.3	C		
	WBT	190	-	0.0%	21.5	C		
	WBR	<50	260	0.0%	4.5	A		
	NBL	<50	300	0.0%	30.2	C		
	NBT	<50	-	0.0%	38.9	D		
	NBR	<50	-	0.0%	41.5	D		
	SBL	1163	320	47.7%	410.1	F		
	SBT	<50	-	0.0%	87.0	F		
	SBT/R	128	-	0.0%	55.5	E		
PM Peak	EBL	61	260	0.0%	17.9	B	27.2	C
	EBT	309	-	0.0%	45.0	D		
	EBR	<50	260	0.0%	4.0	A		
	WBL	<50	260	0.0%	19.9	B		
	WBT	127	-	0.0%	28.2	C		
	WBR	69	260	0.0%	11.0	B		
	NBL	<50	300	0.0%	10.7	B		
	NBT	<50	-	0.0%	23.5	C		
	NBR	<50	-	0.0%	11.3	B		
	SBL	95	320	0.0%	16.5	B		
	SBT	<50	-	0.0%	17.3	B		
	SBT/R	<50	-	0.0%	25.0	C		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	59	160	0.0%	59.6	E	15.9	B
	EBT	97	-	0.0%	4.8	A		
	WBT	119	-	0.0%	9.6	A		
	WBR	<50	430	0.0%	2.7	A		
	SBL	183	-	0.0%	40.5	D		
	SBR	<50	-	0.0%	8.9	A		
PM Peak	EBL	<50	160	0.0%	23.6	C	12.9	B
	EBT	135	-	0.0%	9.1	A		
	WBT	179	-	0.0%	25.7	C		
	WBR	55	430	0.0%	6.8	A		
	SBL	77	-	0.0%	24.7	C		
	SBR	<50	-	0.0%	7.3	A		

NM 500 and Condershire Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.0%	1.0	A	547.1	F
	WBL/T/R	167	-	0.0%	7.3	A		
	NBL/T/R	751	-	0.0%	547.1	F		
	SBL/T/R	<50	-	0.0%	48.3	E		
PM Peak	EBL/T/R	<50	-	0.0%	1.9	A	129.2	F
	WBL/T/R	134	-	0.0%	3.9	A		
	NBL/T/R	239	-	0.0%	129.2	F		
	SBL/T/R	<50	-	0.3%	49.2	E		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	350	0.0%	28.1	C	33.0	C
	EBT	262	-	0.0%	41.7	D		
	EBR	<50	380	0.0%	3.4	A		
	WBL	65	550	0.0%	35.1	D		
	WBT	175	-	0.0%	34.4	C		
	WBR	<50	-	0.0%	0.0	A		
	NBL	304	280	0.0%	78.9	E		
	NBT	201	-	0.0%	34.5	C		
	NBR	<50	300	0.0%	14.5	B		
	SBL	147	240	0.0%	42.5	D		
	SBT	160	-	0.0%	31.6	C		
	SBT/R	164	-	0.0%	30.8	C		
PM Peak	EBL	<50	350	0.0%	31.6	C	108.3	F
	EBT	87	-	0.0%	33.9	C		
	EBR	73	380	0.0%	20.6	C		
	WBL	83	550	0.0%	332.7	F		
	WBT	1268	-	51.3%	347.9	F		
	WBR	70	-	0.0%	144.0	F		
	NBL	1001	280	55.5%	426.3	F		
	NBT	213	-	0.0%	46.9	D		
	NBR	<50	300	0.0%	18.6	B		
	SBL	79	240	0.0%	34.2	C		
	SBT	190	-	0.0%	28.5	C		
	SBT/R	189	-	0.0%	27.4	C		

PHASE 1 OPENING YEAR (2026) TOTAL CONDITIONS

Trips generated by Phase 1 of the proposed development were added to the 2026 background volumes. Table 11 summarizes the intersection delay, level of service, and queueing under Phase 1 Opening Year (2026) Total conditions. The following conclusions are made for the Phase 1 Opening Year (2026) Total analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement (LOS E) at the signalized intersection of 98th Street and Blake Road, similar to the existing and 2026 background conditions.

Analysis also indicates that the proposed site internal access points are expected to operate at LOS A during peak hours.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the existing or recommended storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths, except at the signalized intersection of Unser Boulevard and Blake Road, similar to the Phase 1 2026 background conditions. The eastbound left-turn storage length is expected to be less than the 95th-percentile queue lengths during both peak hours.

NMDOT-owned intersection Analysis

The NMDOT-owned intersections were not analyzed because no programmed improvements are planned for this time period. NMDOT has indicated a future study is planned for this corridor to determine needed capacity improvements. Without modification, increased traffic at the NMDOT intersections are expected to result in poor operations with areas of extensive queue under the 2026 total traffic conditions.

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Table 11: CABQ-owned Intersection Capacity Results for Phase 1 Opening Year (2026) Total Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.06	36.3	D	17.1	B	PM Peak	EBL	<50	185	0.05	31.9	C	17	B
	EBT/R	163	-	0.66	57.0	E				EBT/R	86	-	0.48	29.9	C		
	WBL	103	180	0.37	43.0	D				WBL	161	180	0.62	46.6	D		
	WBT/R	77	-	0.28	21.2	C				WBT/R	153	-	0.51	30.4	C		
	NBL	<50	210	0.04	7.0	A				NBL	<50	210	0.07	5.8	A		
	NBT	114	-	0.18	11.0	B				NBT	122	-	0.22	10.3	B		
	NBR	<50	110	0.21	2.1	A				NBR	<50	110	0.13	2.4	A		
	SBL	<50	410	0.10	6.9	A				SBL	<50	410	0.12	5.9	A		
	SBT/R	81	-	0.13	9.9	A				SBT/R	103	-	0.19	9.9	A		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	141	90	0.75	39.6	D	30	C	PM Peak	EBL	100	90	0.55	29.6	C	30.6	C
	EBT/R	301	-	0.63	39.9	D				EBT/R	214	-	0.42	34.1	C		
	WBL	<50	-	0.16	20.4	C				WBL	57	-	0.17	21.0	C		
	WBT/R	307	410	0.81	45.7	D				WBT/R	405	-	0.82	51.9	D		
	NBL	<50	380	0.07	17.7	B				NBL	71	380	0.19	20.2	C		
	NBT	203	-	0.31	29.6	C				NBT	247	-	0.36	34.3	C		
	NBR	<50	305	0.10	0.3	A				NBR	<50	305	0.08	0.2	A		
	SBL	177	450	0.46	19.9	B				SBL	204	450	0.52	23.7	C		
	SBT	204	-	0.30	22.5	C				SBT	251	-	0.35	28.0	C		
	SBR	<50	290	0.11	3.8	A				SBR	57	290	0.27	4.9	A		

98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	70	125	0.51	18.8	C	18.8	C	PM Peak	EBL/T	58	125	0.46	20.5	C	22.6	C
	EBR	<50	-	0.20	11.3	B				EBR	<50	-	0.16	13.0	B		
	WBL/T	<50	-	0.07	12.2	B				WBL/T	<50	-	0.34	17.2	C		
	WBR	<50	240	0.12	11.4	B				WBR	<50	240	0.20	13.7	B		
	NBL	<50	110	0.08	11.3	B				NBL	<50	110	0.22	14.2	B		
	NBT/R*	<50	-	0.39	15.2	C				NBT/R*	85	-	0.55	21.8	C		
	SBL	<50	140	0.05	11.1	B				SBL	<50	140	0.17	13.5	B		
	SBT/R*	<50	-	0.40	14.9	B				SBT/R*	95	-	0.60	22.6	C		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.01	9.6	A	9.6	A	PM Peak	EBL/T	<50	-	0.09	13.3	B	13.3	B
	EBR	<50	240	0.03	8.5	A				EBR	<50	240	0.10	9.1	A		
	NBL	<50	80	0.04	7.4	A				NBL	<50	80	0.10	7.7	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/R	55	-	0.44	15.6	C	15.6	C	PM Peak	EBL/R	<50	-	0.33	16.9	C	16.9	C
	NBL	<50	120	0.05	8.4	A				NBL	<50	120	0.13	8.9	A		

Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	50	115	0.42	22.8	C	22.8	C	PM Peak	EBL	<50	115	0.35	29.1	D	29.1	D
	EBT/R	<50	-	0.18	10.8	B				EBT/R	<50	-	0.11	11.4	B		
	WBL	<50	-	0.15	16.6	C				WBL	<50	-	0.09	23.3	C		
	WBT/R	<50	100	0.11	9.9	A				WBT/R	<50	100	0.09	10.9	B		
	NBL	<50	300	0.04	8.7	A				NBL	<50	300	0.13	9.3	A		
	SBL	<50	365	0.03	8.0	A				SBL	<50	365	0.07	8.8	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	N/A								PM Peak	N/A							

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	N/A								PM Peak	N/A							

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.05	8.6	A	8.6	A	PM Peak	WBL/R	<50	-	0.03	8.6	A	8.6	A
	SBL	<50	-	0.01	7.2	A				SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.10	9.1	A	9.1	A	PM Peak	WBL/R	<50	-	0.03	8.6	A	8.6	A
	SBL	<50	-	0.00	7.3	A				SBL	<50	-	0.02	7.3	A		

* Through and right-turn movement capacity results are reported as averages.

PHASE 1 OPENING YEAR (2026) MITIGATIONS

Per the scoping meeting notes, a segment of Unser Boulevard between Anderson Hill Avenue and Blake Road is planned to be widened from a 2-lane cross-section to a 4-lane cross-section. The construction is required as part of the TA Land development, to be completed under Phase 1 conditions. This mitigation/improvement does not impact the 2026 Total intersection capacity analysis results, where the two intersections are expected to operate in an overall acceptable manner, as indicated in Table 11.

The Anderson Hill Avenue leg west of Unser Boulevard should be designed as a minimum 3-lane section (1-1-1 design) to Rio Clara Avenue.

An additional mitigation is to restripe the eastbound left-turn deceleration lane on Blake Road approaching Unser Boulevard to lengthen the existing storage lane from 90 feet to 150 feet based on demand volume in 2026 or to 230 feet based on 2036 estimated volumes. However, this striping mitigation is not critical as vehicles could simply store within the existing two-way left-turn lane as needed. The pavement marking change could be deferred to Phase 3 to better estimate storage length need and minimize multiple revisions.

PHASE 2 OPENING YEAR (2029) BACKGROUND CONDITIONS

The 2029 background volumes are a summation of existing adjusted traffic volumes increased by 6.14%, the volumes generated by the Aspire and Sunrise Village developments, and Phase 1 site traffic volumes. When applicable, the existing lane configurations were updated in traffic analysis software packages based on improvements, mitigations, and recommendations presented in Phase 1 of this study. Table 12 summarizes the intersection delay, level of service, and queueing under Phase 2 Opening Year 2029 Background conditions. The following conclusions are made for the Phase 2 Opening Year 2029 Background analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement (LOS E) at the signalized intersection of 98th Street and Blake Road, similar to the existing conditions. A redistribution of green time from the north/south through phase to the east/west through phase could likely be implemented to eliminate the LOS E operation, if desired, noting overall intersection LOS B operation.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths.

NMDOT-owned intersection Analysis

The NMDOT-owned intersections were not analyzed because no programmed improvements are planned for this time period. NMDOT has indicated a future study is planned for this corridor to determine needed capacity improvements. Without modification, increased traffic at the NMDOT intersections are expected to result in poor operations with areas of extensive queue under the 2029 background traffic conditions.

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Table 12: CABQ-owned Intersection Capacity Results for Phase 2 Opening Year (2029) Background Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	35.9	D	17.3	B
	EBT/R	169	-	0.67	57.6	E		
	WBL	105	180	0.38	42.9	D		
	WBT/R	78	-	0.28	20.9	C		
	NBL	<50	210	0.04	7.1	A		
	NBT	120	-	0.19	11.3	B		
	NBR	<50	110	0.22	2.3	A		
	SBL	<50	410	0.11	7.2	A		
	SBT/R	86	-	0.13	10.2	B		
PM Peak	EBL	<50	185	0.05	31.6	C	17.3	B
	EBT/R	88	-	0.49	30.5	C		
	WBL	163	180	0.64	47.3	D		
	WBT/R	159	-	0.52	31.2	C		
	NBL	<50	210	0.07	6.0	A		
	NBT	130	-	0.23	10.5	B		
	NBR	<50	110	0.13	2.7	A		
	SBL	<50	410	0.13	6.1	A		
	SBT/R	109	-	0.20	10.1	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	143	150	0.78	40.9	D	30.8	C
	EBT/R	310	-	0.63	38.8	D		
	WBL	<50	-	0.16	19.5	B		
	WBT/R	322	410	0.82	45.4	D		
	NBL	<50	380	0.08	18.7	B		
	NBT	217	-	0.34	31.6	C		
	NBR	<50	305	0.11	0.3	A		
	SBL	190	450	0.49	21.5	C		
	SBT	219	-	0.32	23.8	C		
	SBR	<50	290	0.12	4.2	A		
PM Peak	EBL	101	150	0.56	29.4	C	31.5	C
	EBT/R	220	-	0.42	33.3	C		
	WBL	57	-	0.17	20.3	C		
	WBT/R	419	-	0.83	51.4	D		
	NBL	74	380	0.21	21.3	C		
	NBT	264	-	0.40	36.4	D		
	NBR	<50	305	0.09	0.3	A		
	SBL	219	450	0.56	25.5	C		
	SBT	266	-	0.39	30.0	C		
	SBR	60	290	0.29	5.0	A		

98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	78	125	0.54	20.1	C	20.1	C
	EBR	<50	-	0.21	11.6	B		
	WBL/T	<50	-	0.07	12.5	B		
	WBR	<50	240	0.13	11.8	B		
	NBL	<50	110	0.09	11.6	B		
	NBT/R*	55	-	0.42	16.1	C		
	SBL	<50	140	0.05	11.3	B		
	SBT/R*	53	-	0.43	15.7	C		
PM Peak	EBL/T	65	125	0.49	22.1	C	25.1	D
	EBR	<50	-	0.17	13.4	B		
	WBL/T	<50	-	0.36	18.2	C		
	WBR	<50	240	0.22	14.2	B		
	NBL	<50	110	0.23	14.8	B		
	NBT/R*	98	-	0.59	24.3	C		
	SBL	<50	140	0.18	13.9	B		
	SBT/R*	109	-	0.64	25.1	D		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.02	9.7	A	9.7	A
	EBR	<50	240	0.03	8.5	A		
	NBL	<50	80	0.04	7.4	A		
PM Peak	EBL/T	<50	-	0.09	13.6	B	13.6	B
	EBR	<50	240	0.10	9.1	A		
	NBL	<50	80	0.10	7.7	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/R	63	-	0.47	16.4	C	16.4	C
	NBL	<50	120	0.05	8.5	A		
PM Peak	EBL/R	<50	-	0.36	17.7	C	17.7	C
	NBL	<50	120	0.13	9.0	A		

Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	58	115	0.46	24.6	C	24.6	C
	EBT/R	<50	-	0.18	11.0	B		
	WBL	<50	-	0.16	17.2	C		
	WBT/R	<50	100	0.11	10.0	A		
	NBL	<50	300	0.04	8.8	A		
	SBL	<50	365	0.03	8.1	A		
PM Peak	EBL	<50	115	0.38	31.3	D	31.3	D
	EBT/R	<50	-	0.11	11.6	B		
	WBL	<50	-	0.10	24.5	C		
	WBT/R	<50	100	0.09	11.0	B		
	NBL	<50	300	0.13	9.4	A		
	SBL	<50	365	0.08	8.9	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	N/A							
PM Peak	N/A							

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	N/A							
PM Peak	N/A							

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.05	8.6	A	8.6	A
	SBL	<50	-	0.01	7.2	A		
PM Peak	WBL/R	<50	-	0.03	8.6	A	8.6	A
	SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.10	9.1	A	9.1	A
	SBL	<50	-	0.00	7.3	A		
PM Peak	WBL/R	<50	-	0.08	9.4	A	9.4	A
	SBL	<50	-	0.01	7.5	A		

* Through and right-turn movement capacity results are reported as averages.

PHASE 2 OPENING YEAR (2029) TOTAL CONDITIONS

Trips generated by Phases 1 and 2 of the proposed development (Figure 7) were added to the 2029 background (non-site) volumes presented in Appendix G. It is noted that the 2029 background (non-site) volumes are a summation of existing adjusted traffic volumes increased by 6.14% and the volumes generated by the Aspire and Sunrise Village developments. When applicable, roadway lane configurations used for the 2029 background conditions were updated in the traffic analysis software packages. Table 13 summarizes the intersection delay, level of service, and queueing under Phase 2 Opening Year (2029) Total conditions. The following conclusions are made for the Phase 2 Opening Year (2029) Total analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of 98th Street and Blake Road
  - EBT/R is expected to operate at LOS E during the AM peak hour, similar to the existing conditions.
- At the stop-controlled intersection of Unser Boulevard and Anderson Hill Avenue
  - EBL is expected to operate at LOS E during the PM peak hour.

Analysis also indicates that the proposed site internal access points are expected to operate at LOS B or better during peak hours.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths.

NMDOT-owned intersection Analysis

The NMDOT-owned intersections were not analyzed because no programmed improvements are planned for this time period. NMDOT has indicated a future study is planned for this corridor to determine needed capacity improvements. Without modification, increased traffic at the NMDOT intersections are expected to result in poor operations with areas of extensive queue under the 2029 total traffic conditions.

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Table 13: CABQ-owned Intersection Capacity Results for Phase 2 Opening Year (2029) Total Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	35.9	D	17.3	B
	EBT/R	169	-	0.67	57.6	E		
	WBL	110	180	0.40	43.2	D		
	WBT/R	78	-	0.28	20.9	C		
	NBL	<50	210	0.04	7.2	A		
	NBT	125	-	0.19	11.4	B		
	NBR	<50	110	0.23	2.6	A		
	SBL	<50	410	0.11	7.2	A		
	SBT/R	87	-	0.13	10.2	B		
PM Peak	EBL	<50	185	0.05	31.6	C	17.8	B
	EBT/R	88	-	0.49	30.5	C		
	WBL	177	180	0.70	50.7	D		
	WBT/R	159	-	0.52	31.2	C		
	NBL	<50	210	0.08	6.0	A		
	NBT	133	-	0.23	10.6	B		
	NBR	<50	110	0.14	2.8	A		
	SBL	<50	410	0.13	6.1	A		
	SBT/R	114	-	0.21	10.2	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	146	150	0.78	41.4	D	31.1	C
	EBT/R	314	-	0.63	38.6	D		
	WBL	<50	-	0.16	19.3	B		
	WBT/R	326	410	0.82	45.7	D		
	NBL	<50	380	0.08	18.9	B		
	NBT	232	-	0.36	32.4	C		
	NBR	<50	305	0.12	1.3	A		
	SBL	191	450	0.51	22.1	C		
	SBT	224	-	0.33	24.2	C		
	SBR	<50	290	0.12	4.3	A		
PM Peak	EBL	101	150	0.57	29.0	C	32.1	C
	EBT/R	220	-	0.42	32.5	C		
	WBL	58	-	0.17	19.6	B		
	WBT/R	434	-	0.83	51.0	D		
	NBL	75	380	0.22	22.2	C		
	NBT	275	-	0.42	37.6	D		
	NBR	<50	305	0.10	0.3	A		
	SBL	222	450	0.59	27.0	C		
	SBT	288	-	0.42	31.5	C		
	SBR	60	290	0.29	5.2	A		

98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	78	125	0.54	20.0	C	20	C
	EBR	<50	-	0.21	11.6	B		
	WBL/T	<50	-	0.03	12.2	B		
	WBR	<50	240	0.10	11.6	B		
	NBL	<50	110	0.09	11.4	B		
	NBT/R*	63	-	0.45	16.8	C		
	SBL	<50	140	0.05	11.2	B		
	SBT/R*	55	-	0.43	15.8	C		
PM Peak	EBL/T	68	125	0.50	22.4	C	27	D
	EBR	<50	-	0.17	13.5	B		
	WBL/T	<50	-	0.33	17.8	C		
	WBR	<50	240	0.20	14.2	B		
	NBL	<50	110	0.23	14.8	B		
	NBT/R*	107	-	0.61	26.2	D		
	SBL	<50	140	0.19	14.1	B		
	SBT/R*	121	-	0.67	27.0	D		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.01	9.2	A	9.2	A
	EBR	<50	240	0.03	8.5	A		
	NBL	<50	80	0.02	7.3	A		
PM Peak	EBL/T	<50	-	0.09	13.0	B	13	B
	EBR	<50	240	0.97	9.1	A		
	NBL	<50	80	0.09	7.7	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	70	-	0.50	18.0	C	18	C
	WBL/T/R	<50	-	0.11	11.9	B		
	NBL	<50	120	0.05	8.4	A		
	SBL	<50	80	0.01	7.9	A		
PM Peak	EBL/T/R	53	-	0.43	22.0	C	22	C
	WBL/T/R	<50	-	0.11	14.8	B		
	NBL	<50	120	0.13	9.0	A		
	SBL	<50	80	0.03	8.6	A		

Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	80	115	0.56	29.0	D	29	D
	EBT/R	<50	-	0.23	11.3	B		
	WBL	<50	-	0.17	18.0	C		
	WBT/R	<50	100	0.11	10.0	B		
	NBL	<50	300	0.04	8.8	A		
	SBL	<50	365	0.03	8.1	A		
PM Peak	EBL	63	115	0.50	38.6	E	38.6	E
	EBT/R	<50	-	0.14	11.5	B		
	WBL	<50	-	0.10	26.0	D		
	WBT/R	<50	100	0.09	11.1	B		
	NBL	<50	300	0.15	9.7	A		
	SBL	<50	365	0.08	8.9	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	NBL/R	<50	-	0.05	8.8	A	8.8	A
PM Peak	NBL/R	<50	-	0.04	8.9	A	8.9	A

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	NBL/R	<50	-	0.02	8.7	A	8.7	A
PM Peak	NBL/R	<50	-	0.02	8.6	A	8.6	A

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.02	8.6	A	8.6	A
	SBL	<50	-	0.01	7.3	A		
PM Peak	WBL/R	<50	-	0.02	8.8	A	8.8	A
	SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.05	8.5	A	9.6	A
	WBL/T/R	<50	-	0.14	9.6	A		
	NBL	<50	-	0.01	7.2	A		
PM Peak	EBL/T/R	<50	-	0.03	8.4	A	10.5	B
	WBL/T/R	<50	-	0.12	10.5	B		
	NBL	<50	-	0.04	7.3	A		

* Through and right-turn movement capacity results are reported as averages.

PHASE 2 OPENING YEAR (2029) MITIGATIONS

The stop-controlled intersection of Unser Boulevard and Anderson Hill Avenue is expected to experience increased delays with the eastbound left-turn movement operating at LOS E during the PM peak hour in the Phase 2 Opening Year (2029) conditions. However, operating with an estimated v/c ratio of 0.50, some reserve capacity is still available, although delays may be higher than desired. It is recommended that a new traffic signal be considered to resolve the poor LOS prior to Phase 3 opening. Signal warrants analysis is presented in the next section of the report. Table 14 shows the capacity and queueing results for the mitigated Phase 2 Opening Year (2029) Total conditions at the subject intersection. The following conclusions are made for the mitigated Phase 2 analysis:

Delay and LOS Results

At the signalized intersection of Unser Boulevard and Anderson Hill Avenue, all movements are expected to operate at LOS C or better during the AM and PM peaks.

Queuing Results

Queue length results indicated that storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths at the subject signalized intersection. The eastbound leg should maintain its 3-lane cross-section (1-1-1) allowing left-turn vehicles toward Unser Boulevard and Rio Clara Avenue (310-foot spacing) to maximize storage space flexibility.

Table 14: Capacity Results for Phase 2 Opening Year (2029) Total Conditions with Mitigations

Unser Boulevard and Anderson Hill Avenue (Signalized)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	114	115	0.68	33.9	C	8.1	A	PM Peak	EBL	74	115	0.49	31.6	C	5.3	A
	EBT/R	<50	-	0.27	1.1	A				EBT/R	<50	-	0.28	8.7	A		
	WBL	<50	-	0.22	20.5	C				WBL	<50	-	0.10	22.3	C		
	WBT/R	<50	100	0.22	6.7	A				WBT/R	<50	100	0.20	8.7	A		
	NBL	<50	300	0.07	5.5	A				NBL	<50	300	0.21	5.1	A		
	NBT	<50	-	0.14	5.0	A				NBT	58	-	0.19	3.9	A		
	NBR	<50	145	0.03	2.3	A				NBR	<50	145	0.04	1.6	A		
	SBL	<50	365	0.05	3.2	A				SBL	<50	365	0.12	2.0	A		
	SBT	56	-	0.23	3.7	A				SBT	<50	-	0.18	2.1	A		
	SBR	<50	240	0.07	1.0	A				SBR	<50	240	0.16	1.0	A		

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PHASE 3 OPENING YEAR (2031) BACKGROUND CONDITIONS

The 2031 background volumes are a summation of existing adjusted traffic volumes increased by 9.34%, the volumes generated by the Aspire and Sunrise Village developments, and site traffic volumes generated by Phases 1 and 2. When applicable, the existing lane configurations were updated in traffic analysis software packages based on improvements, mitigations, and recommendations presented in Phases 1 and 2 of this study. Table 15 summarizes the intersection delay, level of service, and queueing under Phase 3 Opening Year 2031 Background conditions. The following conclusions are made for the Phase 3 Opening Year 2031 Background analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of 98th Street and Blake Road
    - EBT/R is expected to operate at LOS E during the AM peak hour, similar to the existing conditions.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths. It is noted that the 95th-percentile queue lengths of some movements may slightly exceed the storage lanes (less than 5 feet), but the taper/TWLTL should be able to accommodate the queues.

NMDOT-owned intersection Analysis

The NMDOT-owned intersections were not analyzed because programmed improvements are not planned for this time period. NMDOT has indicated a future study is planned for this corridor to determine needed capacity improvements. Without modification, increased traffic at the NMDOT intersections are expected to result in poor operations with areas of extensive queue under the 2031 background traffic conditions.

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Table 15: CABQ-owned Intersection Capacity Results for Phase 3 Opening Year (2031) Background Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.06	35.5	D	17.6	B	PM Peak	EBL	<50	185	0.05	31.4	C	18.1	B
	EBT/R	175	-	0.68	58.0	E				EBT/R	92	-	0.50	31.2	C		
	WBL	111	180	0.40	43.0	D				WBL	179	180	0.71	51.6	D		
	WBT/R	79	-	0.28	20.5	C				WBT/R	164	-	0.53	31.7	C		
	NBL	<50	210	0.04	7.4	A				NBL	<50	210	0.08	6.1	A		
	NBT	130	-	0.20	11.7	B				NBT	138	-	0.24	10.8	B		
	NBR	<50	110	0.23	2.8	A				NBR	<50	110	0.14	3.0	A		
	SBL	<50	410	0.12	7.4	A				SBL	<50	410	0.14	6.2	A		
	SBT/R	91	-	0.14	10.5	B				SBT/R	119	-	0.21	10.3	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	155	150	0.80	42.6	D	31.9	C	PM Peak	EBL	103	150	0.59	29.4	C	33.1	C
	EBT/R	320	-	0.64	38.1	D				EBT/R	227	-	0.42	32.1	C		
	WBL	<50	-	0.16	18.9	B				WBL	58	-	0.18	19.3	B		
	WBT/R	337	410	0.82	45.7	D				WBT/R	450	-	0.84	51.2	D		
	NBL	<50	380	0.09	20.5	C				NBL	69	380	0.24	23.9	C		
	NBT	240	-	0.38	34.1	C				NBT	282	-	0.45	40.1	D		
	NBR	<50	305	0.13	4.0	A				NBR	<50	305	0.10	3.4	A		
	SBL	199	450	0.54	23.2	C				SBL	229	450	0.62	28.6	C		
	SBT	234	-	0.34	25.0	C				SBT	297	-	0.44	32.5	C		
	SBR	<50	290	0.12	4.8	A				SBR	61	290	0.30	5.3	A		

98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	83	125	0.56	21.0	C	21	C	PM Peak	EBL/T	70	125	0.52	23.6	C	29.5	D
	EBR	<50	-	0.22	11.8	B				EBR	<50	-	0.18	13.9	B		
	WBL/T	<50	-	0.03	12.4	B				WBL/T	<50	-	0.35	18.5	C		
	WBR	<50	240	0.11	11.8	B				WBR	<50	240	0.21	14.6	B		
	NBL	<50	110	0.09	11.6	B				NBL	<50	110	0.24	15.2	C		
	NBT/R*	68	-	0.47	17.6	C				NBT/R*	118	-	0.64	28.6	D		
	SBL	<50	140	0.06	11.3	B				SBL	<50	140	0.20	14.4	B		
	SBT/R*	59	-	0.45	16.4	C				SBT/R*	133	-	0.70	29.5	D		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.01	9.2	A	9.2	A	PM Peak	EBL/T	<50	-	0.09	13.2	B	13.2	B
	EBR	<50	240	0.03	8.5	A				EBR	<50	240	0.10	9.1	A		
	NBL	<50	80	0.02	7.3	A				NBL	<50	80	0.09	7.7	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	75	-	0.52	18.7	C	18.7	C	PM Peak	EBL/T/R	58	-	0.45	23.2	C	23.2	C
	WBL/T/R	<50	-	0.11	12.0	B				WBL/T/R	<50	-	0.11	15.1	C		
	NBL	<50	120	0.05	8.5	A				NBL	<50	120	0.14	9.0	A		
	SBL	<50	80	0.01	8.0	A				SBL	<50	80	0.03	8.6	A		

Unser Boulevard and Anderson Hill Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	117	115	0.68	34.3	C	8.2	A	PM Peak	EBL	75	115	0.50	31.8	C	5.3	A
	EBT/R	<50	-	0.28	1.1	A				EBT/R	<50	-	0.28	8.6	A		
	WBL	<50	-	0.23	20.6	C				WBL	<50	-	0.10	22.2	C		
	WBT/R	<50	100	0.23	6.7	A				WBT/R	<50	100	0.20	8.6	A		
	NBL	<50	300	0.08	5.5	A				NBL	<50	300	0.21	5.2	A		
	NBT	<50	-	0.14	5.1	A				NBT	61	-	0.20	3.9	A		
	NBR	<50	145	0.03	2.3	A				NBR	<50	145	0.04	1.6	A		
	SBL	<50	365	0.06	3.7	A				SBL	<50	365	0.13	1.9	A		
	SBT	71	-	0.24	3.9	A				SBT	<50	-	0.19	1.9	A		
	SBR	<50	240	0.07	1.3	A				SBR	<50	240	0.16	0.8	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	NBL/R	<50	-	0.05	8.8	A	8.8	A	PM Peak	NBL/R	<50	-	0.04	8.9	A	8.9	A

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	NBL/R	<50	-	0.02	8.7	A	8.7	A	PM Peak	NBL/R	<50	-	0.02	8.6	A	8.6	A

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	WBL/R	<50	-	0.02	8.6	A	8.6	A	PM Peak	WBL/R	<50	-	0.02	8.8	A	8.8	A
	SBL	<50	-	0.01	7.3	A				SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.05	8.5	A	9.6	A	PM Peak	EBL/T/R	<50	-	0.03	8.4	A	10.5	B
	WBL/T/R	<50	-	0.14	9.6	A				WBL/T/R	<50	-	0.12	10.5	B		
	NBL	<50	-	0.01	7.2	A				NBL	<50	-	0.04	7.3	A		

* Through and right-turn movement capacity results are reported as averages.

PHASE 3 OPENING YEAR (2031) TOTAL CONDITIONS

Trips generated by Phases 1, 2, and 3 of the proposed development (Figure 8) were added to the 2031 background (non-site) volumes presented in Appendix G. It is noted that the 2031 background (non-site) volumes are a summation of existing adjusted traffic volumes increased by 9.34% and the volumes generated by the Aspire and Sunrise Village developments. When applicable, roadway lane configurations used for the 2031 background conditions were updated in the traffic analysis software packages. Table 16 and Table 17 summarize the intersection delay, level of service, and queueing under Phase 3 Opening Year (2031) Total conditions. The following conclusions are made for the Phase 3 Opening Year (2031) Total analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of 98th Street and Blake Road
    - EBT/R is expected to operate at LOS E during the AM peak hour, similar to the existing conditions.
    - WBL is expected to operate at LOS E during the PM peak hour.
- At the all-way stop-controlled intersection of 98th Street and Amole Mesa Avenue
    - SBT/R are expected to operate at LOS E during the PM peak hour.

Analysis also indicates that the proposed internal site access points are expected to operate at LOS B or better during peak hours.

Although not indicated as part of the capacity analysis results, the intersection of Vermejo Park Drive and Amole Mesa Avenue should be re-evaluated, prior to Phase 3 completion, to determine if any improvements should be considered due to changes at the Rudolfo Anaya Elementary School created by the TA Land development. Amole Mesa Avenue approach widening, restriping of Vermejo Park Drive, change in intersection control, or other improvements may be appropriate to better accommodate changes in pick-up/drop-off operations, traffic redistribution, student crossings, or other conditions.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of 98th Street and Blake Road
    - WBL storage length is expected to be less than the 95th-percentile queue lengths during the PM peak hour. However, the existing taper and TWLTL should be able to store oncoming vehicles.
- At the signalized intersection of Unser Boulevard and Blake Road
    - EBL storage length is expected to be less than the 95th-percentile queue lengths during the AM peak hour. It is noted that TWLTL exists on Blake Road.

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NMDOT-owned intersection Analysis

Delay and LOS Results

A summary of the NMDOT intersections were conducted for the 2031 analysis year to identify LOS under existing network conditions prior to anticipated roadway improvements associated with the Ceja Vista development. At all NMDOT-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and 98th Street
  - The southbound approach is expected to operate below LOS E during the AM peak hour.
  - EBL and EBT are expected to operate below LOS E during the PM peak hour.
- At the signalized intersection of NM 500 and Unser Boulevard
  - EBL is expected to operate at LOS E during the AM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
  - The northbound and the southbound approaches are expected to operate at LOS F during the peak hours.
- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL is expected to operate at LOS F during the peak hours.
  - The westbound approach is expected to operate at LOS F during the PM peak hour.

Queuing Results

At all NMDOT-owned intersections where queue length results are present, storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of NM 500 and 98th Street
  - SBL is expected not to accommodate the 95th-percentile queue lengths during the AM peak hour.
- At the signalized intersection of NM 500 and Coors Boulevard
  - NBL is expected not to accommodate the 95th-percentile queue lengths during the AM and PM peak hours.
  - WBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the PM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
  - The northbound approach is expected to experience greater than 1,000 feet of queue lengths during the AM peak hour based on the 95th-percentile queue length results.

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Table 16: CABQ-owned Intersection Capacity Results for Phase 3 Opening Year (2031) Total Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.06	35.4	D	17.3	B	PM Peak	EBL	<50	185	0.05	31.4	C	19.1	B
	EBT/R	175	-	0.68	58.0	E				EBT/R	92	-	0.50	31.2	C		
	WBL	117	180	0.43	43.6	D				WBL	200	180	0.80	59.1	E		
	WBT/R	79	-	0.28	20.5	C				WBT/R	164	-	0.53	31.7	C		
	NBL	<50	210	0.04	7.4	A				NBL	<50	210	0.08	6.1	A		
	NBT	133	-	0.20	11.8	B				NBT	141	-	0.24	10.8	B		
	NBR	55	110	0.27	3.0	A				NBR	<50	110	0.17	3.0	A		
	SBL	<50	410	0.12	7.4	A				SBL	<50	410	0.14	6.3	A		
	SBT/R	92	-	0.14	10.5	B				SBT/R	123	-	0.22	10.4	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	195	150	0.87	50.4	D	33	C	PM Peak	EBL	112	150	0.66	32.4	C	33.5	C
	EBT/R	339	-	0.66	39.1	D				EBT/R	243	-	0.46	33.7	C		
	WBL	<50	-	0.18	19.1	B				WBL	64	-	0.21	19.6	B		
	WBT/R	338	410	0.82	45.7	D				WBT/R	456	-	0.84	51.4	D		
	NBL	<50	380	0.09	20.6	C				NBL	69	380	0.25	24.1	C		
	NBT	241	-	0.39	34.5	C				NBT	283	-	0.45	40.5	D		
	NBR	<50	305	0.12	3.4	A				NBR	<50	305	0.09	3.0	A		
	SBL	199	450	0.54	23.5	C				SBL	229	450	0.63	28.9	C		
	SBT	235	-	0.35	25.2	C				SBT	303	-	0.45	32.9	C		
	SBR	<50	290	0.13	5.3	A				SBR	63	290	0.32	5.2	A		

98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	90	125	0.58	22.6	C	22.6	C	PM Peak	EBL/T	78	125	0.55	25.7	D	36.6	E
	EBR	<50	-	0.23	12.4	B				EBR	<50	-	0.19	14.7	C		
	WBL/T	<50	-	0.04	12.6	B				WBL/T	<50	-	0.37	19.5	C		
	WBR	<50	240	0.21	13.2	B				WBR	<50	240	0.30	16.6	C		
	NBL	<50	110	0.09	12.0	B				NBL	<50	110	0.26	15.9	C		
	NBT/R*	76	-	0.50	19.5	C				NBT/R*	135	-	0.68	33.8	D		
	SBL	<50	140	0.06	11.8	B				SBL	<50	140	0.23	15.3	C		
	SBT/R*	65	-	0.48	17.8	C				SBT/R*	163	-	0.77	36.6	E		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.02	9.9	A	9.9	A	PM Peak	EBL/T	<50	-	0.10	14.3	B	14.3	B
	EBR	<50	240	0.03	8.5	A				EBR	<50	240	0.11	9.2	A		
	NBL	<50	80	0.05	7.4	A				NBL	<50	80	0.11	7.7	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	78	-	0.53	19.4	C	19.4	C	PM Peak	EBL/T/R	65	-	0.49	26.6	D	26.6	D
	WBL/T/R	<50	-	0.15	12.5	B				WBL/T/R	<50	-	0.15	16.0	C		
	NBL	<50	120	0.05	8.5	A				NBL	<50	120	0.14	9.0	A		
	SBL	<50	80	0.01	8.0	A				SBL	<50	80	0.06	8.8	A		

Unser Boulevard and Anderson Hill Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	114	115	0.68	33.9	C	8.1	A	PM Peak	EBL	74	115	0.49	31.7	C	5.2	A
	EBT/R	<50	-	0.32	1.4	A				EBT/R	<50	-	0.32	8.5	A		
	WBL	<50	-	0.25	21.3	C				WBL	<50	-	0.10	22.4	C		
	WBT/R	<50	100	0.23	6.7	A				WBT/R	<50	100	0.20	8.7	A		
	NBL	<50	300	0.09	5.7	A				NBL	54	300	0.25	5.5	A		
	NBT	<50	-	0.14	5.0	A				NBT	61	-	0.20	3.9	A		
	NBR	<50	145	0.03	2.3	A				NBR	<50	145	0.04	1.6	A		
	SBL	<50	365	0.06	3.8	A				SBL	<50	365	0.12	1.8	A		
	SBT	73	-	0.24	3.9	A				SBT	<50	-	0.19	1.8	A		
	SBR	<50	240	0.07	1.4	A				SBR	<50	240	0.18	0.8	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	-	0.01	7.3	A	8.9	A	PM Peak	EBL	<50	-	0.03	7.3	A	9.2	A
	NBL/T/R	<50	-	0.03	8.9	A				NBL/T/R	<50	-	0.03	9.2	A		
	SBL/T/R	<50	-	0.03	8.8	A				SBL/T/R	<50	-	0.02	8.8	A		

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	-	0.00	7.3	A	9.3	A	PM Peak	EBL	<50	-	0.00	7.3	A	9.6	A
	WBL	<50	-	0.00	7.3	A				WBL	<50	-	0.00	7.3	A		
	NBL/T/R	<50	-	0.03	9.3	A				NBL/T/R	<50	-	0.06	9.6	A		
	SBL/T/R	<50	-	0.04	9.3	A				SBL/T/R	<50	-	0.03	9.3	A		

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.02	8.7	A	8.8	A	PM Peak	EBL/T/R	<50	-	0.01	8.9	A	8.9	A
	WBL/T/R	<50	-	0.05	8.8	A				WBL/T/R	<50	-	0.04	8.9	A		
	NBL	<50	-	0.00	7.2	A				NBL	<50	-	0.01	7.3	A		
	SBL	<50	-	0.01	7.3	A				SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.06	8.7	A	9.9	A	PM Peak	EBL/T/R	<50	-	0.04	8.6	A	11.2	B
	WBL/T/R	<50	-	0.12	9.9	A				WBL/T/R	<50	-	0.11	11.2	B		
	NBL	<50	-	0.01	7.3	A				NBL	<50	-	0.05	7.4	A		

* Through and right-turn movement capacity results are reported as averages.

Table 17: NMDOT-owned Intersection Capacity Results for Phase 3 Opening Year (2031) Total Conditions

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	260	0.0%	13.2	B	101.4	F	PM Peak	EBL	130	260	0.0%	62.2	E	50.2	D
	EBT	143	-	0.0%	11.9	B				EBT	695	-	0.0%	119.9	F		
	EBR	<50	260	0.0%	1.6	A				EBR	<50	260	0.0%	34.2	C		
	WBL	<50	260	0.0%	20.3	C				WBL	<50	260	0.0%	22.6	C		
	WBT	218	-	0.0%	26.4	C				WBT	128	-	0.0%	28.7	C		
	WBR	<50	260	0.0%	5.5	A				WBR	73	260	0.0%	10.3	B		
	NBL	<50	300	0.0%	30.6	C				NBL	<50	300	0.0%	15.4	B		
	NBT	<50	-	0.0%	42.4	D				NBT	<50	-	0.0%	23.3	C		
	NBR	<50	-	0.0%	46.2	D				NBR	<50	-	0.0%	13.4	B		
	SBL	1168	320	62.1%	478.0	F				SBL	108	320	0.0%	16.6	B		
	SBT	<50	-	0.0%	93.2	F				SBT	<50	-	0.0%	20.3	C		
	SBT/R	145	-	0.0%	64.9	E				SBT/R	<50	-	0.0%	24.9	C		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	58	160	0.0%	58.3	E	17.8	B	PM Peak	EBL	<50	160	0.0%	16.5	B	13.4	B
	EBT	110	-	0.0%	6.4	A				EBT	133	-	0.0%	9.5	A		
	WBT	137	-	0.0%	12.9	B				WBT	165	-	0.0%	16.6	B		
	WBR	<50	430	0.0%	3.6	A				WBR	55	430	0.0%	6.1	A		
	SBL	205	-	0.0%	39.0	D				SBL	94	-	0.0%	20.1	C		
	SBR	<50	-	0.0%	9.1	A				SBR	<50	-	0.0%	8.6	A		

NM 500 and Condershire Drive (Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.0%	1.8	A	>1000	F	PM Peak	EBL/T/R	<50	-	0.0%	3.5	A	535.1	F
	WBL/T/R	274	-	0.0%	12.8	B				WBL/T/R	130	-	0.0%	5.7	A		
	NBL/T/R	1140	-	37.7%	>1000	F				NBL/T/R	557	-	0.0%	535.1	F		
	SBL/T/R	<50	-	0.3%	72.8	F				SBL/T/R	<50	-	0.2%	65.6	F		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	350	0.0%	26.9	C	47.0	D	PM Peak	EBL	<50	350	0.0%	25.2	C	115.3	F
	EBT	269	-	0.0%	39.8	D				EBT	101	-	0.0%	31.3	C		
	EBR	53	380	0.0%	4.2	A				EBR	92	380	0.0%	2.7	A		
	WBL	66	550	0.0%	35.1	D				WBL	80	550	0.0%	368.8	F		
	WBT	192	-	0.0%	32.0	C				WBT	1287	-	0.0%	389.1	F		
	WBR	<50	-	0.0%	0.0	A				WBR	<50	-	0.0%	159.6	F		
	NBL	957	280	13.9%	262.3	F				NBL	1002	280	66.0%	485.5	F		
	NBT	280	-	0.0%	45.4	D				NBT	197	-	0.0%	51.9	D		
	NBR	<50	300	0.0%	20.0	B				NBR	<50	300	0.0%	15.6	B		
	SBL	160	240	0.0%	44.4	D				SBL	87	240	0.0%	34.8	C		
	SBT	174	-	0.0%	34.7	C				SBT	202	-	0.0%	29.5	C		
	SBT/R	178	-	0.0%	32.7	C				SBT/R	210	-	0.0%	28.2	C		

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PHASE 3 OPENING YEAR (2031) MITIGATIONS

The following mitigations are recommended for the Phase 3 Opening Year (2031) conditions:

CABQ-owned intersections

- At the all-way stop-controlled intersection of 98th Street and Amole Mesa Avenue
    - It is recommended that a new traffic signal be installed to resolve the poor LOS. Signal warrants analysis is presented in the next section of the report.
    - The minor-street (Amole Mesa Avenue) lane configurations at both east and west approaches should consist of a left-turn storage lane and a shared through/right-turn lane.
- At the signalized intersection of 98th Street and Blake Road
    - Signal retiming is recommended to resolve the LOS issues on the westbound left-turn movement during the PM peak hour.
- At the signalized intersection of Unser Boulevard and Blake Road
    - Restripe the eastbound left-turn deceleration lane (TWLTL) to lengthen the storage lane from 150 feet to 200 feet.

NMDOT-owned intersections

- At the signalized intersection of NM 500 and 98th Street
    - A second southbound left-turn lane on 98th Street is recommended.
    - An eastbound receiving acceleration lane on NM 500 is recommended. The acceleration lane should be 550 feet in length, including a 170-foot taper per SAMM Table 18.K-1.
    - Signal retiming conducted by a licensed traffic engineer is recommended.
- At the signalized intersection of NM 500 and Unser Boulevard
    - A second southbound left-turn lane on Unser Boulevard is recommended, similar to the Aspire TIS recommendations.
    - An eastbound receiving acceleration lane on NM 500 is recommended, similar to the Aspire TIS recommendations. The acceleration lane should be 550 feet in length, including a 170-foot taper per SAMM Table 18.K-1.
    - Signal retiming conducted by a licensed traffic engineer is recommended.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - It is recommended to construct left- and right-turn deceleration lanes on NM 500 approaching Condershire Drive. The deceleration lanes should comply with the SAMM requirements.
- At the signalized intersection of NM 500 and Coors Boulevard
    - A second northbound left-turn lane is recommended.
    - A second westbound receiving acceleration lane on NM 500 is recommended. The acceleration lane should be 550 feet in length, including a 170-foot taper per SAMM Table 18.K-1.
    - A second westbound left-turn lane is recommended, similar to the Aspire TIS recommendations.
    - Signal retiming conducted by a licensed traffic engineer is recommended.

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Table 18 and Table 19 show the capacity and queueing results for the mitigated Phase 3 Opening Year (2031) Total conditions at the study intersections influenced by mitigations. The following conclusions are made for the mitigated Phase 3 full-build conditions analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where mitigations are recommended, all movements are expected to operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement at the signalized intersection of 98th Street and Blake Road, similar to the existing conditions.

Queuing Results

At all CABQ-owned intersections where mitigations are recommended, queue length results indicated that storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths. It is noted that the 95th-percentile queue lengths are expected to exceed the storage length for the EBL movement on Amole Mesa Avenue approaching 98th Street during the AM peak hour. However, the existing taper should be able to store the estimated demand, no modifications are recommended.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where mitigations are recommended, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound and southbound approaches are expected to operate at LOS F during peak hours.
    - WBL is expected to operate at LOS F during the AM peak hour.

Queuing Results

At all NMDOT-owned intersections where mitigations are recommended, queue length results indicated that storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths. The following should be noted:

- At the signalized intersection of NM 500 and Unser Boulevard
    - EBT movement queues extend past the end of the left-turn storage bay indicating some turn demand may not be serviced during the subsequent green indications in the peak hours.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound approach is expected to experience a long queue (about 1,145 feet) due to a limited gap for vehicles turning onto the main street during the peak hours.

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Table 18: CABQ-owned Intersection Capacity Results for Phase 3 Opening Year (2031) Total Conditions with Mitigations

98th Street and Blake Road (Signalized)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.06	35.4	D	18.9	B	PM Peak	EBL	<50	185	0.05	31.0	C	19	B
	EBT/R	175	-	0.68	58.0	E				EBT/R	94	-	0.51	32.0	C		
	WBL	117	180	0.43	43.6	D				WBL	200	180	0.76	54.0	D		
	WBT/R	79	-	0.28	20.5	C				WBT/R	164	-	0.52	30.8	C		
	NBL	<50	210	0.04	9.3	A				NBL	<50	210	0.08	7.3	A		
	NBT	136	-	0.20	15.3	B				NBT	142	-	0.25	11.4	B		
	NBR	72	110	0.27	5.9	A				NBR	<50	110	0.17	4.7	A		
	SBL	<50	410	0.12	7.4	A				SBL	<50	410	0.14	6.5	A		
	SBT/R	92	-	0.14	10.5	B				SBT/R	123	-	0.22	10.8	B		
98th Street and Amole Mesa Avenue (Signalized)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	144	125	0.73	35.3	D	11	B	PM Peak	EBL	86	125	0.65	31.1	C	9.1	A
	EBT/R	<50	-	0.25	6.0	A				EBT/R	<50	-	0.26	9.2	A		
	WBL	<50	80	0.04	17.0	B				WBL	<50	80	0.18	17.8	B		
	WBT/R	<50	-	0.20	4.4	A				WBT/R	<50	-	0.42	10.2	B		
	NBL	<50	110	0.07	6.9	A				NBL	<50	110	0.18	8.5	A		
	NBT	66	-	0.21	6.6	A				NBT	75	-	0.20	6.9	A		
	NBR	<50	95	0.01	1.4	A				NBR	<50	95	0.04	3.7	A		
	SBL	<50	140	0.05	7.0	A				SBL	<50	140	0.14	7.2	A		
	SBT/R	60	-	0.21	5.9	A				SBT/R	77	-	0.26	5.3	A		
98th Street and Colobel Avenue (Minor-Street Stop-Controlled)																		
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	58	-	0.45	15.4	C	15.4	C	PM Peak	EBL/T/R	53	-	0.43	21.7	C	21.7	C
	WBL/T/R	<50	-	0.13	11.7	B				WBL/T/R	<50	-	0.14	14.9	B		
	NBL	<50	120	0.04	8.1	A				NBL	<50	120	0.12	8.6	A		
	SBL	<50	80	0.01	8.0	A				SBL	<50	80	0.06	8.8	A		

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Table 19: NMDOT-owned Intersection Capacity Results for Phase 3 Opening Year (2031) Total Conditions with Mitigations

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	54	260	0.0%	19.5	B	26.3	C
	EBT	97	-	0.0%	16.4	B		
	EBT/R	96	260	0.0%	16.5	B		
	WBL	<50	260	0.0%	17.3	B		
	WBT	200	-	0.0%	22.9	C		
	WBR	<50	260	0.0%	4.0	A		
	NBL	<50	300	0.0%	37.5	D		
	NBT	<50	-	0.0%	42.2	D		
	NBT/R	66	-	0.0%	52.3	D		
	SBL	328	320	0.0%	46.1	D		
	SBT	<50	-	0.0%	17.2	B		
	SBT/R	91	-	0.0%	23.6	C		
PM Peak	EBL	79	260	0.0%	20.8	C	22.7	C
	EBT	71	-	0.0%	11.6	B		
	EBT/R	78	260	0.0%	11.3	D		
	WBL	<50	260	0.0%	19.1	B		
	WBT	212	-	0.0%	27.0	C		
	WBR	178	260	0.0%	18.9	B		
	NBL	<50	300	0.0%	43.5	D		
	NBT	<50	-	0.0%	42.4	D		
	NBT/R	<50	-	0.0%	18.1	B		
	SBL	110	320	0.0%	38.1	D		
	SBT	<50	-	0.0%	33.2	C		
	SBT/R	58	-	0.0%	31.1	C		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	54	160	0.0%	50.1	D	18.1	B
	EBT	236	-	0.0%	10.6	B		
	WBT	144	-	0.0%	12.5	B		
	WBR	<50	430	0.0%	3.4	A		
	SBL	198	-	0.0%	38.7	D		
	SBR	<50	-	0.0%	9.1	A		
PM Peak	EBL	94	160	0.0%	49.9	D	22.3	C
	EBT	202	-	0.0%	11.0	B		
	WBT	389	-	0.0%	27.8	C		
	WBR	116	430	0.0%	12.2	B		
	SBL	154	-	0.0%	35.0	C		
	SBR	<50	-	0.0%	16.8	B		

NM 500 and Condershire Drive (Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	400	0.0%	9.8	A	>1000	F
	EBT/R	<50	-	0.0%	0.4	A		
	WBL	<50	400	0.0%	57.9	F		
	WBT/R	<50	-	0.0%	0.2	A		
	NBL/T/R	1145	-	45.5%	>1000	F		
	SBL/T/R	<50	-	2.0%	101.2	F		
PM Peak	EBL	<50	400	0.0%	33.4	D	>1000	F
	EBT/R	<50	-	0.0%	0.5	A		
	WBL	<50	400	0.0%	28.1	D		
	WBT/R	<50	-	0.0%	1.6	A		
	NBL/T/R	1149	-	32.8%	>1000	F		
	SBL/T/R	104	-	22.4%	279.9	F		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	350	0.0%	30.0	C	33.5	C
	EBT	325	-	0.0%	46.2	D		
	EBR	61	380	0.0%	6.5	A		
	WBL	84	550	0.0%	48.5	D		
	WBT	216	-	0.0%	37.8	D		
	WBR	<50	-	0.0%	0.0	A		
	NBL	229	280	0.0%	46.6	D		
	NBT	205	-	0.0%	34.0	C		
	NBR	54	300	0.0%	19.1	B		
	SBL	161	240	0.0%	43.8	D		
	SBT	182	-	0.0%	37.3	D		
	SBT/R	186	-	0.0%	36.0	D		
PM Peak	EBL	65	350	0.0%	54.5	D	33.1	C
	EBT	294	-	0.0%	45.1	D		
	EBR	172	380	0.0%	26.9	C		
	WBL	64	550	0.0%	53.1	D		
	WBT	272	-	0.0%	42.4	D		
	WBR	61	-	0.0%	5.0	A		
	NBL	188	280	0.0%	49.6	D		
	NBT	204	-	0.0%	26.8	C		
	NBR	<50	300	0.0%	11.7	B		
	SBL	113	240	0.0%	48.0	D		
	SBT	240	-	0.0%	31.3	C		
	SBT/R	239	-	0.0%	29.8	C		

10-YEAR HORIZON AFTER SITE OPENING, 2036 BACKGROUND CONDITIONS

The 2036 background volumes are a summation of existing adjusted traffic volumes increased by 17.79%, the volumes generated by the Aspire and Sunrise Village developments, and the volumes generated by Ceja Vista development. Trips generated by the proposed TA Land were not included.

The existing lane configurations were updated in the traffic analysis software packages based on the Aspire, Sunrise Village, and Ceja Vista recommendations. A summary of these recommendations is presented in the Assumptions section of this study. Mitigations or recommendations presented for Phases 1 through 3 of TA Land development would not be applicable for the 2036 background conditions because no site traffic volumes were assigned to this analysis. It is noted that Unser Boulevard was assumed to be a 4-lane cross-section, as the city may plan to widen the roadway in the near future. Table 20 and Table 21 summarize the intersection delay, level of service, and queueing under Horizon Year 2036 Background conditions. The following conclusions are made for the Horizon Year 2036 Background analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of 98th Street and Blake Road
    - EBT/R is expected to operate at LOS E during the AM peak hour, similar to the existing conditions.
- At the all-way stop-controlled intersection of 98th Street and Amole Mesa Avenue
    - NBT/R and SBT/R are expected to operate at LOS F during the PM peak hour.
- At the stop-controlled intersection of Unser Boulevard and Anderson Hill Avenue
    - EBL is expected to operate at LOS E during the PM peak hour.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of Unser Boulevard and Blake Road
    - EBL is expected not to accommodate the 95th-percentile queue lengths during the AM and PM peak hours.
    - EBT/R movement queues extend past the end of the left-turn storage bay indicating left-turn drivers will travel within the existing TWLTL to minimize the chance of missing the forthcoming left-turn phase.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and 98th Street
    - The southbound approach is expected to operate below LOS E during the AM peak hour.

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    - The eastbound and northbound approaches are expected to operate at LOS F during the PM peak hour.
    - SBL and SBT are expected to operate below LOS E during the PM peak hour.
- At the signalized intersection of NM 500 and Unser Boulevard
    - The eastbound and southbound approaches are expected to operate at LOS F during the AM and PM peak hours.
    - NBR is expected to operate at LOS E during the AM peak hour.
    - NBL is expected to operate at LOS F during the PM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound and southbound approaches are expected to operate at LOS F during the peak hours.
    - The eastbound approach is expected to operate at LOS F during the AM peak hour.
- At the signalized intersection of NM 500 and Coors Boulevard
    - The eastbound approach is expected to operate at LOS F during the AM peak hour.
    - The westbound approach is expected to operate at LOS F during the PM peak hour.
    - NBL is expected to operate at LOS F during the PM peak hour.

Queuing Results

At all NMDOT-owned intersections where queue length results are present, storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of NM 500 and 98th Street
    - SBL is expected not to accommodate the 95th-percentile queue lengths during the peak hours.
    - NBR is expected not to accommodate the 95th-percentile queue lengths during the PM peak hour.
    - EBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the PM peak hour.
- At the signalized intersection of NM 500 and Unser Boulevard
    - SBL is expected not to accommodate the 95th-percentile queue lengths during the peak hours.
    - EBL is expected not to accommodate the 95th-percentile queue lengths during the PM peak hours.
    - NBR is expected not to accommodate the 95th-percentile queue lengths during the AM peak hours.
    - EBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the AM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound approach is expected to experience greater than 1,000 feet of queue lengths during the peak hours based on the 95th-percentile queue length results.
- At the signalized intersection of NM 500 and Coors Boulevard
    - NBL is expected not to accommodate the 95th-percentile queue lengths during the PM peak hours.
    - WBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent

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green indication in the PM peak hour. A similar condition is expected to occur for the EBT during the AM peak hour.

Table 20: CABQ-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Background Conditions

	98th Street and Blake Road (Signalized)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	34.6	C	18.3	B	PM Peak	EBL	<50	185	0.06	29.9	C	18.3	B
	EBT/R	188	-	0.71	58.7	E				EBT/R	103	-	0.52	31.0	C		
	WBL	111	180	0.42	42.4	D				WBL	171	180	0.71	50.0	D		
	WBT/R	82	-	0.29	19.8	B				WBT/R	176	-	0.59	34.4	C		
	NBL	<50	210	0.06	7.9	A				NBL	<50	210	0.13	7.0	A		
	NBT	163	-	0.25	13.1	B				NBT	212	-	0.35	12.6	B		
	NBR	67	110	0.24	4.5	A				NBR	<50	110	0.13	4.5	A		
	SBL	<50	410	0.14	8.0	A				SBL	<50	410	0.19	7.3	A		
	SBT/R	125	-	0.19	11.9	B				SBT/R	181	-	0.31	12.1	B		
	Unser Boulevard and Blake Road (Signalized)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	173	90	0.82	44.0	D	33.2	C	PM Peak	EBL	104	90	0.62	30.5	C	34.9	C
	EBT/R	334	-	0.65	37.7	D				EBT/R	242	-	0.46	33.1	C		
	WBL	<50	-	0.20	18.9	B				WBL	66	-	0.21	19.3	B		
	WBT/R	361	410	0.84	46.0	D				WBT/R	476	-	0.86	51.9	D		
	NBL	<50	380	0.10	20.5	C				NBL	87	380	0.31	24.5	C		
	NBT	278	-	0.48	37.0	D				NBT	352	-	0.58	44.0	D		
	NBR	<50	305	0.13	0.9	A				NBR	<50	305	0.16	3.2	A		
	SBL	219	450	0.63	26.9	C				SBL	247	450	0.71	32.8	C		
	SBT	267	-	0.40	26.9	C				SBT	345	-	0.52	35.0	C		
	SBR	<50	290	0.13	5.5	A				SBR	63	290	0.33	5.4	A		
	98th Street and Amole Mesa Avenue (All-Way Stop-Controlled)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	110	125	0.65	26.8	D	26.8	D	PM Peak	EBL/T	98	125	0.67	34.6	D	117.6	F
	EBR	<50	-	0.26	13.3	B				EBR	<50	-	0.24	17.4	C		
	WBL/T/R	<50	-	0.11	13.5	B				WBL/T/R	100	-	0.67	33.7	D		
	NBL	<50	110	0.10	12.3	B				NBL	<50	110	0.30	17.7	C		
	NBT/R*	118	-	0.61	26.5	D				NBT/R*	359	-	1.08	117.6	F		
	SBL	<50	140	0.04	11.8	B				SBL	<50	140	0.15	15.3	C		
	SBT/R*	110	-	0.63	24.7	C				SBT/R*	376	-	1.16	115.9	F		
	Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.03	8.7	A	8.7	A	PM Peak	EBL/T/R	<50	-	0.18	11.3	B	11.3	B
	NBL	<50	-	0.01	7.3	A				NBL	<50	-	0.08	7.7	A		
	98th Street and Colobel Avenue (Minor-Street Stop-Controlled)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/R	98	-	0.60	22.6	C	22.6	C	PM Peak	EBL/R	78	-	0.55	30.6	D	30.6	D
	NBL	<50	120	0.06	9.0	A				NBL	<50	120	0.18	10.4	B		
	Unser Boulevard and Anderson Hill Avenue (Minor-Street Stop-Controlled)																	
	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	115	0.42	28.1	D	28.1	D	PM Peak	EBL	<50	115	0.31	36.4	E	36.4	E
	EBT/R	<50	-	0.16	11.5	B				EBT/R	<50	-	0.11	14.8	B		
	WBL	<50	-	0.21	20.0	C				WBL	<50	-	0.12	28.4	D		
	WBT/R	<50	100	0.14	10.9	B				WBT/R	<50	100	0.12	12.1	B		
	NBL	<50	300	0.02	9.1	A				NBL	<50	300	0.09	9.8	A		
	SBL	<50	365	0.04	8.5	A				SBL	<50	365	0.10	9.8	A		

* Through and right-turn movement capacity results are reported as averages.

Table 21: NMDOT-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Background Conditions

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	525	0.0%	18.6	B	50.6	D	PM Peak	EBL	64	525	0.0%	117.3	F	110.6	F
	EBT	490	-	0.0%	54.2	D				EBT	3763	-	21.8%	346.3	F		
	EBR	<50	450	0.0%	6.2	A				EBR	<50	450	0.0%	96.6	F		
	WBL	<50	470	0.0%	20.0	B				WBL	74	470	0.0%	21.3	C		
	WBT	123	-	0.0%	19.7	B				WBT	86	-	0.0%	17.8	B		
	WBR	<50	635	0.0%	7.7	A				WBR	79	635	0.0%	9.0	A		
	NBL	99	420	0.0%	38.0	D				NBL	<50	420	0.0%	83.9	F		
	NBT	<50	-	0.0%	36.2	D				NBT	73	-	0.0%	83.7	F		
	NBR	97	335	0.0%	51.3	D				NBR	735	335	17.4%	379.2	F		
	SBL	1022	900	17.4%	116.3	F				SBL	1152	900	23.2%	440.4	F		
	SBT	730	-	2.2%	130.9	F				SBT	414	-	0.4%	70.1	E		
	SBR	126	870	0.0%	57.2	E				SBR	<50	870	0.0%	33.7	C		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	670	0.0%	112.1	F	150.8	F	PM Peak	EBL	2548	670	41.7%	924.4	F	144.9	F
	EBT	2166	-	1.9%	134.3	F				EBT	<50	-	0.0%	357.3	F		
	EBR	<50	400	0.0%	104.9	F				EBR	<50	400	0.0%	341.3	F		
	WBL	64	470	0.0%	34.1	C				WBL	94	470	0.0%	13.9	B		
	WBT	122	-	0.0%	18.7	B				WBT	<50	-	0.0%	3.4	A		
	WBR	154	1830	0.0%	20.1	C				WBR	<50	1830	0.0%	2.5	A		
	NBL	<50	420	0.0%	29.5	C				NBL	61	420	0.0%	106.0	F		
	NBT	<50	-	0.0%	31.2	C				NBT	<50	-	0.0%	4.6	A		
	NBR	333	295	20.3%	75.5	E				NBR	<50	295	0.0%	2.6	A		
	SBL	1702	1120	21.0%	732.1	F				SBL	1701	1120	25.0%	>1000	F		
	SBT	1701	-	30.3%	540.1	F				SBT	1698	-	19.3%	482.5	F		
	SBR	87	425	0.0%	292.3	F				SBR	58	425	0.0%	329.7	F		

NM 500 and Condershire Drive (Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBT/L	640	-	0.4%	45.4	F	>1000	F	PM Peak	EBT/L	<50	-	0.0%	2.4	A	>1000	F
	EBT/R	1701	-	1.4%	184.5	F				EBT/R	<50	-	0.0%	1.6	A		
	WBT/L	<50	-	0.0%	2.4	A				WBT/L	<50	-	0.0%	1.7	A		
	WBT/R	<50	-	0.0%	1.6	A				WBT/R	<50	-	0.0%	1.3	A		
	NBL/T/R	1145	-	65.8%	>1000	F				NBL/T/R	1145	-	44.2%	>1000	F		
	SBL/T/R	139	-	54.8%	365.8	F				SBL/T/R	122	-	40.1%	235.8	F		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	103	550	0.0%	254.5	F	121.8	F	PM Peak	EBL	<50	550	0.0%	31.9	C	85.6	F
	EBT	2727	-	2.4%	349.1	F				EBT	151	-	0.0%	33.5	C		
	EBR	<50	380	0.0%	346.9	F				EBR	52	380	0.0%	13.6	B		
	WBL	94	550	0.0%	48.4	D				WBL	86	550	0.0%	126.1	F		
	WBT	145	-	0.0%	32.2	C				WBT	1262	-	21.8%	226.7	F		
	WBR	<50	370	0.0%	0.2	A				WBR	191	370	0.0%	101.8	F		
	NBL	126	740	0.0%	44.9	D				NBL	837	740	5.7%	190.2	F		
	NBT	256	-	0.0%	40.7	D				NBT	219	-	0.0%	30.8	C		
	NBR	72	300	0.0%	24.0	C				NBR	<50	300	0.0%	13.7	B		
	SBL	169	240	0.0%	44.5	D				SBL	92	240	0.0%	34.6	C		
	SBT	192	-	0.0%	36.7	D				SBT	181	-	0.0%	26.3	C		
	SBR	<50	952	0.0%	12.2	B				SBR	156	952	0.0%	21.0	C		

10-YEAR HORIZON AFTER SITE OPENING, 2036 TOTAL CONDITIONS

Trips generated by Phases 1, 2, and 3 of the proposed development (Figure 8) were added to the 2036 background (non-site) volumes (Figure 15). When applicable, roadway lane configurations used for the mitigated full-build (2031) conditions were updated in traffic analysis software packages based on the recommendations presented in the Aspire, Sunrise Village, and Ceja Vista TIS reports. Table 22 and Table 23 summarize the intersection delay, level of service, and queueing under Horizon Year 2036 Total conditions. The following conclusions are made for the Horizon Year 2036 Total analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of 98th Street and Blake Road
  - EBT/R is expected to operate at LOS E during the AM peak hour, similar to the existing conditions.
  - WBL is expected to operate at LOS E during the PM peak hour.
- At the signalized intersection of Unser Boulevard and Blake Road
  - EBL is expected to operate at LOS E during the AM peak hour.
- At the stop-controlled intersection of 98th Street and Colobel Avenue
  - The eastbound approach is expected to operate at LOS E during the PM peak hour.

Analysis also indicates that the proposed site access points are expected to operate at LOS B or better during peak hours.

Queuing Results

At all CABQ-owned intersections where queue length results are present, the storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of 98th Street and Blake Road
  - WBL is expected not to accommodate the 95th-percentile queue lengths during the PM peak hour.
- At the signalized intersection of Unser Boulevard and Blake Road
  - EBL is expected not to accommodate the 95th-percentile queue lengths during the AM peak hour.
- At the signalized intersection of 98th Street and Amole Mesa Avenue
  - EBL is expected to exceed the 95th-percentile queue lengths during the AM peak hour. However, the existing taper/existing cross-section width should be able to accommodate the waiting vehicles without impacting through and right-turn vehicles.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where LOS results are present, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and 98th Street

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    - EBT is expected to operate at LOS E during the AM peak hour.
    - The eastbound and northbound approaches are expected to operate below LOS E during the PM peak hour.
    - SBL and SBT are expected to operate below LOS E during the peak hours.
- At the signalized intersection of NM 500 and Unser Boulevard
    - The eastbound and southbound approaches are expected to operate at LOS F during the AM and PM peak hours.
    - NBR is expected to operate at LOS F during the AM peak hour.
    - NBL is expected to operate at LOS F during the PM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound and southbound approaches are expected to operate at LOS F during the peak hours.
    - The eastbound approach is expected to operate at LOS F during the AM peak hour.
- At the signalized intersection of NM 500 and Coors Boulevard
    - The eastbound approach is expected to operate at LOS F during the AM peak hour.
    - The westbound approach is expected to operate at LOS F during the PM peak hour.
    - NBL is expected to operate at LOS F during the PM peak hour.

Queuing Results

At all NMDOT-owned intersections where queue length results are present, storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths except:

- At the signalized intersection of NM 500 and 98th Street
    - SBL is expected not to accommodate the 95th-percentile queue lengths during the peak hours.
    - NBR is expected not to accommodate the 95th-percentile queue lengths during the PM peak hour.
    - EBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the peak hours.
- At the signalized intersection of NM 500 and Unser Boulevard
    - SBL is expected not to accommodate the 95th-percentile queue lengths during the peak hours.
    - EBL is expected not to accommodate the 95th-percentile queue lengths during the PM peak hours.
    - NBR is expected not to accommodate the 95th-percentile queue lengths during the AM peak hours.
    - EBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the AM peak hour.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - The northbound approach is expected to experience greater than 1,000 feet of queue lengths during the peak hours based on the 95th-percentile queue length results, similar to the 2036 background conditions.
- At the signalized intersection of NM 500 and Coors Boulevard
    - NBL is expected not to accommodate the 95th-percentile queue lengths during the PM peak hours.

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- WBT movement queues are expected to extend past the end of the left-turn or right-turn storage bays indicating some turn demand may not be serviced during the subsequent green indication in the PM peak hour. A similar condition is expected to occur for the EBT during the AM peak hour.

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Table 22: CABQ-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Total Conditions

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	34.6	C	19.4	B	PM Peak	EBL	<50	185	0.06	29.8	C	19.6	B
	EBT/R	188	-	0.71	58.7	E				EBT/R	105	-	0.54	32.1	C		
	WBL	120	180	0.45	43.4	D				WBL	205	180	0.81	58.5	E		
	WBT/R	82	-	0.29	19.7	B				WBT/R	176	-	0.57	33.7	C		
	NBL	<50	210	0.06	9.3	A				NBL	<50	210	0.14	6.6	A		
	NBT	186	-	0.27	16.3	B				NBT	225	-	0.37	13.7	B		
	NBR	98	110	0.30	7.8	A				NBR	63	110	0.18	4.9	A		
	SBL	<50	410	0.15	8.1	A				SBL	<50	410	0.20	7.5	A		
	SBT/R	130	-	0.20	12.0	B				SBT/R	201	-	0.34	12.7	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	233	150	0.92	58.6	E	36.2	D	PM Peak	EBL	118	150	0.71	35.2	D	37.3	D
	EBT/R	371	-	0.69	39.4	D				EBT/R	268	-	0.50	34.4	C		
	WBL	53	-	0.25	19.4	B				WBL	90	-	0.30	20.1	C		
	WBT/R	369	410	0.84	46.0	D				WBT/R	502	-	0.86	52.3	D		
	NBL	<50	380	0.11	23.3	C				NBL	76	380	0.36	27.7	C		
	NBT	347	-	0.55	41.6	D				NBT	400	-	0.64	48.4	D		
	NBR	<50	305	0.16	6.4	A				NBR	<50	305	0.19	10.1	B		
	SBL	219	450	0.68	29.4	C				SBL	253	450	0.76	37.5	D		
	SBT	281	-	0.42	27.6	C				SBT	404	-	0.61	37.9	D		
	SBR	<50	290	0.14	6.0	A				SBR	66	290	0.35	5.4	A		

98th Street and Amole Mesa Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	154	125	0.75	36.1	D	11.2	B	PM Peak	EBL	91	125	0.65	31.8	C	9.5	A
	EBT/R	<50	-	0.26	5.8	A				EBT/R	<50	-	0.27	9.0	A		
	WBL	<50	80	0.04	16.8	B				WBL	<50	80	0.18	17.6	B		
	WBT/R	<50	-	0.19	4.3	A				WBT/R	<50	-	0.43	10.1	B		
	NBL	<50	110	0.09	7.3	A				NBL	<50	110	0.30	8.9	A		
	NBT	87	-	0.27	7.2	A				NBT	93	-	0.35	6.7	A		
	NBR	<50	95	0.01	1.4	A				NBR	<50	95	0.05	2.3	A		
	SBL	<50	140	0.06	8.4	A				SBL	52	140	0.22	9.4	A		
	SBT/R	127	-	0.28	7.2	A				SBT/R	200	-	0.41	7.9	A		

Amole Mesa Avenue and Vermejo Park Drive (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T	<50	-	0.02	10.0	A	10	A	PM Peak	EBL/T	<50	-	0.12	15.0	B	15	B
	EBR	<50	240	0.03	8.5	A				EBR	<50	240	0.12	9.2	A		
	NBL	<50	80	0.05	7.4	A				NBL	<50	80	0.12	7.8	A		

98th Street and Colobel Avenue (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	75	-	0.52	18.0	C	18	C	PM Peak	EBL/T/R	98	-	0.64	39.5	E	39.5	E
	WBL/T/R	<50	-	0.15	12.9	B				WBL/T/R	<50	-	0.20	20.3	C		
	NBL	<50	120	0.05	8.3	A				NBL	<50	120	0.15	9.4	A		
	SBL	<50	80	0.02	8.3	A				SBL	<50	80	0.08	9.9	A		

Unser Boulevard and Anderson Hill Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	120	115	0.70	35.1	D	8.3	A	PM Peak	EBL	77	115	0.50	31.9	C	4.9	A
	EBT/R	<50	-	0.37	3.2	A				EBT/R	<50	-	0.33	8.6	A		
	WBL	<50	-	0.28	21.8	C				WBL	<50	-	0.11	22.3	C		
	WBT/R	<50	100	0.24	6.6	A				WBT/R	<50	100	0.21	8.5	A		
	NBL	<50	300	0.11	5.9	A				NBL	65	300	0.32	6.8	A		
	NBT	55	-	0.21	5.3	A				NBT	86	-	0.28	4.3	A		
	NBR	<50	145	0.03	2.3	A				NBR	<50	145	0.04	1.6	A		
	SBL	<50	365	0.07	4.8	A				SBL	<50	365	0.17	2.0	A		
	SBT	131	-	0.29	4.6	A				SBT	<50	-	0.27	1.6	A		
	SBR	<50	240	0.07	2.0	A				SBR	<50	240	0.19	0.5	A		

Access Point (A1) - Vermejo Park Drive and Phase 2 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	-	0.01	7.3	A	8.9	A	PM Peak	EBL	<50	-	0.03	7.3	A	9.2	A
	NBL/T/R	<50	-	0.03	8.9	A				NBL/T/R	<50	-	0.03	9.2	A		
	SBL/T/R	<50	-	0.03	8.8	A				SBL/T/R	<50	-	0.02	8.8	A		

Access Point (A2) - Vermejo Park Drive and Phase 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	-	0.00	7.3	A	9.3	A	PM Peak	EBL	<50	-	0.00	7.3	A	9.6	A
	WBL	<50	-	0.00	7.3	A				WBL	<50	-	0.00	7.3	A		
	NBL/T/R	<50	-	0.03	9.3	A				NBL/T/R	<50	-	0.06	9.6	A		
	SBL/T/R	<50	-	0.04	9.3	A				SBL/T/R	<50	-	0.03	9.3	A		

Access Point (A3) - Vermejo Park Drive and Phase 1 & 3 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.02	8.7	A	8.8	A	PM Peak	EBL/T/R	<50	-	0.01	8.9	A	8.9	A
	WBL/T/R	<50	-	0.05	8.8	A				WBL/T/R	<50	-	0.04	8.9	A		
	NBL	<50	-	0.00	7.2	A				NBL	<50	-	0.01	7.3	A		
	SBL	<50	-	0.01	7.3	A				SBL	<50	-	0.02	7.3	A		

Access Point (A4) - Anderson Hill Avenue and Phase 1 & 2 Access (Minor-Street Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS		Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL/T/R	<50	-	0.06	8.7	A	9.9	A	PM Peak	EBL/T/R	<50	-	0.04	8.6	A	11.2	B
	WBL/T/R	<50	-	0.12	9.9	A				WBL/T/R	<50	-	0.11	11.2	B		
	NBL	<50	-	0.01	7.3	A				NBL	<50	-	0.05	7.4	A		

Table 23: NMDOT-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Total Conditions

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	57	525	0.0%	19.1	B	165.6	F
	EBT	885	-	0.0%	67.4	E		
	EBR	<50	450	0.0%	6.1	A		
	WBL	<50	470	0.0%	20.0	B		
	WBT	113	-	0.0%	19.2	B		
	WBR	<50	635	0.0%	7.3	A		
	NBL	97	420	0.0%	37.7	D		
	NBT	<50	-	0.0%	35.9	D		
	NBR	91	335	0.0%	53.8	D		
	SBL	924	900	21.2%	180.5	F		
	SBT	416	-	0.0%	121.0	F		
	SBR	139	870	0.0%	54.7	D		
PM Peak	EBL	84	525	0.0%	243.8	F	131.3	F
	EBT	3757	-	24.2%	412.0	F		
	EBR	<50	450	0.0%	225.7	F		
	WBL	71	470	0.0%	22.5	C		
	WBT	83	-	0.0%	18.2	B		
	WBR	82	635	0.0%	9.5	A		
	NBL	<50	420	0.0%	71.0	E		
	NBT	83	-	0.0%	75.4	E		
	NBR	798	335	16.8%	356.7	F		
	SBL	1146	900	19.8%	537.4	F		
	SBT	440	-	0.9%	76.2	E		
	SBR	<50	870	0.0%	35.3	D		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	670	0.0%	174.8	F	58.0	E
	EBT	2315	-	3.5%	195.3	F		
	EBR	<50	400	0.0%	161.2	F		
	WBL	66	470	0.0%	39.6	D		
	WBT	130	-	0.0%	19.9	B		
	WBR	169	1830	0.0%	22.4	C		
	NBL	<50	420	0.0%	27.0	C		
	NBT	<50	-	0.0%	30.6	C		
	NBR	348	295	21.5%	84.9	F		
	SBL	1701	1120	17.4%	593.5	F		
	SBT	1700	-	26.1%	459.5	F		
	SBR	89	425	0.0%	246.0	F		
PM Peak	EBL	2547	670	41.1%	>1000	F	163	F
	EBT	<50	-	0.0%	516.8	F		
	EBR	<50	400	0.0%	495.8	F		
	WBL	65	470	0.0%	10.7	B		
	WBT	<50	-	0.0%	3.2	A		
	WBR	<50	1830	0.0%	2.4	A		
	NBL	66	420	0.0%	101.6	F		
	NBT	<50	-	0.0%	3.5	A		
	NBR	<50	295	0.0%	2.2	A		
	SBL	1703	1120	26.6%	>1000	F		
	SBT	1698	-	20.3%	520.9	F		
	SBR	62	425	0.0%	372.9	F		

NM 500 and Condershire Drive (Stop-Controlled)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBT/L	880	-	0.8%	194.7	F	>1000	F
	EBT/R	1650	-	1.8%	206.2	F		
	WBT/L	<50	-	0.0%	2.6	A		
	WBT/R	<50	-	0.0%	1.6	A		
	NBL/T/R	1147	-	68.0%	>1000	F		
	SBL/T/R	131	-	50.5%	214.3	F		
PM Peak	EBT/L	<50	-	0.0%	2.2	A	>1000	F
	EBT/R	<50	-	0.0%	1.2	A		
	WBT/L	<50	-	0.0%	1.6	A		
	WBT/R	<50	-	0.0%	1.2	A		
	NBL/T/R	1148	-	47.3%	>1000	F		
	SBL/T/R	133	-	46.2%	245.2	F		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	87	550	0.0%	256.2	F	122.9	F
	EBT	2857	-	0.8%	351.7	F		
	EBR	<50	380	0.0%	349.3	F		
	WBL	84	550	0.0%	46.8	D		
	WBT	153	-	0.0%	32.8	C		
	WBR	<50	370	0.0%	0.2	A		
	NBL	130	740	0.0%	44.8	D		
	NBT	244	-	0.0%	40.0	D		
	NBR	72	300	0.0%	24.7	C		
	SBL	171	240	0.0%	45.1	D		
	SBT	194	-	0.0%	36.4	D		
	SBR	<50	952	0.0%	13.6	B		
PM Peak	EBL	<50	550	0.0%	32.0	C	96.1	F
	EBT	134	-	0.0%	34.4	C		
	EBR	53	380	0.0%	14.3	B		
	WBL	84	550	0.0%	131.6	F		
	WBT	1262	-	18.5%	233.8	F		
	WBR	190	370	0.0%	106.2	F		
	NBL	994	740	17.8%	255.5	F		
	NBT	304	-	0.0%	44.0	D		
	NBR	<50	300	0.0%	20.1	C		
	SBL	92	240	0.0%	34.7	C		
	SBT	192	-	0.0%	26.4	C		
	SBR	160	952	0.0%	21.1	C		

10-YEAR HORIZON AFTER SITE OPENING (2036) MITIGATIONS

The following mitigations are recommended for the Horizon Year (2036) conditions:

CABQ-owned intersections

- At the signalized intersection of 98th Street and Blake Road
    - Signal retimings are recommended to resolve the LOS issues on the westbound left-turn movement during the PM peak hour.
    - Restripe the westbound left-turn deceleration lane to lengthen the storage lane from 180 feet to 205 feet.
- At the signalized intersection of Unser Boulevard and Blake Road
    - Signal retimings are recommended to resolve the LOS issues on the eastbound left-turn movement during the AM peak hour.
    - Restripe the eastbound left-turn deceleration lane to lengthen the storage lane from 200 feet to 230 feet.
- At the stop-controlled intersection of 98th Street and Colobel Avenue
    - It is recommended that a new traffic signal be installed to resolve the poor LOS. Signal warrants analysis is presented in the next section of the report.
    - Construct a westbound left-turn storage lane on Vermejo Park Drive extension. The lane should be constructed with a minimum storage length of 80 feet and a 150-foot reverse curve.
    - Restripe the west leg to accommodate a shared through/right-turn lane and a left-turn deceleration lane.

NMDOT-owned intersections

In addition to recommendations provided by Aspire and Ceja Vista developments, presented in the Assumptions section of this study, the following mitigations were implemented in the TransModeler SE simulation to produce acceptable LOS and delay metrics:

- NM 500 cross-section is recommended to be a 6-lane roadway consisting of 3 lanes in each direction.
- At the signalized intersection of NM 500 and 98th Street
    - A third southbound left-turn lane on 98th Street is recommended.
    - A second eastbound left-turn lane and a second westbound left-turn lane on NM 500 are recommended.
    - Signal retiming conducted by a licensed traffic engineer is recommended.
- At the signalized intersection of NM 500 and Unser Boulevard
    - A second eastbound left-turn lane on NM 500 is recommended.
    - Signal retiming conducted by a licensed traffic engineer is recommended.
- At the stop-controlled intersection of NM 500 and Condershire Drive
    - It is recommended that a new traffic signal be installed to resolve the poor LOS. A signal warrant study should be conducted to identify if the intersection meets the signal warrant prior to the installation.

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- At the signalized intersection of NM 500 and Coor Boulevard
    - A third eastbound left-turn lane on NM 500 is recommended.
    - A northbound receiving acceleration lane on Coor Boulevard. The acceleration lane should be 380 feet in length, including a 150-foot taper per SAMM Table 18.K-1.
    - A second westbound left-turn lane is recommended.

It is noted that the NMDOT may wish to consider a full corridor study on NM 500 to identify and mitigate LOS and delays. The above results are presented for reference only.

Table 24 and Table 25 show the capacity and queueing results for the mitigated Horizon Year (2036) Total conditions at the study intersections influenced by mitigations. The following conclusions are made for the mitigated horizon year conditions analysis:

CABQ-owned intersection Analysis

Delay and LOS Results

At all CABQ-owned intersections where mitigations are recommended, all movements are expected to operate at acceptable LOS during the AM and PM peaks except the eastbound shared through/right-turn movement at the signalized intersection of 98th Street and Blake Road, similar to the existing conditions.

Queuing Results

At all CABQ-owned intersections where mitigations are recommended, queue length results indicated that storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths.

NMDOT-owned intersection Analysis

Delay and LOS Results

At all NMDOT-owned intersections where mitigations are recommended, all movements are expected to operate at acceptable LOS during the AM and PM peaks except:

- At the signalized intersection of NM 500 and Unser Boulevard
    - WBR is expected to operate at LOS E during the AM peak hour.

Queuing Results

At all NMDOT-owned intersections where mitigations are recommended, queue length results indicated that storage lengths are expected to be sufficient to accommodate 95th-percentile queue lengths.

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Table 24: CABQ-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Conditions with Mitigations

98th Street and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	185	0.07	34.6	C	19.8	B
	EBT/R	188	-	0.71	58.7	E		
	WBL	120	205	0.45	43.4	D		
	WBT/R	82	-	0.29	19.7	B		
	NBL	<50	210	0.06	9.7	A		
	NBT	186	-	0.27	17.0	B		
	NBR	100	110	0.30	8.5	A		
	SBL	<50	410	0.15	8.1	A		
	SBT/R	130	-	0.20	12.0	B		
PM Peak	EBL	<50	185	0.06	29.8	C	19.3	B
	EBT/R	107	-	0.55	33.6	C		
	WBL	205	205	0.78	54.5	D		
	WBT/R	176	-	0.56	33.1	C		
	NBL	<50	210	0.14	6.5	A		
	NBT	222	-	0.37	13.7	B		
	NBR	64	110	0.18	4.7	A		
	SBL	<50	410	0.20	7.6	A		
	SBT/R	200	-	0.34	12.9	B		

Unser Boulevard and Blake Road (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	230	230	0.88	50.8	D	36	D
	EBT/R	371	-	0.68	38.1	D		
	WBL	53	-	0.24	18.9	B		
	WBT/R	377	410	0.85	47.3	D		
	NBL	<50	380	0.11	23.8	C		
	NBT	347	-	0.57	42.5	D		
	NBR	<50	305	0.17	6.4	A		
	SBL	219	450	0.69	30.5	C		
	SBT	281	-	0.43	28.3	C		
	SBR	<50	290	0.14	6.0	A		
PM Peak	EBL	118	230	0.71	35.2	D	37.3	D
	EBT/R	268	-	0.50	34.4	C		
	WBL	90	-	0.30	20.1	C		
	WBT/R	502	-	0.86	52.3	D		
	NBL	76	380	0.36	27.7	C		
	NBT	400	-	0.64	48.4	D		
	NBR	<50	305	0.19	10.1	B		
	SBL	253	450	0.76	37.5	D		
	SBT	404	-	0.61	37.9	D		
	SBR	66	290	0.35	5.4	A		

98th Street and Amole Mesa Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	154	125	0.75	36.1	D	11.8	B
	EBT/R	<50	-	0.26	5.8	A		
	WBL	<50	80	0.04	16.9	B		
	WBT/R	<50	-	0.19	4.5	A		
	NBL	<50	110	0.09	8.2	A		
	NBT	118	-	0.27	8.8	A		
	NBR	<50	95	0.01	2.3	A		
	SBL	<50	140	0.06	8.4	A		
	SBT/R	127	-	0.28	7.2	A		
PM Peak	EBL	91	125	0.65	31.8	C	8.6	A
	EBT/R	<50	-	0.27	9.0	A		
	WBL	<50	80	0.18	17.7	B		
	WBT/R	<50	-	0.43	10.2	B		
	NBL	<50	110	0.30	6.4	A		
	NBT	51	-	0.35	4.3	A		
	NBR	<50	95	0.05	0.9	A		
	SBL	52	140	0.22	9.4	A		
	SBT/R	199	-	0.41	7.8	A		

98th Street and Colobel Avenue (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	96	100	0.58	33.8	C	6	A
	EBT/R	<50	-	0.27	1.2	A		
	WBL	<50	80	0.16	22.7	C		
	WBT/R	<50	-	0.08	0.2	A		
	NBL	<50	120	0.11	5.0	A		
	NBT	52	-	0.18	4.4	A		
	NBR	<50	240	0.02	1.7	A		
	SBL	<50	80	0.03	2.3	A		
	SBT/R	<50	-	0.25	1.8	A		
PM Peak	EBL	68	100	0.48	28.1	C	4.3	A
	EBT/R	<50	-	0.13	0.5	A		
	WBL	<50	80	0.11	20.0	B		
	WBT/R	<50	-	0.08	0.3	A		
	NBL	<50	120	0.32	6.1	A		
	NBT	66	-	0.30	4.2	A		
	NBR	<50	240	0.05	1.4	A		
	SBL	<50	80	0.12	2.3	A		
	SBT/R	<50	-	0.32	1.5	A		

Table 25: NMDOT-owned Intersection Capacity Results for 10-Year Horizon After Site Opening, 2036 Conditions with Mitigations

NM 500 and 98th Street (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	525	0.0%	14.4	B	32.5	C
	EBT	115	-	0.0%	14.4	B		
	EBR	<50	450	0.0%	2.3	A		
	WBL	<50	470	0.0%	24.9	C		
	WBT	149	-	0.0%	38.0	D		
	WBR	80	635	0.0%	12.3	B		
	NBL	126	420	0.0%	48.2	D		
	NBT	50	-	0.0%	47.2	D		
	NBR	84	335	0.0%	52.0	D		
	SBL	135	900	0.0%	43.8	D		
	SBT	50	-	0.0%	44.6	D		
	SBR	171	870	0.0%	52.7	D		
PM Peak	EBL	<50	525	0.0%	13.8	B	30.3	C
	EBT	115	-	0.0%	15.0	B		
	EBR	<50	450	0.0%	2.0	A		
	WBL	<50	470	0.0%	22.0	C		
	WBT	124	-	0.0%	26.8	C		
	WBR	57	635	0.0%	8.9	A		
	NBL	117	420	0.0%	46.9	D		
	NBT	50	-	0.0%	47.0	D		
	NBR	87	335	0.0%	51.3	D		
	SBL	136	900	0.0%	43.5	D		
	SBT	<50	-	0.0%	45.2	D		
	SBR	174	870	0.0%	53.5	D		

NM 500 and Unser Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	670	0.0%	33.1	C	41.7	D
	EBT	319	-	0.0%	41.7	D		
	EBR	<50	400	0.0%	31.3	C		
	WBL	86	470	0.0%	49.9	D		
	WBT	157	-	0.0%	42.2	D		
	WBR	300	1830	0.0%	56.9	E		
	NBL	<50	420	0.0%	26.1	C		
	NBT	<50	-	0.0%	45.0	D		
	NBR	155	295	0.0%	33.5	C		
	SBL	241	1120	0.0%	43.8	D		
	SBT	<50	-	0.0%	23.2	C		
	SBR	86	425	0.0%	26.9	C		
PM Peak	EBL	<50	670	0.0%	37.5	D	34.8	C
	EBT	290	-	0.0%	35.2	D		
	EBR	<50	400	0.0%	26.6	C		
	WBL	70	470	0.0%	38.9	D		
	WBT	110	-	0.0%	25.6	C		
	WBR	240	1830	0.0%	35.4	D		
	NBL	<50	420	0.0%	30.2	C		
	NBT	51	-	0.0%	48.6	D		
	NBR	141	295	0.0%	27.8	C		
	SBL	248	1120	0.0%	44.6	D		
	SBT	<50	-	0.0%	29.1	C		
	SBR	101	425	0.0%	32.4	C		

NM 500 and Condershire Drive (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	<50	250	0.0%	27.9	C	17.4	B
	EBT	311	-	0.0%	19.4	B		
	EBR	<50	250	0.0%	9.3	A		
	WBL	<50	250	0.0%	27.9	C		
	WBT	101	-	0.0%	11.0	B		
	WBR	<50	250	0.0%	2.1	A		
	NBL/T/R	102	-	0.0%	29.6	C		
	SBL/T/R	<50	-	0.2%	11.8	B		
PM Peak	EBL	<50	250	0.0%	34.7	C	10.2	B
	EBT	187	-	0.0%	10.8	B		
	EBR	<50	250	0.0%	4.6	A		
	WBL	<50	250	0.0%	32.4	C		
	WBT	54	-	0.0%	5.1	A		
	WBR	<50	250	0.0%	1.6	A		
	NBL/T/R	96	-	0.0%	30.8	C		
	SBL/T/R	<50	-	0.0%	11.2	B		

NM 500 and Coors Boulevard (Signalized)

	Movement	95% Queue Length (ft/lane)	Auxiliary Lane Length	Spillback Rate (%)	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
AM Peak	EBL	72	550	0.0%	26.2	C	35.8	D
	EBT	363	-	0.0%	39.2	D		
	EBR	249	380	0.0%	20.1	C		
	WBL	<50	550	0.0%	35.2	D		
	WBT	120	-	0.0%	38.6	D		
	WBR	<50	370	0.0%	0.1	A		
	NBL	146	740	0.0%	48.6	D		
	NBT	285	-	0.0%	46.8	D		
	NBR	66	300	0.0%	23.5	C		
	SBL	188	240	0.0%	48.2	D		
	SBT	223	-	0.0%	40.7	D		
	SBR	<50	952	0.0%	12.6	B		
PM Peak	EBL	83	550	0.0%	29.5	C	36.9	D
	EBT	373	-	0.0%	42.2	D		
	EBR	202	380	0.0%	15.9	B		
	WBL	<50	550	0.0%	38.1	D		
	WBT	117	-	0.0%	38.2	D		
	WBR	<50	370	0.0%	0.1	A		
	NBL	157	740	0.0%	49.9	D		
	NBT	309	-	0.0%	50.1	D		
	NBR	73	300	0.0%	25.8	C		
	SBL	186	240	0.0%	48.0	D		
	SBT	235	-	0.0%	41.3	D		
	SBR	<50	952	0.0%	13.2	D		

PLANNING LEVEL SIGNAL WARRANT ANALYSIS

A planning-level traffic signal warrant assessment was conducted for the existing arterial/collector street stop-controlled intersections to determine the potential need for future signalization. Chapter 4C of the MUTCD contains nine traffic signal warrants outlining specific criteria that may make a traffic signal justifiable at an intersection. The volume-based warrants, Warrants 1A and 1B (Eight-Hour Volume) and Warrant 2 (Four-Hour Volume) were evaluated for the following intersections when the capacity analysis results indicated an unacceptable level of service (below LOS D):

- Unser Boulevard and Anderson Hill Avenue – Phase 2 Opening Year (2029) conditions
- 98th Street and Amole Mesa Avenue – Phase 3 Opening Year (2031) conditions
- 98th Street and Colobel Avenue – Horizon Year (2036) conditions

To determine an appropriate lane configuration, MUTCD Section 4C.01 suggests the following considerations:

- Paragraph 8 suggests that engineering judgment should be considered to determine if right-turn reduction is applicable for the minor-street approach.
- Paragraph 10 suggests that a minor street approach with one shared through/left-turn lane plus a right-turn lane should be considered a one-lane approach with only the traffic volume in the through/left-turn lane. Right-turn traffic should not be included if the movement enters the major street with minimal conflict.
- Paragraph 11 suggests that a minor street approach with one shared through/right-turn lane plus a left-turn lane should either be considered a two-lane approach based on the sum of the traffic volumes using both lanes or a one-lane approach based on the traffic volume in the approach lane with the higher volume.

MUTCD Table 4C-1 and Figure 4C-1 show thresholds for Warrant 1 and Warrant 2 used for this analysis.

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

Condition A—Minimum Vehicular Volume

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

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

[a] Basic minimum hourly volume

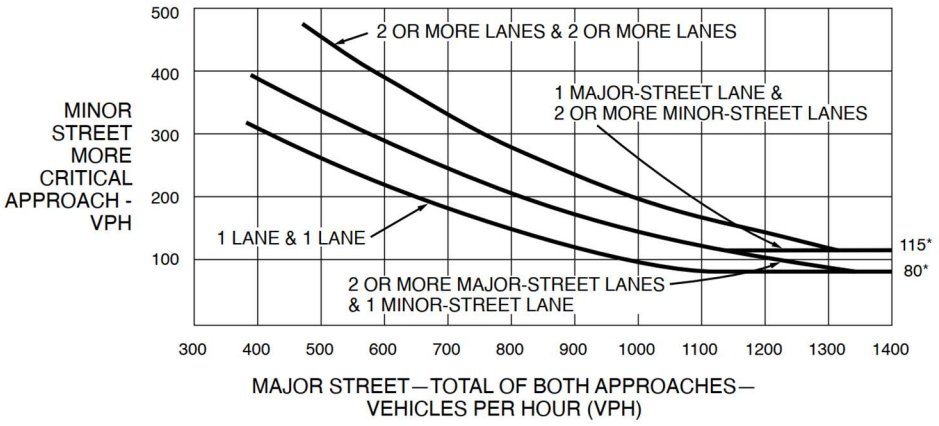
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

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

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

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



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

The MUTCD also suggests that the warranting threshold values may be reduced to 70 percent of their normal values "when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000". Since the posted speed limit at all analyzed intersections is below 40 mph, the reduced 70 percent threshold values were not applicable.

Additionally, meeting one or more MUTCD warrants is not a requirement for installing a traffic signal. Other options may be acceptable as an alternative to signalized control, or, because the intersection is operating safely, maintaining the existing stop-controlled condition may be appropriate.

Unser Boulevard and Anderson Hill Avenue

Typical trip-generation methodology only provides peak-hour traffic volume estimates. However, eight-hour traffic volume estimates are needed for signal warranting purposes. The NMDOT does not have a policy to estimate eight-hour traffic volume. Consequently, the Arizona Department of Transportation (ADOT) traffic volume projection methodology in ADOT's *Traffic Guidelines and Processes,* 611 Traffic Signal Needs Studies, was used as a guide to determine the fourth- and eighth-highest hour volumes.

The ADOT traffic volume projection methodology indicates that the fourth- and eighth-highest hour volumes can be estimated at 0.851 and 0.742 of the highest hourly volume, respectively. To determine the fourth- and eighth-highest hour volumes, the higher of the AM and PM peak hour volumes from Figure 12 was used, based on poor operational conditions in the 2029 Total traffic scenario. Table 26 shows the signal warrant evaluation, using threshold values from Table 4C-1 and Figure 4C-1 for a minor and major street with a two-lane approach.

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Table 26: Signal Warrant Evaluation for Unser Boulevard and Anderson Hill Avenue – Phase 2 Opening Year Total Conditions

Right-Turn Reduction Considered	8th Highest Volume Hour		Warrant 1A Criteria		Warrant 1A Criteria	Warrant 1B Criteria		Warrant 1B Criteria	4th Highest Volume Hour		Warrant 2 Criteria		Warrant 2 Criteria
	Major	Minor	Major	Minor	Met	Major	Minor	Met	Major	Minor	Major	Minor	Met
No	994	134	600	200	**No**	900	100	**Yes**	1,140	154	1,300	115	**No**
Yes (20%)	994	122	600	200	**No**	900	100	**Yes**	1,140	140	1,300	115	**No**

The results indicate that Warrant 1A and Warrant 2 are not met, but Warrant 1B is met under Phase 2 Opening Year (2029) Total Conditions. Similarly, the results show Warrant 1B is met under the assumption of a 20% right-turn reduction on the minor-street approach.

98th Street and Amole Mesa Avenue

The intersection of 98th Street and Amole Mesa Avenue is expected to operate at an unacceptable LOS during the Phase 3 Opening Year (2031) Total conditions. To estimate hourly traffic volumes, the existing 13-hour traffic count data was increased by 9.34%. Then, the ITE "Vehicle Time of Day Distribution" spreadsheet was used to estimate hourly traffic volumes for Aspire and Sunrise developments and added to the ambient hourly traffic volumes. It is noted that the adjacent development traffic distributions were calculated based on the number of AM and PM peak hour trips at the subject intersection to the overall peak hour volumes of each adjacent development. A similar approach was used to project hourly volumes for trips generated by full-build conditions.

In Phase 3, the major street (98th Street) is considered a two-lane approach. The minor street (Amole Mesa Avenue) is considered a one-lane approach without including right-turn volumes in the analysis as a conservative approach to determine potential signal need. The results of signal warrant evaluations are summarized in Table 27. Complete results are presented in Appendix K. The results show that Warrant 2 is met under the total conditions.

Table 27: Signal Warrant Evaluation for 98th Street and Amole Mesa Avenue – Phase 3 Opening Year Total Conditions

Scenario	Warrant 1A (8 Hour)	Warrant 1B (8 Hour)	Combination Warrant 1A & 1B (8 Hour)	Warrant 2 (4 Hour)
Phase 3 Opening Year (2031) Total	Not Met (3)	Not Met (5)	Not Met (7)	**Met (5)**

98th Street and Colobel Avenue

The intersection of 98th Street and Colobel Avenue is expected to operate at an unacceptable LOS during the 2036 horizon year total conditions. To estimate hourly traffic volumes, the existing 13-hour traffic count data was increased by 17.79%. Then, the ITE "Vehicle Time of Day Distribution" spreadsheet and some assumptions were used to estimate hourly traffic volumes for Aspire, Sunrise, and Ceja Vista

developments. A similar approach was used to project hourly volumes for trips generated by the full-build conditions of the proposed development.

Under the horizon year analysis, the major street (98th Street) is considered a two-lane approach and the minor street (Colobel Avenue) is considered a one-lane approach. No right-turn reduction is applicable because the minor-street is a shared left-/through/right-turn lane. The results of signal warrant evaluations are summarized in Table 28. Complete results are presented in Appendix K. The results show that Warrant 1B and Warrant 2 are met in the horizon year.

Table 28: Signal Warrant Evaluation for 98th Street and Colobel Avenue – Horizon Year Total Conditions

Scenario	Warrant 1A (8 Hour)	Warrant 1B (8 Hour)	Combination Warrant 1A & 1B (8 Hour)	Warrant 2 (4 Hour)
10-Year Horizon After Site Opening, Total (2036)	Not Met (5)	**Met (9)**	-	**Met (7)**

The above results indicate 1 or more MUTCD signal warrants are met at each location for the time period analyzed. The intersections should be monitored to determine if and when the warrants will be satisfied before the intersection control is changed.

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CRASH DATA SUMMARY

A crash summary for the study intersections has been completed. The purpose of this analysis is to highlight trends and observations from summarized crash data. Crash data was provided by the NMDOT for the years 2018 to 2022 in aggregate form and is summarized in Table 29 and Table 30. From the tables provided below, the following observations are made. It is noted that a small percentage of the light conditions and about 50% of the crash type entries for each location were not filled out, therefore the percentages for these entries may not add up to 100%.

For the intersection of NM 500 and 98th Street

- A total of 33 crashes were reported in the five-year period, an average of 6.6 crashes per year.
- No fatal or bicyclist-involved crashes were reported. Out of 33 crashes, one serious-injury, four minor-injury, eight possible-injury, and 20 Property-Damage-Only (PDO) crashes were reported.
- One of the minor-injury crashes was reported as a pedestrian-involved crash in 2022.
- The most common contributing factor was Driver Inattention followed by "Other - No Driver Error" contributing factor.
- About 49% of the reported crashes occurred during daylight hours, 36% occurred during Dark-Not-Lighted and Dark-Lighted hours (18% each), and 9% occurred during Dawn and Dusk hours.
- The most common crash type was rear-end collision.

For the intersection of NM 500 and Unser Boulevard

- A total of 50 crashes were reported in the five-year period, an average of 10 crashes per year.
- A fatal crash occurred on July 27, 2021, at 5:16 p.m., when a westbound motorcyclist who was under the influence of drugs collided with a vehicle making a U-turn. Crash severity was reported as fatal for both drivers.
- In addition to the fatal crash noted above, seven minor-injury, nine possible-injury, and 33 PDO crashes were reported.
- No pedestrian/bicyclist-involved crashes were reported.
- The most common contributing factor was Driver Inattention.
- About 70% of the reported crashes occurred during daylight hours, 8% occurred during Dark-Lighted hours, 6% occurred during Dark-Not-Lighted hours, and 4% occurred during Dawn hours.
- The most common crash types were rear-end and Fixed Object.

For the intersection of NM 500 and Condershire Drive

- A total of 41 crashes were reported in the five-year period, an average of 8.2 crashes per year.
- A fatal head-on crash occurred on December 16, 2019, at 1:08 p.m., when a westbound vehicle that was under the influence of drugs collided with two eastbound vehicles on NM 500.
- In addition to the fatal crash noted above, one serious-injury, nine minor-injury, eight possible-injury, and 22 PDO crashes were reported.
- No pedestrian/bicyclist-involved crashes were reported.
- The most common contributing factor was Driver Inattention followed by "None" contributing factor.

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- About 71% of the reported crashes occurred during daylight hours, 20% occurred during Dark-Lighted hours, 7% occurred during Dark-Not-Lighted hours, and 2% occurred during Dusk hours.
- The most common crash type was rear-end collision.

For the intersection of NM 500 and Coors Boulevard

- A total of 289 crashes were reported in the five-year period, an average of 57.8 crashes per year.
- A fatal pedestrian-involved crash occurred on April 28, 2020, at 9:25 p.m., when a pedestrian who was under the influence of alcohol crossing NM 500 (to the north) was struck by a northbound vehicle on Coors Boulevard turning right to NM 500.
- In addition to the fatal crash noted above, three serious-injury, 16 minor-injury, 66 possible-injury, and 203 PDO crashes were reported. Out of 82 minor-/possible-injury crashes, two pedestrian-involved crashes were reported.
- The most common contributing factor was Driver Inattention followed by "None" contributing factor.
- About 61% of the reported crashes occurred during daylight hours, 23% occurred during Dark-Lighted hours, 4% occurred during Dark-Not-Lighted hours, and 4% occurred during Dusk and Dawn hours (2% each).
- Crash types vary including rear-end collision, "Other Vehicle - From Same Direction/Both Going Straight", and Other Vehicle - One Left Turn/Entering At Angle."

For the intersection of 98th Street and Blake Road

- A total of 39 crashes were reported in the five-year period, an average of 7.8 crashes per year.
- No fatal or pedestrian/bicyclist-involved crashes were reported. Out of 39 crashes, four minor-injury, eight possible-injury, and 27 PDO crashes were reported.
- The most common contributing factor was Driver Inattention followed by "None" and "Other - No Driver Error" contributing factors.
- About 31% of the reported crashes occurred during daylight hours, 28% occurred during Dark-Lighted, 23% occurred during Dark-Not-Lighted, and 3% occurred during Dusk hours.
- Crash types vary including "Other Vehicle - Both Going Straight/Entering At Angle", and "Other Vehicle - From Opposite Direction."

For the intersection of 98th Street and Amole Mesa Avenue

- A total of 28 crashes were reported in the five-year period, an average of 5.6 crashes per year.
- No fatal or pedestrian/bicyclist-involved crashes were reported. Out of 28 crashes, one serious-injury, four minor-injury, eight possible-injury, and 15 PDO crashes were reported.
- The most common contributing factor was Driver Inattention.
- About 54% of the reported crashes occurred during daylight hours, 18% occurred during Dark-Not-Lighted, 14% occurred during Dark-Lighted hours, and 11% occurred during Dusk hours.
- Crash types vary including rear-end, "Other Vehicle - One Left Turn/Entering At Angle", and "Other Vehicle - Both Going Straight/Entering At Angle."

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For the intersection of 98th Street and Colobel Avenue

- A total of 20 crashes were reported in a five-year period, an average of four crashes per year.
- No fatal or pedestrian/bicyclist-involved crashes were reported. Out of 20 crashes, one serious-injury, one minor-injury, three possible-injury, and 15 PDO crashes were reported.
- The most common contributing factor was Driver Inattention followed by "None" contributing factor.
- About 60% of the reported crashes occurred during daylight hours, 20% occurred during Dark-Not-Lighted, 10% occurred during Dark-Lighted, and 5% occurred during Dusk hours.
- The most common crash type was "Other Vehicle - One Left Turn/Entering At Angle."

For the intersection of Vermejo Park Drive and Amole Mesa Avenue

- One crash, a PDO crash, was reported in the five-year period, an average of 0.2 crashes per year.

For the intersection of Unser Boulevard and Blake Road

- A total of 68 crashes were reported in the five-year period, an average of 13.6 crashes per year.
- No fatal or pedestrian/bicyclist-involved crashes were reported. Out of 68 crashes, eight minor-injury, 18 possible-injury, and 42 PDO crashes were reported.
- The most common contributing factor was "Other - No Driver Error" followed by Driver Inattention contributing factor.
- About 57% of the reported crashes occurred during daylight hours, 26% occurred during Dark-Lighted hours, and 2% occurred during Dark-Not-Lighted hours.
- A review of crash type indicates about 63% of the crashes were not filled out. The next common crash types were "Other Vehicle - From Same Direction/Both Going Straight" and "Other Vehicle - One Left Turn/Entering At Angle."

For the intersection of Unser Boulevard and Anderson Hill Avenue

- A total of 31 crashes were reported in a five-year period, an average of 6.2 crashes per year.
- No fatal or pedestrian/bicyclist-involved crashes were reported. Out of 31 crashes, one serious-injury, two minor-injury, six possible-injury, and 22 PDO crashes were reported.
- The most common contributing factors were Driver Inattention and "Other - No Driver Error."
- About 45% of the reported crashes occurred during Dark-Lighted hours, 32% occurred during daylight hours, and 7% occurred during Dark-Not-Lighted hours. A review of crash type indicates about 65% of the crashes were not filled out. The next common crash type was Fixed Object.

Overall, no observable patterns were identified. To mitigate rear-end crashes at the intersection of NM 500 and Condershire Drive, the NMDOT and the County may wish to consider constructing westbound and eastbound storage lanes on NM 500 approaching Condershire Drive. No additional comments are provided for the NMDOT intersections noting a comprehensive NM 500 corridor study is programmed for the near future. At City intersections, more detailed information will be required to determine the contributing factors and if the number of and injury severity angle and pedestrian crashes meet or exceed MUTCD Warrant 7, Crash Experience values. This additional comprehensive analysis is considered outside

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the scope of this project. However, looking at the data in Tables 29 and 30, its does not appear that any of the stop-controlled intersections would meet Warrant 7 crash requirements.

Table 29: Crash Summary

Crash Summary		NM 500 & 98th St.	NM 500 & Unser Blvd.	NM 500 & Condershire Dr.	NM 500 & Coors Blvd.	98th St. & Blake Rd.	98th St. & Amole Mesa Ave.	98th St. & Colobel Ave.	Vermejo Park Dr. & Amole Mesa Ave.	Unser Blvd. & Blake Rd.	Unser Blvd. & Anderson Hill Ave.
Total Crashes		**33**	**50**	**41**	**289**	**39**	**28**	**20**	**1**	**68**	**31**
	2018	8	11	5	56	12	8	7	0	11	4
	2019	5	14	10	64	12	7	6	1	6	8
	2020	1	3	6	60	5	6	1	0	16	3
	2021	7	9	11	56	6	5	3	0	18	4
	2022	12	13	9	53	4	2	3	0	17	12
Crash Type	Fixed Object	0	4	2	11	1	0	1	0	2	6
	Left Blank/ Invalid Code	19	27	4	43	15	11	10	1	43	20
	Non-Collision - Person Fell/Jumped/Pushed From Vehicle	0	0	0	1	0	0	0	0	0	0
	Other Object - Boulder/Rock	0	1	0	0	0	0	0	0	0	0
	Other Object - Object Dropped From Vehicle - Tire	1	0	1	0	0	0	0	0	0	0
	Other Vehicle - All Others/Entering At Angle	0	0	0	3	0	0	0	0	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	2	2	3	16	4	2	0	0	3	1
	Other Vehicle - Both Turn Left/Entering At Angle	0	0	0	2	0	0	1	0	0	0
	Other Vehicle - Both Turn Right/Entering At Angle	0	0	0	8	0	0	0	0	0	0
	Other Vehicle - From Opposite Direction	0	1	3	18	4	3	2	0	3	0
	Other Vehicle - From Opposite Direction/All Others	0	0	0	2	1	1	0	0	0	0
	Other Vehicle - From Opposite Direction/Both Going Straight	0	0	0	4	1	1	0	0	0	0
	Other Vehicle - From Opposite Direction/Both Turn Left	0	0	1	0	0	0	0	0	0	0
	Other Vehicle - From Opposite Direction/Head-On Collision	0	0	3	0	0	0	0	0	0	0
	Other Vehicle - From Opposite Direction/One Left Turn	1	0	1	7	1	0	0	0	2	0
	Other Vehicle - From Opposite Direction/One Right Turn	0	0	0	1	0	0	0	0	0	0
	Other Vehicle - From Opposite Direction/Sideswipe Collision	0	0	0	1	0	0	0	0	1	0
	Other Vehicle - From Same Direction/All Others	0	0	1	2	0	0	0	0	0	0
	Other Vehicle - From Same Direction/Both Going Straight	2	3	7	44	1	0	1	0	4	0
	Other Vehicle - From Same Direction/Both Turn Left	0	0	0	5	0	0	0	0	0	0
	Other Vehicle - From Same Direction/Both Turn Right	0	0	0	2	1	0	0	0	0	0
	Other Vehicle - From Same Direction/One Left Turn	0	1	0	4	0	0	0	0	0	0
	Other Vehicle - From Same Direction/One Right Turn	0	0	0	3	0	0	0	0	0	0
	Other Vehicle - From Same Direction/One Stopped	1	0	0	13	1	0	0	0	1	0
	Other Vehicle - From Same Direction/One Vehicle Spun On Roadway Before Being Hit	0	0	0	1	0	0	0	0	0	0
	Other Vehicle - From Same Direction/Rear End Collision	5	4	9	47	3	5	1	0	2	2
	Other Vehicle - From Same Direction/Sideswipe Collision	0	1	1	10	1	0	0	0	1	1
	Other Vehicle - From Same Direction/Vehicle Backing	0	0	0	0	0	0	0	0	1	0
	Other Vehicle - One Left Turn/Entering At Angle	0	2	2	19	3	5	3	0	4	1
	Other Vehicle - One Right Turn/Entering At Angle	1	2	0	5	1	0	0	0	1	0
	Other Vehicle - One Stopped/Entering At Angle	0	0	0	4	0	0	0	0	0	0
	Other Vehicle - One Vehicle/Back From Parked Position	0	0	0	0	0	0	1	0	0	0
	Other Vehicle - One Vehicle/Backing From Other Than Driveway	0	0	0	1	0	0	0	0	0	0
	Other Vehicle - One Vehicle/Making A U-Turn	0	1	1	0	0	0	0	0	0	0
	Other Vehicle - One Vehicle/Stopped Traffic	0	0	0	2	0	0	0	0	0	0
	Overturn/Rollover - Left Side of Road	0	0	0	1	0	0	0	0	0	0
	Overturn/Rollover - On The Road	0	0	0	1	0	0	0	0	0	0
	Overturn/Rollover - Right Side of Road	0	1	1	0	0	0	0	0	0	0
	Parked Vehicle - Unknown/Not Stated	0	0	0	0	1	0	0	0	0	0
	Parked Vehicle Disabled or Abandoned	0	0	1	1	0	0	0	0	0	0
	Pedestrian Collision - Vehicle Going Straight	0	0	0	1	0	0	0	0	0	0
	Pedestrian Collision - Vehicle Turning Right	0	0	0	2	0	0	0	0	0	0
	Two Vehicles Previously on Physically Divided Road	0	0	0	3	0	0	0	0	0	0
	Vehicle Crossed Intersection Gore Area	0	0	0	1	0	0	0	0	0	0
	Vehicle On Other Roadway - Not Stated	1	0	0	0	0	0	0	0	0	0
	%Other Vehicle - From Same Direction/Rear End Collision	15%	8%	22%	16%	8%	18%	5%	0%	3%	6%
	%Other Vehicle - From Same Direction/Both Going Straight	6%	6%	17%	15%	3%	0%	5%	0%	6%	0%
	%Other Vehicle - One Left Turn/Entering At Angle	0%	4%	5%	7%	8%	18%	15%	0%	6%	3%

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Table 30: Crash Summary (Continued)

	Crash Summary	NM 500 & 98th St.	NM 500 & Unser Blvd.	NM 500 & Condershire Dr.	NM 500 & Coors Blvd.	98th St. & Blake Rd.	98th St. & Amole Mesa Ave.	98th St. & Colobel Ave.	Vermejo Park Dr. & Amole Mesa Ave.	Unser Blvd. & Blake Rd.	Unser Blvd. & Anderson Hill Ave.
Lighting Conditions	Daylight	16	35	29	175	12	15	12	0	39	10
	Dark-Lighted	6	4	8	65	11	4	2	0	18	14
	Dark-Not Lighted	6	3	3	11	9	5	4	0	1	2
	Dawn	2	2	0	7	0	0	0	0	0	0
	Dusk	1	0	1	7	1	3	1	0	0	0
	Other/ Left Blank/ Invalid Code	2	6	0	24	6	1	1	1	10	5
	%Daylight	48%	70%	71%	61%	31%	54%	60%	0%	57%	32%
	%Dark-Lighted	18%	8%	20%	22%	28%	14%	10%	0%	26%	45%
Severity	Fatal Crash (K)	0	1	1	1	0	0	0	0	0	0
	Suspected Serious Injury (A)	1	0	1	3	0	1	1	0	0	1
	Suspected Minor Injury (B)	4	7	9	16	4	4	1	0	8	2
	Complaint of Injury (C)	8	9	8	66	8	8	3	0	18	6
	Property Damage Only Crash (D)	20	33	22	203	27	15	15	1	42	22
	%Fatal Crash	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%
	%Injury Crash	39%	32%	44%	29%	31%	46%	25%	0%	38%	29%
	%Property Damage Only Crash	61%	66%	54%	70%	69%	54%	75%	100%	62%	71%
Bike/Ped Involvement	Pedestrian Involved	1	0	0	3	0	0	0	0	0	0
	Pedalcycle Involved	0	0	0	0	0	0	0	0	0	0
	%Pedestrian Involved	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%
	%Pedalcycle Involved	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Contributing Factors	Alcohol/Drug Involved	5	2	2	9	0	0	0	0	2	3
	Avoid No Contact - Other	0	1	0	3	0	0	0	0	0	0
	Avoid No Contact - Vehicle	1	2	2	18	2	0	0	0	1	0
	Disregarded Traffic Signal	4	1	0	14	5	3	0	0	8	0
	Driver Inattention	20	25	24	180	20	18	9	0	36	13
	Driverless Moving Vehicle	0	0	0	0	0	0	0	0	1	0
	Drove Left Of Center	0	1	2	4	0	0	0	0	2	1
	Excessive Speed	3	4	2	28	4	5	2	0	5	1
	Failed to Yield Right of Way	2	0	3	30	11	8	4	0	8	4
	Following Too Closely	1	6	4	35	0	1	2	0	4	3
	Improper Backing	0	2	0	3	0	0	0	0	1	1
	Improper Lane Change	1	0	1	12	1	0	0	0	1	1
	Improper Overtaking	2	0	1	6	1	0	0	0	3	0
	Inadequate Brakes	0	1	0	1	1	1	0	0	0	1
	Made Improper Turn	2	3	3	16	1	1	2	0	4	0
	None	11	14	23	139	16	13	8	0	10	3
	Other - No Driver Error	16	16	8	57	14	8	6	0	38	13
	Other Improper Driving	2	8	4	29	2	3	0	0	5	7
	Other Mechanical Defect	0	0	0	3	1	0	1	0	1	1
	Passed Stop Sign	0	0	0	1	4	6	1	0	0	0
	Cell Phone	0	1	1	4	1	0	0	0	0	0
	Backup Prior Crash	0	0	0	0	1	0	0	0	0	0
	Defective Sreering	1	0	0	1	0	0	0	0	1	0
	Pedestrian Error	1	1	0	0	0	0	0	0	0	0
	Vehicle Skidded Before Braking	0	0	0	1	1	0	0	0	0	0
	Traffic Control Missing	0	0	0	1	0	0	0	0	0	0
	Weather Conditions	0	0	0	1	0	0	0	0	0	0
	Defective Tires	0	0	0	0	0	0	0	0	0	2
	Road Surface Conditions	0	0	1	0	0	0	0	0	1	0
	High Speed Pursuit	0	0	0	0	0	0	0	0	2	0
	Low Visibility	0	1	0	0	0	0	0	0	0	1
	Other Visual Obstructions	0	0	0	0	0	0	0	0	1	0
	Suspension	0	0	0	0	0	0	0	0	1	0
	Driver Distracted By Passenger	1	0	0	0	0	0	0	0	0	0
	Driver Distracted By Other Activity	2	0	0	1	0	1	1	0	3	1
	Speed Too Fast for Conditions	1	3	1	17	0	0	1	0	3	1
	%Driver Inattention	61%	50%	59%	62%	51%	64%	45%	0%	53%	42%
	%None	33%	28%	56%	48%	41%	46%	40%	0%	15%	10%
	%Other - No Driver Error	48%	32%	20%	20%	36%	29%	30%	0%	56%	42%

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CONCLUSIONS AND RECOMMENDATIONS

The following presents a summary of the traffic analysis, mitigations, and recommendations included in this report.

CONCLUSIONS

The following study findings and conclusions are based on the collected data and analysis results presented as part of this report, summarized as follows:

- Intersection turning movement counts were collected across multiple days in January, 2025, and determined to be a reasonable estimate of typical traffic conditions, no seasonal adjustment factors were applied. Count data on Dennis Chaves Boulevard was adjusted to account for demand volumes, vehicles not able to be serviced within the given time period. The demand volumes, identified via drone analysis, were applied to the NM 500 intersection movements and flowed through the corridor. These adjusted volumes were used as the base condition for estimating future traffic volume conditions in the study area.
- Background traffic volumes included a 1.5% per year ambient growth rate and vehicles generated from planned nearby developments.
- Distributing and assigning site-generated traffic onto the study area roadway network was based on the existing traffic volumes entering and exiting the cordon limits of the study area, along with using engineering judgment on how site traffic would route.
- Analysis of the study area intersections indicated the following for the 2025 Existing Conditions:
    - All City-owned intersections operated with acceptable overall and individual movement service levels (LOS D or better), except for the eastbound shared through/right movement at the signalized intersection of 98th Street and Blake Road in the AM peak hour. This movement is identified to be acceptable noting a low v/c ratio. A minor redistribution of green time may improve operations, if required.
    - Two of the NMDOT intersections are identified to operate at LOS E/F during the AM peak hour (NM 500 with 98th Street and with Condershire Drive) and two intersections in the PM peak hour at Condershire Drive and at Coors Boulevard. At least 1 individiual movement operates at LOS E/F at all intersections during the AM peak hour.
- It is understood that NMDOT has a future, comprehensive study programmed to evaluate the NM 500 corridor that encompasses our study area. Per pre-scoping meeting notes, no mitigation of corridor intersections is required as part of this study. However, horizon year analyses under existing network conditions have been provided. A 10-year analysis after site opening has been performed and a mitigation scenario analyzed, for NMDOT reference only.
- Analysis of the City-owned study area intersections indicates the following for the 2026 Phase 1 Opening Year Condition:
    - Required widening of Unser Boulevard between Anderson Hill Avenue and Blake Road to two travel lanes in each direction.
    - Installation of a southbound right-turn deceleration lane on Unser Boulevard at Anderson Hill Avenue.
- Analysis of the City-owned study area intersections indicates the following for the 2029 Phase 2 Opening Year Condition:
    - The eastbound Anderson Hill Avenue left-turn movement is expected to operate at LOS E conditions during the PM peak hour. With a low v/c ratio (0.50), this movement is

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considered to operate acceptably. A new traffic signal should be installed if one or more MUTCD signal warrants are met. The installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.

  - An existing southbound left-turn lane and northbound right-turn lane have been previously constructed on 98th Street at the Colobel Avenue alignment. With the site adding the east leg to this intersection, the existing pavement marking will have to be revised for these two movements so that the turn lanes can be used.

- Analysis of the City-owned study area intersections indicates the following for the 2031 Phase 3, full build-out of the site:
  - The all-way stop-controlled intersection of 98th Street and Amole Mesa Avenue shows elevated delay (LOS E) for the southbound through and right-turn movements during the PM peak hour. A new traffic signal should be installed if one or more MUTCD signal warrants are met. The installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
- Analysis of the City-owned study area intersections indicates the following for the 2036 10-Year Horizon:
  - The intersection of 98th Street and Amole Mesa Avenue signalization should be considered and studied.
  - Signal retiming is needed to resolve LOS issues at Unser/Blake and 98th Street/Blake intersections.
  - A number of striping modifications are needed to better accommodate left-turn movements, including at Unser/Blake and 98th Street/Blake. Details are presented under the 10-Year Horizon 2036 Mitigation Section of this study.
- Analysis of the NMDOT-owned study intersections using the 2026 roadway network conditions and Ceja Vista mitigations indicated the following for the 2036 10-Year Horizon:
  - All 4 NM 500 study intersections are expected to operate at an overall LOS E/F in both AM and PM Peak hours under 2026 roadway network conditions (with Ceja Vista mitigations), including multiple individual movements resulting in excessive vehicle queues.
  - Mitigation for NMDOT reference only indicates NM 500 should be considered for 3 travel lanes in each direction with dual left-turn lanes considered at multiple locations. (See NMDOT recommendations details)

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SITE RECOMMENDATIONS

Recommendations for study intersections directly serving and primarily impacted by the proposed development are provided as follows:

Phase 1:

- Unser Boulevard between Anderson Hill Avenue and Blake Road:
    - This segment, per pre-scoping meeting documents, is required to be widened from a 2-lane cross-section to a 4-lane cross-section. The construction is to be completed under Phase 1 conditions.
- At the intersection of Unser Boulevard and Anderson Hill Avenue:
    - Construct a southbound right-turn deceleration lane with a minimum storage length of 240 feet and a transition length of 300 feet following CABQ design guidance.
    - Consider placing underground utilities at this location for future intersection signalization.
- Site Access:
    - Construct the extension of Anderson Hill Avenue to the west
    - Construct the extension of Vermejo Park Drive to the south to connect with the extension of Anderson Hill Avenue.

Phase 2:

- At the intersection of 98th Street and Colobel Avenue:
    - Construct the east leg of the intersection
    - Construct the roadway connection between the extension of Vermejo Park Drive and Colobel Avenue
    - Modify the existing approach striping to add the existing northbound right-turn and southbound left-turn deceleration lanes. Design requirements indicate the right-turn lane should have a minimum storage length of 240 feet and a 150-foot reverse curve. Currently, the lane appears to have a 125-foot storage and an 80-foot taper design. The southbound left-turn lane should consist of a minimum storage length of 80 feet and a 150-foot reverse curve. Currently the turn lane has a 150-foot storage length and a 50-foot straight taper.
- At the intersection of Unser Boulevard and Anderson Hill Avenue:
    - Based on this analysis, the installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
    - The eastbound Anderson Hill Avenue approach should be maintained with a 1-1-1 design (one lane in each direction plus a two-way left-turn lane) from Unser Boulevard to Rio Clara Avenue (310-foot spacing) at a minimum. This design will maximize storage space flexibility for left-turning vehicles.
- At Site Access A4:
    - Consistent with surrounding subdivision configurations, it is recommended Anderson Hill Avenue be maintained as a single lane and/or 1-1-1 cross-section (one lane in each direction plus a TWLTL) without right-turn deceleration lanes. The right-turn and/or left-

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turn lanes are not believed to be beneficial based on low volumes, LOS operations, speed management, and pedestrian crossing considerations.

Phase 3:

- At the intersection of 98th Street and Amole Mesa Avenue:
  - Based on this analysis, the installation of a traffic signal could mitigate capacity issues. However, any future improvements on NM 500 as part of the results of NMDOT's corridor study could change traffic patterns in this area. Therefore, the city should monitor this intersection and evaluate the need for a traffic signal in the future.
  - Restripe or improve the eastbound and westbound approaches to include a left-turn lane and a shared through/right-turn lane when the intersection is signalized. The left-turn lane should consist of a minimum storage length of 125 feet.
- At the intersection of Vermejo Park Drive and Amole Mesa Avenue:
  - Acceptable LOS operation is identified at this intersection using the existing roadway lane configuration. The city may wish to consider re-evaluating the intersection to determine if any improvements should be considered due to overall traffic patterns at the Rudolfo Anaya Elementary School. Amole Mesa Avenue approach widening, restriping of Vermejo Park Drive, change in intersection control, or other improvements may be appropriate to better accommodate changes in pick-up/drop-off operations, traffic redistribution, student crossings, or other conditions.
- At the intersection of 98th Street and Blake Road:
  - Retiming the existing traffic signal.
  - Restripe the westbound left-turn deceleration lane with a storage of 205 feet.
- At the intersection of Unser Boulevard and Blake Road:
  - Retiming the existing traffic signal.
  - Restripe the eastbound left-turn deceleration lane with a storage length of 230 feet.
- At the intersection of 98th Street and Colobel Avenue:
  - A traffic signal would mitigate delays at this intersection. Analysis indicates MUTCD Warrant 1B and 2 to be met in the 2036 Horizon Year. However, it is noted that any future improvements on NM 500 as part of the results of NMDOT's corridor study and any future additional developments could change traffic patterns on 98th Street, the city should consider monitoring this intersection to identify if one or more MUTCD signal warrants are met in the future.

NMDOT Recommendations:

In addition to recommendations provided by Aspire and Ceja Vista developments, presented in the Assumptions section of this study, the following mitigations are presented based on the horizon year scenario and traffic volumes analysis for NMDOT consideration as part of their NM 500 corridor study programmed for the near future.

- Widen NM 500 to be a 6-lane roadway cross-section consisting of 3 lanes in each direction.
- At the signalized intersection of NM 500 and 98th Street
  - Add a third southbound left-turn lane on 98th Street

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- Add a second eastbound left-turn lane and a second westbound left-turn lane on NM 500
- Conduct signal retiming by a licensed traffic engineer

- At the signalized intersection of NM 500 and Unser Boulevard
  - Add a second eastbound left-turn lane on NM 500
  - Conduct signal retiming by a licensed traffic engineer

- At the stop-controlled intersection of NM 500 and Condershire Drive
  - Install a new traffic signal to resolve the poor LOS. A signal warrant study should be conducted to identify if the intersection meets the signal warrant prior to the installation.

- At the signalized intersection of NM 500 and Coor Boulevard
  - Add a third eastbound left-turn lane on NM 500
  - A northbound receiving acceleration lane on Coor Boulevard.
  - Add a second westbound left-turn lane

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APPENDICES

Appendix A: Scoping Meeting Notes
Appendix B: Turning Movement Counts
Appendix C: Signal Timing Sheets
Appendix D: Growth Rates and Historical Volumes
Appendix E: Adjacent Site Developments
Appendix F: Site Trip Distribution
Appendix G: Background (non-site) Traffic Volumes
Appendix H: Auxiliary Lane Analysis
Appendix I: Intersection Sight Distance Calculations
Appendix J: HCM Analysis Output Sheets
Appendix K: Signal Warrant Analysis

APPENDIX A
SCOPING MEETING NOTES

Agenda for TA Land Residential Development
Traffic Impact Study Scoping Meeting
December 17, 2024
-Meeting Notes in Red-

Attendees:

Curtis Cherne - CABQ
Margaret Haynes – NMDOT
Julie Luna – Bernalillo County
Brian Patterson – Titan Development
Matt Lammers – Titan Development
Jonathon Kruse – Lee Engineering

1. Introductions
2. Review of Site Plan
    a. Site Plan & Land Uses
    b. Development Phasing
    c. Access Review
3. Discussion of Scope for TIS
    a. Study Intersections
        i. Site Access / New Roads
            1. Unser Blvd / Anderson Hill
            2. 98th St / Colobel Ave – 13 Hours
            3. 98th St / Amole Mesa – 13 Hours
        ii. 98st / Blake
        iii. Vermejo Park / Amole Mesa – 13 Hours
        iv. Unser Blvd / Blake
        v. NM 500 / Coors Blvd
        vi. NM 500 / Condershire
        vii. NM 500 / Unser Blvd
        viii. NM 500 / 98th St
    b. Data Collection
        i. Existing Study Intersections
        ii. Demand Counts on Dennis Chavez
        iii. Volume Balance
    c. Trip Generation, Pass By, & Internal Capture
        i. Trip Generation Manual (11th Edition) Land Use
            1. ITE 210 – Single Family Detached Housing
            2. See attached Trip Table
        ii. No Pass-by/Diverted trips

iii. No Internal Capture
iv. Trips distributed based on existing traffic patterns
1. Focus on Colobel, Amole Mesa, Anderson Hill

d. Known Developments or Pending Improvements in Area
i. Improvements at Unser & NM 500
ii. Improvements at Coors & NM 500
iii. City facilities on NE Corner Amole Mesa & 98th
iv. Improvements at Condershire & NM 500
v. Trips:
1. Ceja Vista
2. Sunrise

e. Build-out Year and Growth Rate
i. Build-Out Year Phase 1 (2026) Phase 2 (2029) Phase 3 (2031)
1. Will look at Historic Traffic Volumes and calculate growth rate, if less than 1%, will assume 1% growth per year.
2. Analyze full build 2031 and tie intersections improvements to road connections.

f. Analysis scenarios
i. Existing Conditions
ii. Opening Year 2031 Background (No Build)
1. Unser at 4-lanes
iii. Opening Year 2031 Buildout (Full Build)
1. Unser at 4-lanes
iv. Opening Year 2031 Buildout Optimized (if needed)
1. All scenarios with existing signal timings except opening year buildout optimized.
v. Horizon year – 10 Years from opening

g. Required Analysis & Methodology
i. LOS Capacity and Queueing analysis based on HCM 6th Edition HCS Software
ii. Auxiliary Lane Analysis
iii. Sight Distance Analysis at Proposed Driveways
iv. Discussion on pedestrian and bike infrastructure
v. Discussion on safety improvements
vi. Safety (Crash) Summary
1. 5-Years
vii. Proportional Share calculations based on “fixed” Dennis Chavez

4. Agency Input (Comments & Issues)
5. Meeting Notes (distributed by Lee Engineering)
a. Connection to Anderson Hill and Vermejo Park from Unser to School on day 1
b. NMDOT to review Unser Blvd Jurisdiction

City of Albuquerque

Planning Department

Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: TA Land

Zone Atlas Page: N-9 DFT/DHO #: PR-2024-010438 BP #: _____

Development Street Address: See Zone Atlas Page

(If no City Address include a Vicinity Map with site highlighted and legible street names)

Applicant: Lee Engineering on behalf of TA Land, LLC Contact: Jonathon Kruse

Address: 8220 San Pedro Dr NE STE 150, Albuquerque, NM 87113

Phone#: 505-545-8459 E-mail: jkruse@lee-eng.com

Development Information

Build out/Implementation Year: 1st Phase - 2026

Existing Use: Undeveloped

Describe Proposed Development and Uses:

Single Family Homes

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: 646

Number of Commercial Units: _____

Traffic Considerations

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

Expected Number of Employees (if known):* _____

Expected Number of Delivery Trucks/Buses per Day (if known):* _____

Trip Generations during PM/AM Peak Hour and ITE # (if known):* 466 / 589

Driveway(s) Located on: Street Name Unser Blvd

Adjacent Roadway(s) Posted Speed: Street Name Unser Blvd Speed 40

Street Name 98th St Speed 40

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required.*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation (e.g. Main Street, Major Transit, N/A): None
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): None
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Street Functional Classification (e.g. Principal Arterial, Collector) : Principal Arterial
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Jurisdiction of roadway (NMDOT, City, County): City

Adjacent Roadway(s):

Name: Unser Blvd Traffic Volume: 10,224 Volume-to-Capacity Ratio (v/c): (TAQA Unavaiable)

Name: 98th St Traffic Volume: 10,797 Volume-to-Capacity Ratio (v/c): (TAQA Unavaiable)

Traffic Volume and V/C Ratio: https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti and https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App

Adjacent Transit Service(s) : Bus Nearest Transit Stop(s): 98th @ Amole Mesa
https://www.cabq.gov/gis/advanced-map-viewer

Is site within 660 feet of Premium Transit?: No
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Current/Proposed Bicycle Infrastructure : Existing Bike Lanes on 98th St and Unser Blvd
Bikeways: https://mrcog-nm.gov/544/Long-Range-System-maps

Current/Proposed Sidewalk and buffer Infrastructure: Existing Sidewalks on 98th & Unser
Sidewalk and buffer width : DPM Table 7.2.29

Submit by email to Traffic Engineer Curtis Cherne: ccherne@cabq.gov. Email or call 505-924-3986 for information.

For City Personnel Use:

TIS Determination

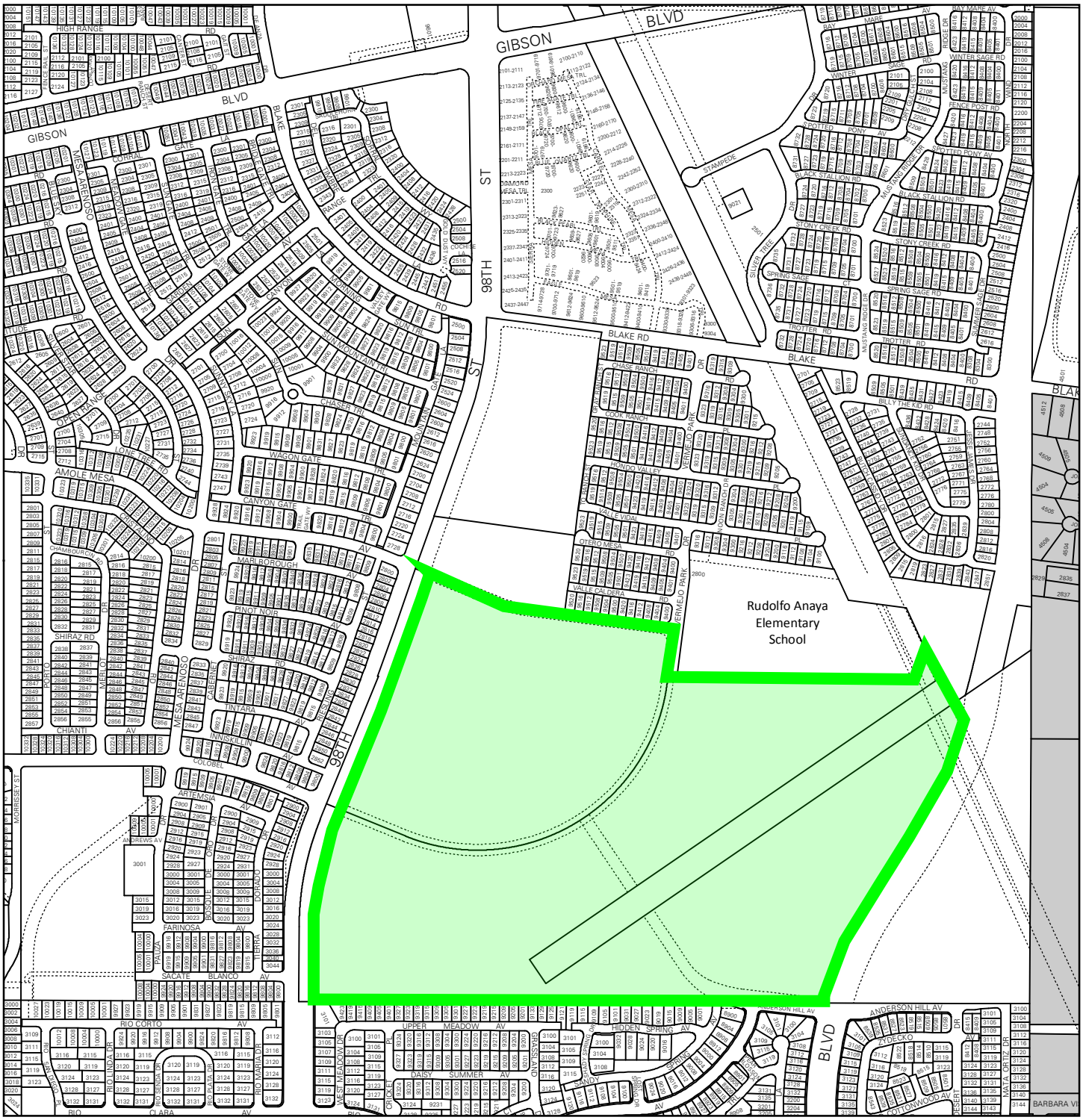
Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

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

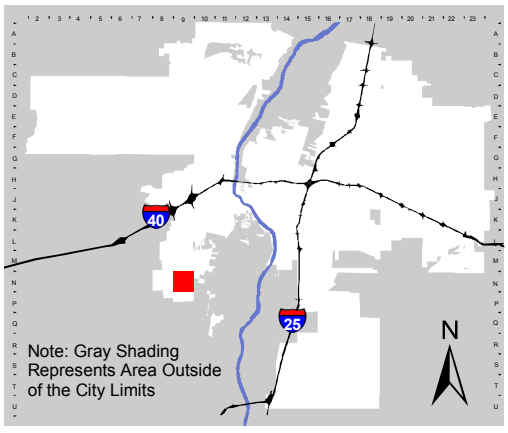
Thresholds Met? Yes [ ] No [ ]

Mitigating Reasons for Not Requiring TIS and/or Notes:

TRAFFIC ENGINEER DATE



For more current information and details visit: www.cabq.gov/gis



Address Map Page:

N-09-Z

Map Amended through:
3/17/2017

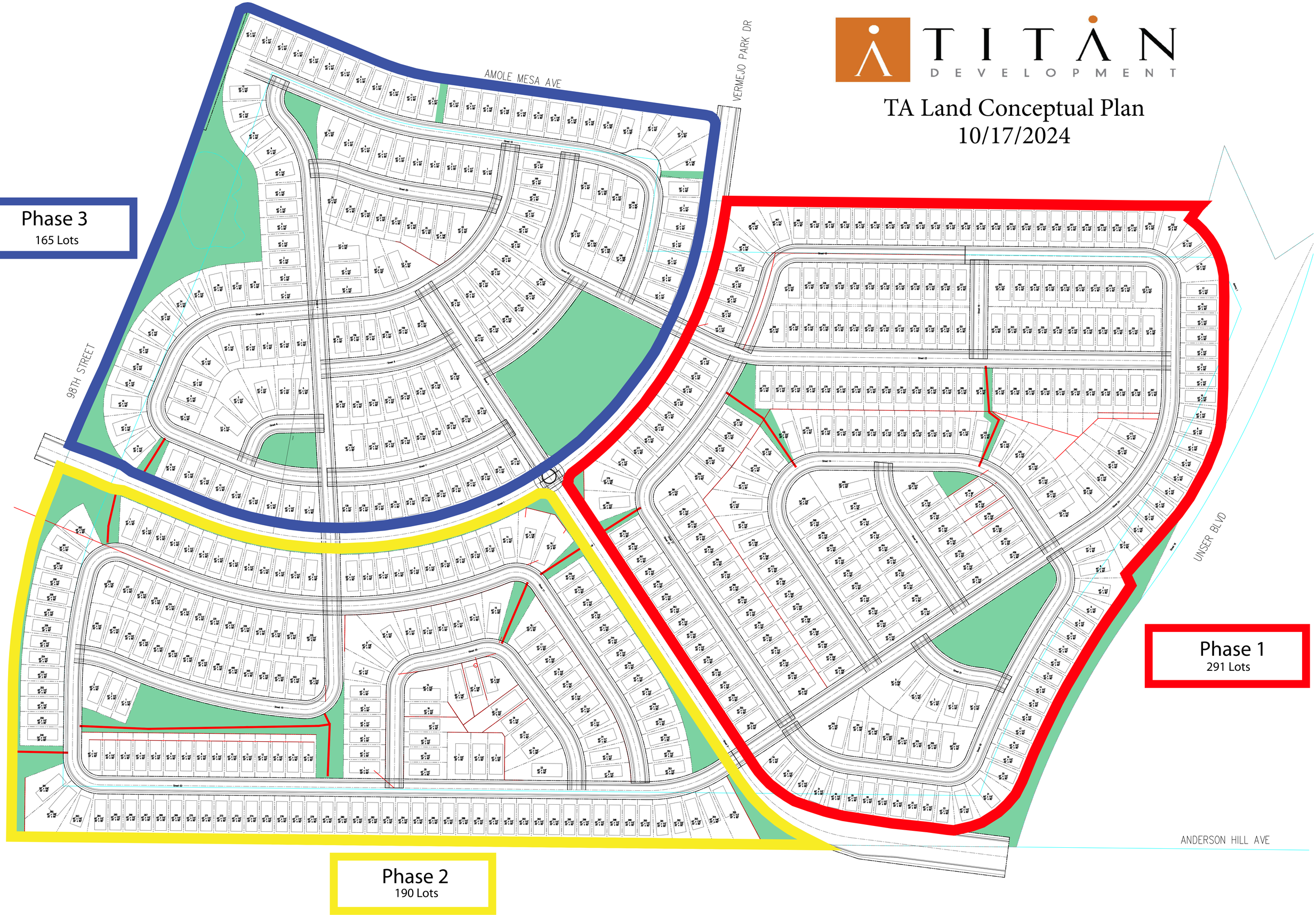
Albuquerque Geographic Information System

These addresses are for informational purposes only and are not intended for address verification.

0 750 1,500 Feet

TITAN DEVELOPMENT

TA Land Conceptual Plan
10/17/2024



Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

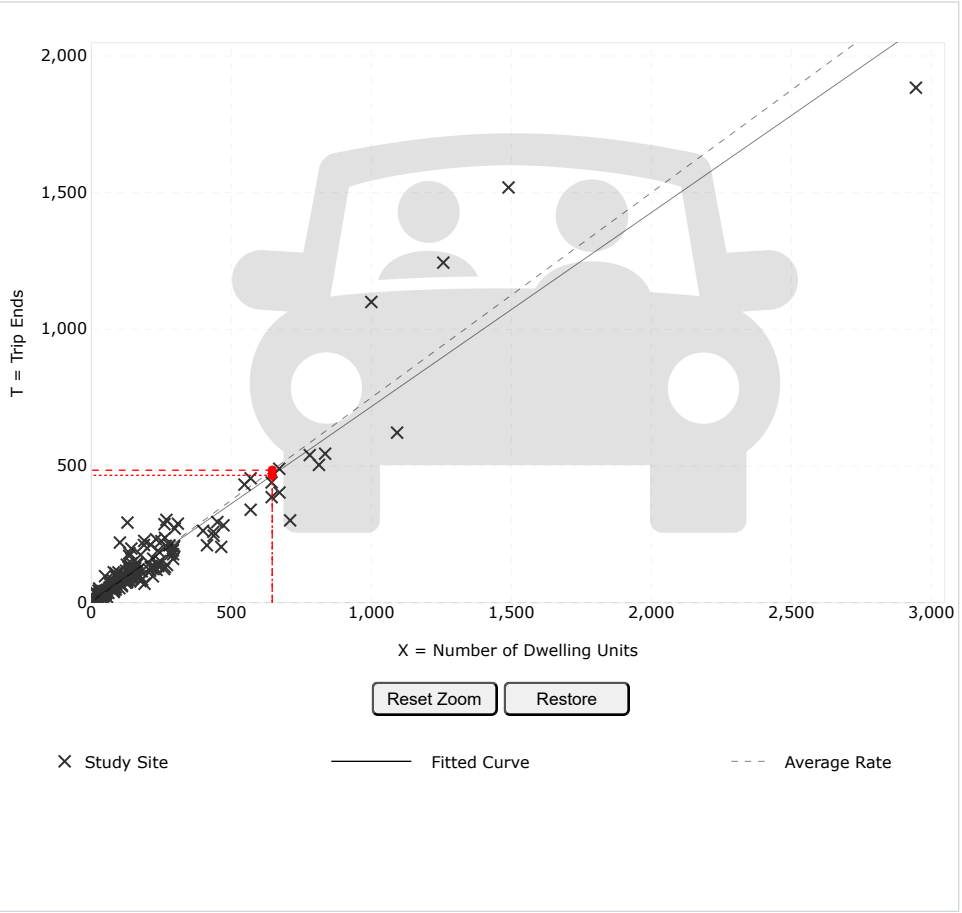
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, AM Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
646
Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

Land Use:
Single-Family
Description a

Independent
Dwelling Unit

Time Period:
Weekday
AM Peak Hou

Setting/Loca
General Urba

Trip Type:
Vehicle

Number of S
169

Avg. Num. o
217

Average Rat
0.75

Range of Ra
0.34 - 2.27

Standard De
0.25

Fitted Curve
T = 0.71(X) +

R^2:
0.91

Directional D
26% entering

Calculated T
Average Rate
Fitted Curve:

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Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use *ITETripGen*
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Add-ons to do more

Try OTISS Pro

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE : 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

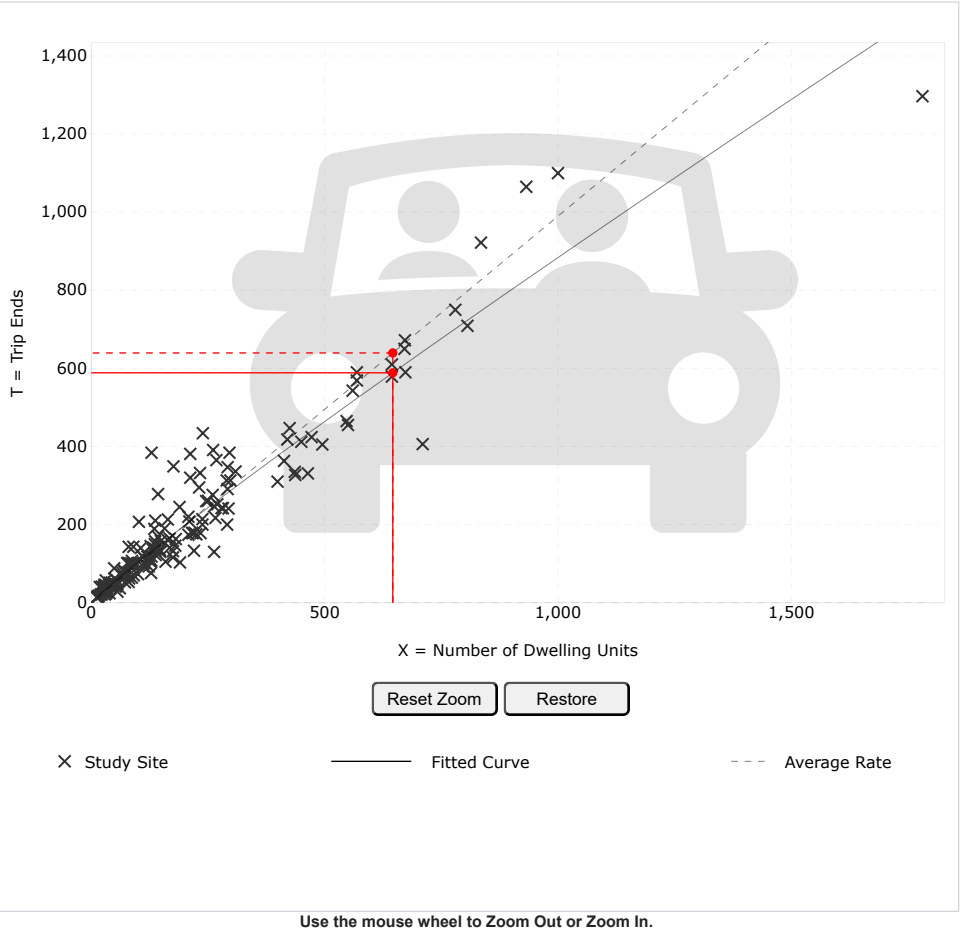
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, PM Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 646 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

Land Use: Single-Family
Description a

Independent Dwelling Unit

Time Period: Weekday
PM Peak Hou

Setting/Loca General Urba

Trip Type: Vehicle

Number of S 178

Avg. Num. o 203

Average Rat 0.99

Range of Ra 0.49 - 2.98

Standard De 0.28

Fitted Curve Ln(T) = 0.93 l

R^2: 0.92

Directional D 64% entering

Calculated T
Average Rate
Fitted Curve:

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APPENDIX B
TURNING MOVEMENT COUNTS

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

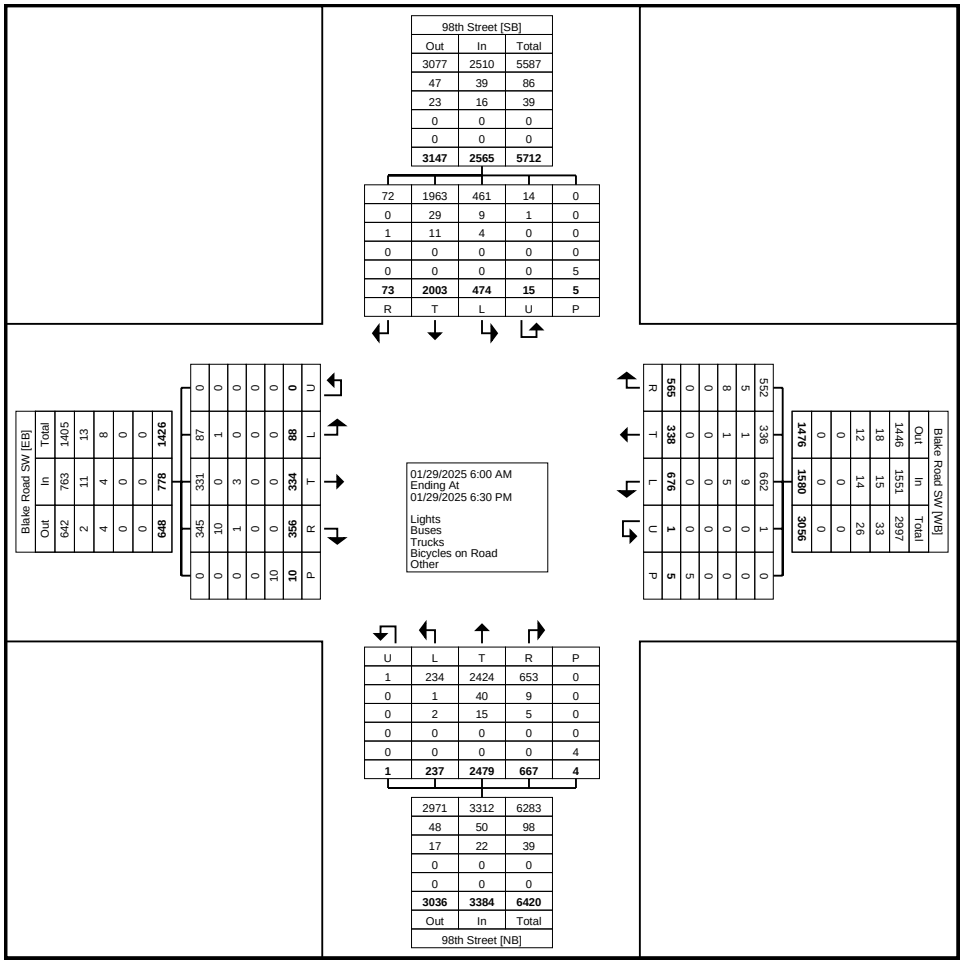
Turning Movement Data

Start Time	98th Street Northbound						98th Street Southbound						Blake Road SW Eastbound						Blake Road SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	42	7	0	51	0	5	23	1	0	29	0	1	13	7	1	21	0	1	1	1	0	3	104
6:15 AM	0	1	48	14	0	63	2	11	26	1	0	40	0	3	7	18	0	28	0	6	0	8	1	14	145
6:30 AM	0	3	62	17	0	82	1	8	28	0	0	37	0	3	5	19	0	27	0	9	4	8	0	21	167
6:45 AM	0	4	72	19	0	95	1	9	46	0	0	56	0	1	7	15	0	23	0	15	7	10	0	32	206
Hourly Total	0	10	224	57	0	291	4	33	123	2	0	162	0	8	32	59	1	99	0	31	12	27	1	70	622
7:00 AM	0	2	106	37	0	145	1	11	53	1	0	66	0	4	9	13	0	26	0	16	4	10	1	30	267
7:15 AM	0	1	87	52	0	140	1	17	50	2	0	70	0	5	21	17	0	43	0	18	1	12	0	31	284
7:30 AM	0	9	91	38	0	138	1	20	52	1	0	74	0	3	23	7	0	33	0	17	6	13	0	36	281
7:45 AM	0	11	71	31	0	113	0	13	63	0	0	76	0	3	19	19	0	41	0	16	15	14	0	45	275
Hourly Total	0	23	355	158	0	536	3	61	218	4	0	286	0	15	72	56	0	143	0	67	26	49	1	142	1107
8:00 AM	0	5	74	34	0	113	0	13	83	0	0	96	0	3	18	12	0	33	0	17	12	18	0	47	289
8:15 AM	0	5	77	26	0	108	0	12	69	0	0	81	0	4	11	19	0	34	0	39	10	9	0	58	281
8:30 AM	0	2	80	24	0	106	0	11	63	1	0	75	0	5	6	10	0	21	0	10	1	8	0	19	221
8:45 AM	0	4	69	27	0	100	1	14	43	1	1	59	0	3	5	13	2	21	0	18	8	9	0	35	215
Hourly Total	0	16	300	111	0	427	1	50	258	2	1	311	0	15	40	54	2	109	0	84	31	44	0	159	1006
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	47	7	0	55	0	5	44	0	0	49	0	2	5	3	0	10	0	8	6	5	1	19	133
11:15 AM	0	2	47	14	0	63	0	9	37	1	0	47	0	3	2	5	0	10	1	2	6	10	0	19	139
11:30 AM	0	5	61	10	0	76	1	10	45	1	0	57	0	0	7	5	0	12	0	8	7	16	0	31	176
11:45 AM	0	6	49	5	0	60	0	7	38	4	0	49	0	3	3	2	0	8	0	5	6	18	0	29	146
Hourly Total	0	14	204	36	0	254	1	31	164	6	0	202	0	8	17	15	0	40	1	23	25	49	1	98	594
12:00 PM	1	5	54	16	0	76	0	7	44	1	0	52	0	1	9	4	0	14	0	13	5	12	0	30	172
12:15 PM	0	2	48	10	0	60	1	13	41	2	1	57	0	2	8	4	0	14	0	13	5	8	0	26	157
12:30 PM	0	6	58	9	0	73	0	4	50	1	0	55	0	0	4	7	0	11	0	13	4	8	0	25	164
12:45 PM	0	10	38	10	0	58	1	10	38	0	0	49	0	0	7	3	1	10	0	17	3	8	0	28	145
Hourly Total	1	23	198	45	0	267	2	34	173	4	1	213	0	3	28	18	1	49	0	56	17	36	0	109	638
1:00 PM	0	7	55	14	0	76	0	12	50	3	0	65	0	0	9	4	0	13	0	15	8	9	0	32	186
1:15 PM	0	7	70	18	0	95	0	19	43	2	0	64	0	1	4	9	0	14	0	15	3	12	0	30	203
1:30 PM	0	4	49	16	0	69	0	15	47	3	1	65	0	3	9	4	0	16	0	13	5	17	0	35	185
1:45 PM	0	7	48	6	0	61	2	9	63	2	0	76	0	0	2	5	0	7	0	14	2	13	0	29	173
Hourly Total	0	25	222	54	0	301	2	55	203	10	1	270	0	4	24	22	0	50	0	57	18	51	0	126	747
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	7	119	21	0	147	1	13	70	1	2	85	0	3	14	15	0	32	0	21	14	18	0	53	317
3:45 PM	0	15	116	25	0	156	0	25	83	4	0	112	0	3	13	11	0	27	0	23	14	16	0	53	348
Hourly Total	0	22	235	46	0	303	1	38	153	5	2	197	0	6	27	26	0	59	0	44	28	34	0	106	665

4:00 PM	0	13	88	25	2	126	0	12	72	4	0	88	0	2	15	14	2	31	0	29	24	31	0	84	329
4:15 PM	0	8	82	9	0	99	0	18	85	9	0	112	0	2	6	13	1	21	0	39	27	32	1	98	330
4:30 PM	0	10	76	11	2	97	0	16	74	0	0	90	0	4	7	10	1	21	0	23	14	27	0	64	272
4:45 PM	0	11	66	19	0	96	0	20	63	4	0	87	0	3	8	8	0	19	0	36	15	20	0	71	273
Hourly Total	0	42	312	64	4	418	0	66	294	17	0	377	0	11	36	45	4	92	0	127	80	110	1	317	1204
5:00 PM	0	12	75	13	0	100	0	12	72	3	0	87	0	3	9	11	0	23	0	29	16	31	0	76	286
5:15 PM	0	14	72	22	0	108	0	19	68	3	0	90	0	2	11	13	0	26	0	38	24	25	0	87	311
5:30 PM	0	12	64	17	0	93	0	17	68	4	0	89	0	3	17	10	0	30	0	31	18	23	0	72	284
5:45 PM	0	8	78	22	0	108	0	17	81	4	0	102	0	1	3	12	1	16	0	21	20	33	0	74	300
Hourly Total	0	46	289	74	0	409	0	65	289	14	0	368	0	9	40	46	1	95	0	119	78	112	0	309	1181
6:00 PM	0	8	75	10	0	93	1	21	72	4	0	98	0	6	9	6	0	21	0	30	13	20	0	63	275
6:15 PM	0	8	65	12	0	85	0	20	56	5	0	81	0	3	9	9	1	21	0	38	10	33	1	81	268
Grand Total	1	237	2479	667	4	3384	15	474	2003	73	5	2565	0	88	334	356	10	778	1	676	338	565	5	1580	8307
Approach %	0.0	7.0	73.3	19.7	-	-	0.6	18.5	78.1	2.8	-	-	0.0	11.3	42.9	45.8	-	-	0.1	42.8	21.4	35.8	-	-	-
Total %	0.0	2.9	29.8	8.0	-	40.7	0.2	5.7	24.1	0.9	-	30.9	0.0	1.1	4.0	4.3	-	9.4	0.0	8.1	4.1	6.8	-	19.0	-
Lights	1	234	2424	653	-	3312	14	461	1963	72	-	2510	0	87	331	345	-	763	1	662	336	552	-	1551	8136
% Lights	100.0	98.7	97.8	97.9	-	97.9	93.3	97.3	98.0	98.6	-	97.9	-	98.9	99.1	96.9	-	98.1	100.0	97.9	99.4	97.7	-	98.2	97.9
Buses	0	1	40	9	-	50	1	9	29	0	-	39	0	1	0	10	-	11	0	9	1	5	-	15	115
% Buses	0.0	0.4	1.6	1.3	-	1.5	6.7	1.9	1.4	0.0	-	1.5	-	1.1	0.0	2.8	-	1.4	0.0	1.3	0.3	0.9	-	0.9	1.4
Trucks	0	2	15	5	-	22	0	4	11	1	-	16	0	0	3	1	-	4	0	5	1	8	-	14	56
% Trucks	0.0	0.8	0.6	0.7	-	0.7	0.0	0.8	0.5	1.4	-	0.6	-	0.0	0.9	0.3	-	0.5	0.0	0.7	0.3	1.4	-	0.9	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-

Lee Engineering, LLC
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5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
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Start Date: 01/29/2025



Turning Movement Data Plot

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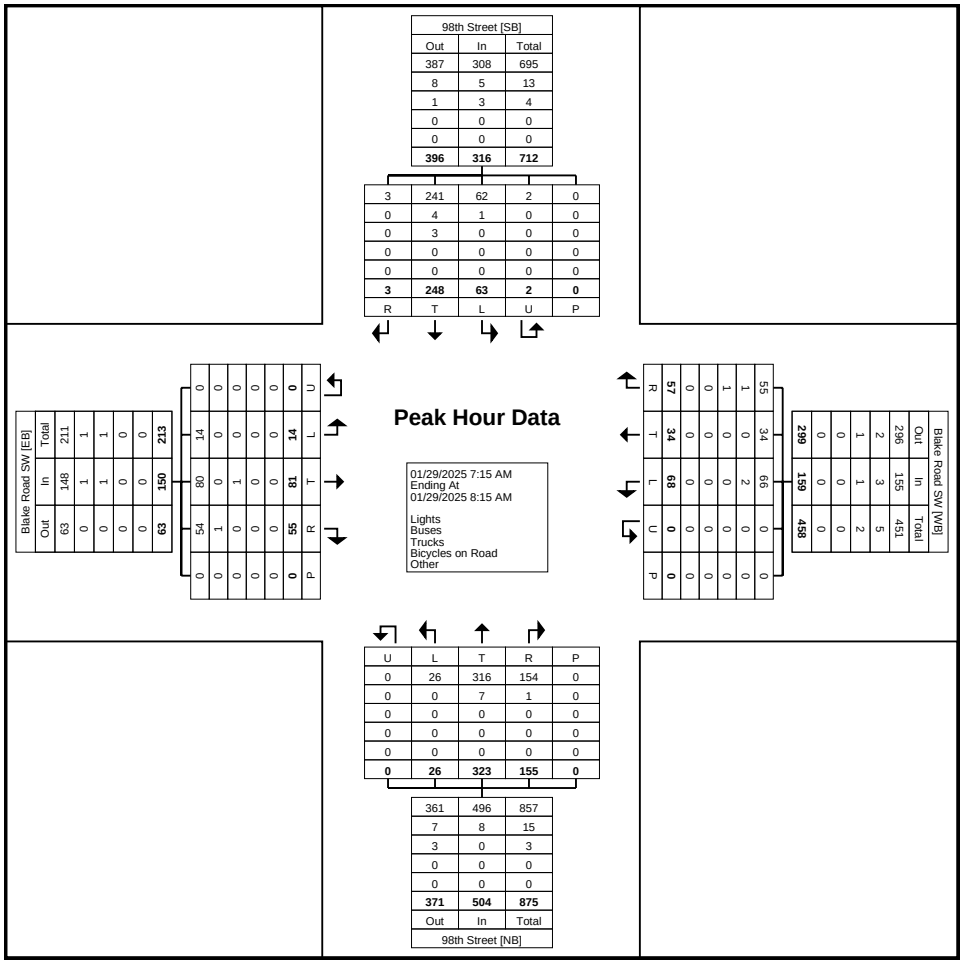
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	98th Street Northbound						98th Street Southbound						Blake Road SW Eastbound						Blake Road SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	87	52	0	140	1	17	50	2	0	70	0	5	21	17	0	43	0	18	1	12	0	31	284
7:30 AM	0	9	91	38	0	138	1	20	52	1	0	74	0	3	23	7	0	33	0	17	6	13	0	36	281
7:45 AM	0	11	71	31	0	113	0	13	63	0	0	76	0	3	19	19	0	41	0	16	15	14	0	45	275
8:00 AM	0	5	74	34	0	113	0	13	83	0	0	96	0	3	18	12	0	33	0	17	12	18	0	47	289
Total	0	26	323	155	0	504	2	63	248	3	0	316	0	14	81	55	0	150	0	68	34	57	0	159	1129
Approach %	0.0	5.2	64.1	30.8	-	-	0.6	19.9	78.5	0.9	-	-	0.0	9.3	54.0	36.7	-	-	0.0	42.8	21.4	35.8	-	-	-
Total %	0.0	2.3	28.6	13.7	-	44.6	0.2	5.6	22.0	0.3	-	28.0	0.0	1.2	7.2	4.9	-	13.3	0.0	6.0	3.0	5.0	-	14.1	-
PHF	0.000	0.591	0.887	0.745	-	0.900	0.500	0.788	0.747	0.375	-	0.823	0.000	0.700	0.880	0.724	-	0.872	0.000	0.944	0.567	0.792	-	0.846	0.977
Lights	0	26	316	154	-	496	2	62	241	3	-	308	0	14	80	54	-	148	0	66	34	55	-	155	1107
% Lights	-	100.0	97.8	99.4	-	98.4	100.0	98.4	97.2	100.0	-	97.5	-	100.0	98.8	98.2	-	98.7	-	97.1	100.0	96.5	-	97.5	98.1
Buses	0	0	7	1	-	8	0	1	4	0	-	5	0	0	0	1	-	1	0	2	0	1	-	3	17
% Buses	-	0.0	2.2	0.6	-	1.6	0.0	1.6	1.6	0.0	-	1.6	-	0.0	0.0	1.8	-	0.7	-	2.9	0.0	1.8	-	1.9	1.5
Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	1	0	-	1	0	0	0	1	-	1	5
% Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.2	0.0	-	0.9	-	0.0	1.2	0.0	-	0.7	-	0.0	0.0	1.8	-	0.6	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
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Start Date: 01/29/2025



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

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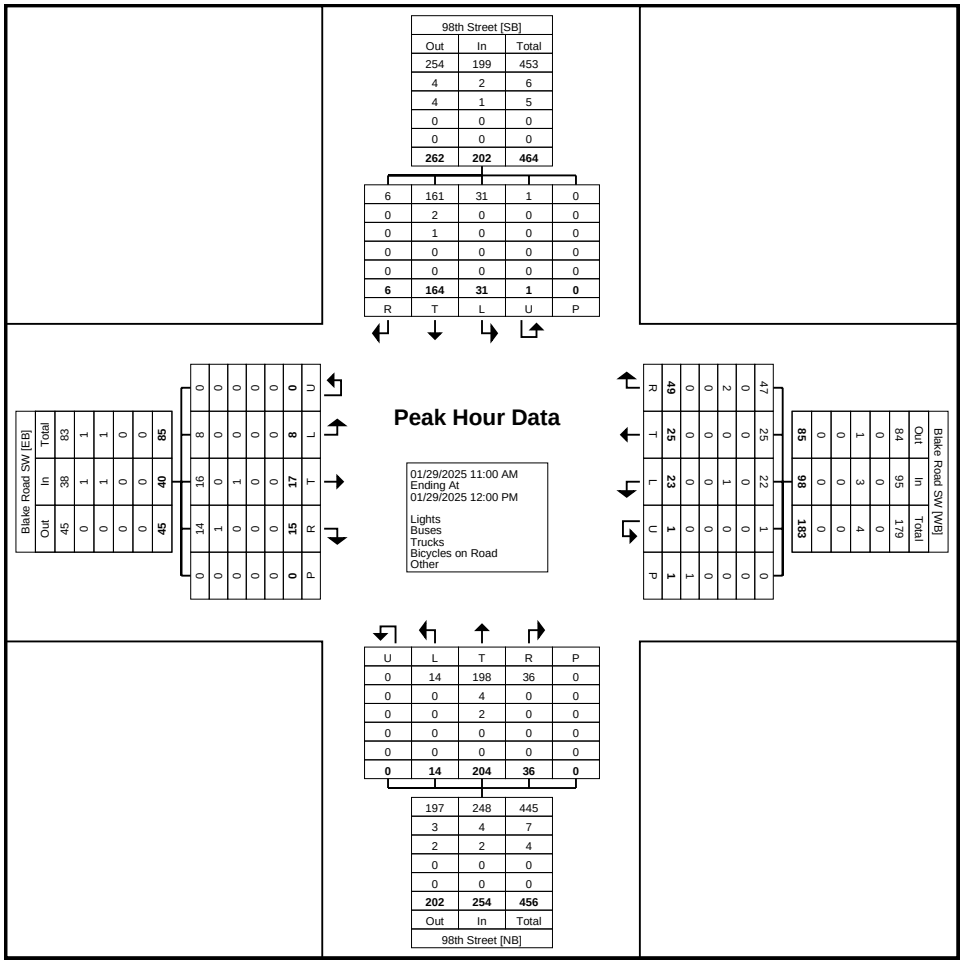
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

Turning Movement Peak Hour Data (11:00 AM)

Start Time	98th Street Northbound						98th Street Southbound						Blake Road SW Eastbound						Blake Road SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	1	47	7	0	55	0	5	44	0	0	49	0	2	5	3	0	10	0	8	6	5	1	19	133
11:15 AM	0	2	47	14	0	63	0	9	37	1	0	47	0	3	2	5	0	10	1	2	6	10	0	19	139
11:30 AM	0	5	61	10	0	76	1	10	45	1	0	57	0	0	7	5	0	12	0	8	7	16	0	31	176
11:45 AM	0	6	49	5	0	60	0	7	38	4	0	49	0	3	3	2	0	8	0	5	6	18	0	29	146
Total	0	14	204	36	0	254	1	31	164	6	0	202	0	8	17	15	0	40	1	23	25	49	1	98	594
Approach %	0.0	5.5	80.3	14.2	-	-	0.5	15.3	81.2	3.0	-	-	0.0	20.0	42.5	37.5	-	-	1.0	23.5	25.5	50.0	-	-	-
Total %	0.0	2.4	34.3	6.1	-	42.8	0.2	5.2	27.6	1.0	-	34.0	0.0	1.3	2.9	2.5	-	6.7	0.2	3.9	4.2	8.2	-	16.5	-
PHF	0.000	0.583	0.836	0.643	-	0.836	0.250	0.775	0.911	0.375	-	0.886	0.000	0.667	0.607	0.750	-	0.833	0.250	0.719	0.893	0.681	-	0.790	0.844
Lights	0	14	198	36	-	248	1	31	161	6	-	199	0	8	16	14	-	38	1	22	25	47	-	95	580
% Lights	-	100.0	97.1	100.0	-	97.6	100.0	100.0	98.2	100.0	-	98.5	-	100.0	94.1	93.3	-	95.0	100.0	95.7	100.0	95.9	-	96.9	97.6
Buses	0	0	4	0	-	4	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	7
% Buses	-	0.0	2.0	0.0	-	1.6	0.0	0.0	1.2	0.0	-	1.0	-	0.0	0.0	6.7	-	2.5	0.0	0.0	0.0	0.0	-	0.0	1.2
Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	1	0	-	1	0	1	0	2	-	3	7
% Trucks	-	0.0	1.0	0.0	-	0.8	0.0	0.0	0.6	0.0	-	0.5	-	0.0	5.9	0.0	-	2.5	0.0	4.3	0.0	4.1	-	3.1	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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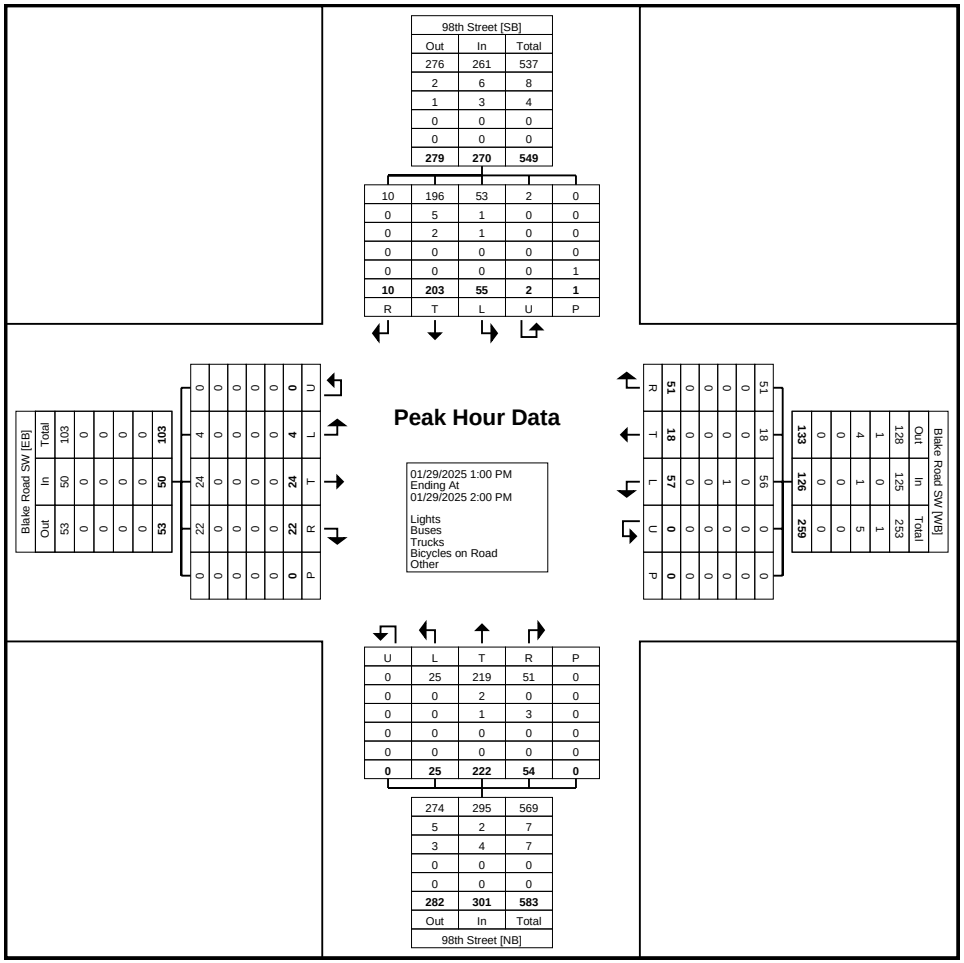
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

Turning Movement Peak Hour Data (1:00 PM)

Start Time	98th Street Northbound						98th Street Southbound						Blake Road SW Eastbound						Blake Road SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	7	55	14	0	76	0	12	50	3	0	65	0	0	9	4	0	13	0	15	8	9	0	32	186
1:15 PM	0	7	70	18	0	95	0	19	43	2	0	64	0	1	4	9	0	14	0	15	3	12	0	30	203
1:30 PM	0	4	49	16	0	69	0	15	47	3	1	65	0	3	9	4	0	16	0	13	5	17	0	35	185
1:45 PM	0	7	48	6	0	61	2	9	63	2	0	76	0	0	2	5	0	7	0	14	2	13	0	29	173
Total	0	25	222	54	0	301	2	55	203	10	1	270	0	4	24	22	0	50	0	57	18	51	0	126	747
Approach %	0.0	8.3	73.8	17.9	-	-	0.7	20.4	75.2	3.7	-	-	0.0	8.0	48.0	44.0	-	-	0.0	45.2	14.3	40.5	-	-	-
Total %	0.0	3.3	29.7	7.2	-	40.3	0.3	7.4	27.2	1.3	-	36.1	0.0	0.5	3.2	2.9	-	6.7	0.0	7.6	2.4	6.8	-	16.9	-
PHF	0.000	0.893	0.793	0.750	-	0.792	0.250	0.724	0.806	0.833	-	0.888	0.000	0.333	0.667	0.611	-	0.781	0.000	0.950	0.563	0.750	-	0.900	0.920
Lights	0	25	219	51	-	295	2	53	196	10	-	261	0	4	24	22	-	50	0	56	18	51	-	125	731
% Lights	-	100.0	98.6	94.4	-	98.0	100.0	96.4	96.6	100.0	-	96.7	-	100.0	100.0	100.0	-	100.0	-	98.2	100.0	100.0	-	99.2	97.9
Buses	0	0	2	0	-	2	0	1	5	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.9	0.0	-	0.7	0.0	1.8	2.5	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.1
Trucks	0	0	1	3	-	4	0	1	2	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	8
% Trucks	-	0.0	0.5	5.6	-	1.3	0.0	1.8	1.0	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	0.8	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

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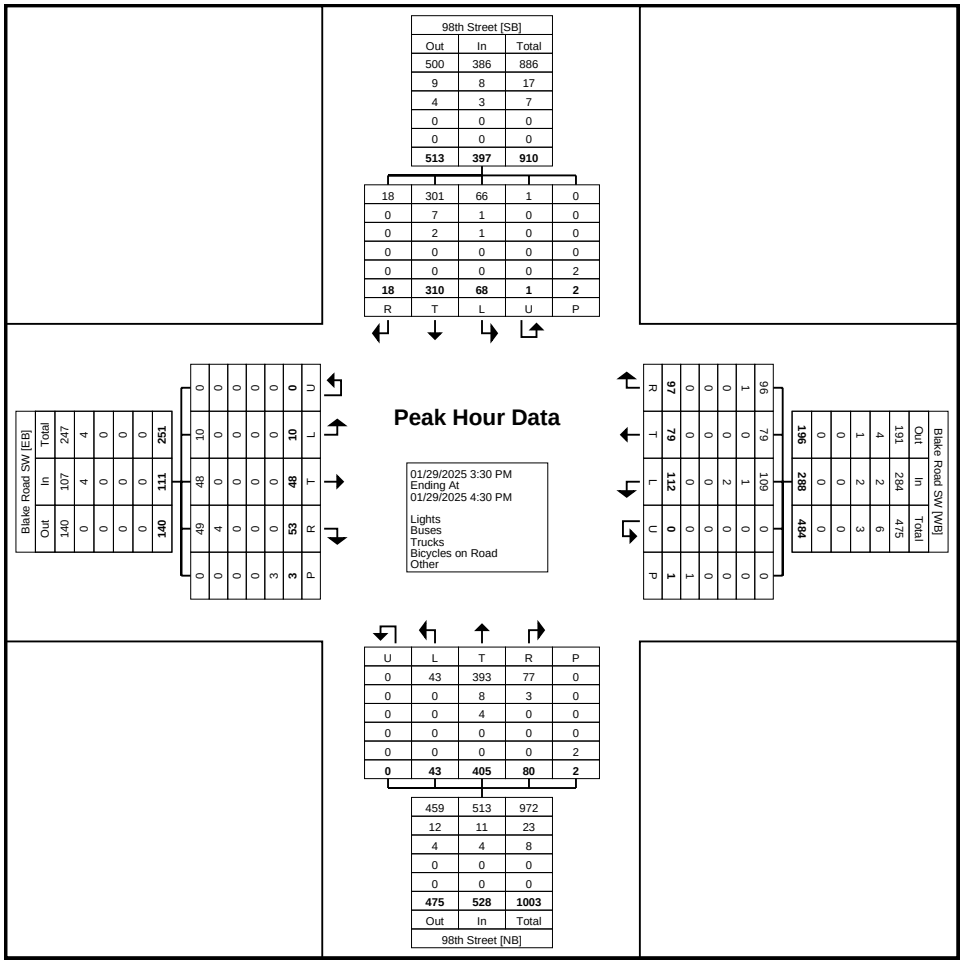
Count Name: NM403.02 - TA Land TIS
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Start Date: 01/29/2025

Turning Movement Peak Hour Data (3:30 PM)

Start Time	98th Street Northbound						98th Street Southbound						Blake Road SW Eastbound						Blake Road SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	7	119	21	0	147	1	13	70	1	2	85	0	3	14	15	0	32	0	21	14	18	0	53	317
3:45 PM	0	15	116	25	0	156	0	25	83	4	0	112	0	3	13	11	0	27	0	23	14	16	0	53	348
4:00 PM	0	13	88	25	2	126	0	12	72	4	0	88	0	2	15	14	2	31	0	29	24	31	0	84	329
4:15 PM	0	8	82	9	0	99	0	18	85	9	0	112	0	2	6	13	1	21	0	39	27	32	1	98	330
Total	0	43	405	80	2	528	1	68	310	18	2	397	0	10	48	53	3	111	0	112	79	97	1	288	1324
Approach %	0.0	8.1	76.7	15.2	-	-	0.3	17.1	78.1	4.5	-	-	0.0	9.0	43.2	47.7	-	-	0.0	38.9	27.4	33.7	-	-	-
Total %	0.0	3.2	30.6	6.0	-	39.9	0.1	5.1	23.4	1.4	-	30.0	0.0	0.8	3.6	4.0	-	8.4	0.0	8.5	6.0	7.3	-	21.8	-
PHF	0.000	0.717	0.851	0.800	-	0.846	0.250	0.680	0.912	0.500	-	0.886	0.000	0.833	0.800	0.883	-	0.867	0.000	0.718	0.731	0.758	-	0.735	0.951
Lights	0	43	393	77	-	513	1	66	301	18	-	386	0	10	48	49	-	107	0	109	79	96	-	284	1290
% Lights	-	100.0	97.0	96.3	-	97.2	100.0	97.1	97.1	100.0	-	97.2	-	100.0	100.0	92.5	-	96.4	-	97.3	100.0	99.0	-	98.6	97.4
Buses	0	0	8	3	-	11	0	1	7	0	-	8	0	0	0	4	-	4	0	1	0	1	-	2	25
% Buses	-	0.0	2.0	3.8	-	2.1	0.0	1.5	2.3	0.0	-	2.0	-	0.0	0.0	7.5	-	3.6	-	0.9	0.0	1.0	-	0.7	1.9
Trucks	0	0	4	0	-	4	0	1	2	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	9
% Trucks	-	0.0	1.0	0.0	-	0.8	0.0	1.5	0.6	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	0.7	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025



Turning Movement Peak Hour Data Plot (3:30 PM)

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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

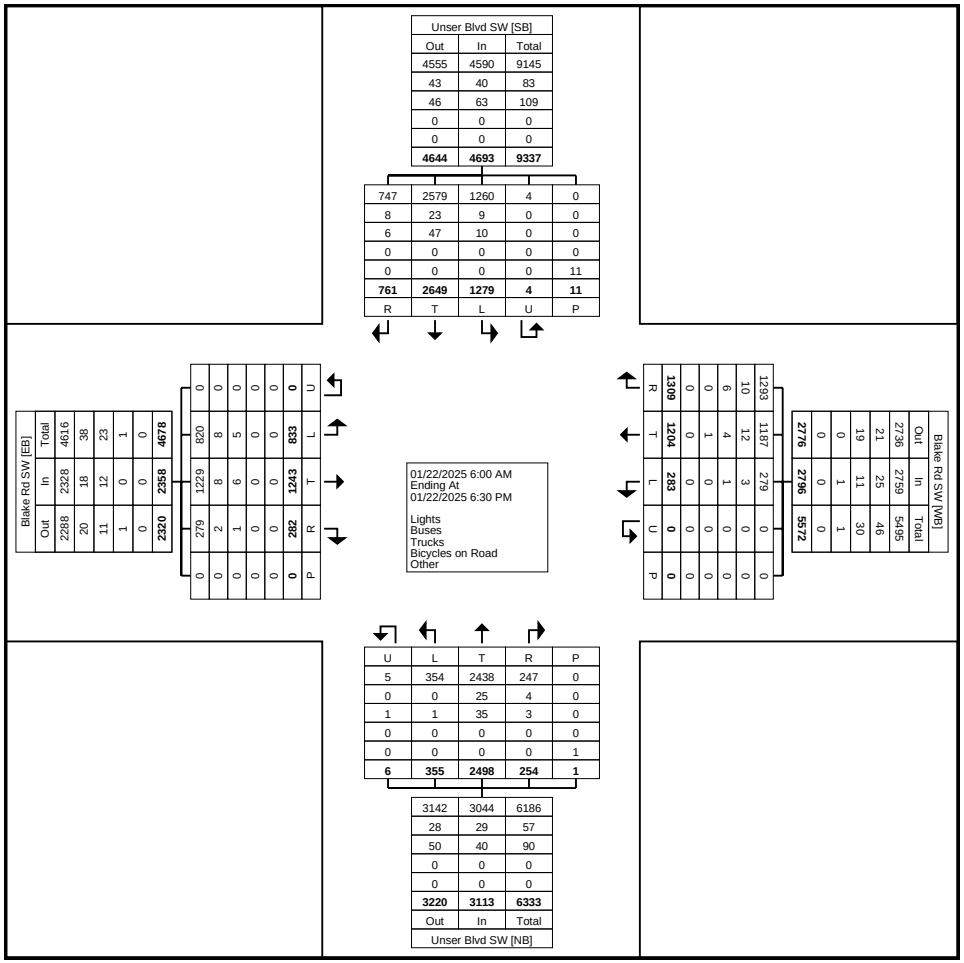
Turning Movement Data

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Blake Rd SW Eastbound						Blake Rd SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	24	3	0	29	0	7	28	3	0	38	0	14	23	10	0	47	0	3	6	21	0	30	144
6:15 AM	0	3	51	2	0	56	0	18	46	9	0	73	0	26	35	6	0	67	0	2	7	31	0	40	236
6:30 AM	0	5	70	3	0	78	0	16	67	7	0	90	0	36	26	8	0	70	0	3	6	42	0	51	289
6:45 AM	1	3	70	3	0	77	1	24	59	10	0	94	0	41	47	8	0	96	0	2	22	49	0	73	340
Hourly Total	1	13	215	11	0	240	1	65	200	29	0	295	0	117	131	32	0	280	0	10	41	143	0	194	1009
7:00 AM	0	3	84	6	0	93	0	27	82	10	0	119	0	34	39	11	0	84	0	5	18	55	0	78	374
7:15 AM	0	4	84	10	0	98	0	44	88	13	1	145	0	48	73	18	0	139	0	8	23	69	0	100	482
7:30 AM	0	12	101	17	0	130	1	70	118	18	0	207	0	41	71	3	0	115	0	11	24	55	0	90	542
7:45 AM	0	6	68	12	0	86	0	58	95	19	0	172	0	37	79	13	0	129	0	7	47	52	0	106	493
Hourly Total	0	25	337	45	0	407	1	199	383	60	1	643	0	160	262	45	0	467	0	31	112	231	0	374	1891
8:00 AM	0	5	74	11	0	90	0	42	128	20	0	190	0	32	36	9	0	77	0	11	30	50	0	91	448
8:15 AM	0	10	72	6	0	88	0	33	114	17	0	164	0	39	46	11	0	96	0	17	26	28	0	71	419
8:30 AM	1	10	74	12	0	97	0	27	75	14	0	116	0	25	31	9	0	65	0	4	22	35	0	61	339
8:45 AM	2	9	60	6	0	77	0	16	57	20	0	93	0	24	36	11	0	71	0	4	41	39	0	84	325
Hourly Total	3	34	280	35	0	352	0	118	374	71	0	563	0	120	149	40	0	309	0	36	119	152	0	307	1531
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	5	43	1	0	49	0	21	37	9	0	67	0	11	23	3	0	37	0	3	21	15	0	39	192
11:15 AM	0	6	34	5	0	45	1	18	53	12	2	84	0	9	22	3	0	34	0	4	17	24	0	45	208
11:30 AM	0	6	35	8	0	49	0	17	40	10	0	67	0	15	17	5	0	37	0	4	27	10	0	41	194
11:45 AM	1	5	34	1	0	41	0	20	44	11	0	75	0	9	23	5	0	37	0	1	27	36	0	64	217
Hourly Total	1	22	146	15	0	184	1	76	174	42	2	293	0	44	85	16	0	145	0	12	92	85	0	189	811
12:00 PM	0	8	49	5	0	62	0	23	44	24	0	91	0	17	27	8	0	52	0	5	23	27	0	55	260
12:15 PM	0	3	53	6	0	62	0	20	64	16	0	100	0	17	16	4	0	37	0	11	23	19	0	53	252
12:30 PM	0	6	50	4	0	60	0	30	44	14	0	88	0	7	21	3	0	31	0	3	32	21	0	56	235
12:45 PM	1	4	50	6	1	61	0	30	52	14	3	96	0	19	33	2	0	54	0	6	18	23	0	47	258
Hourly Total	1	21	202	21	1	245	0	103	204	68	3	375	0	60	97	17	0	174	0	25	96	90	0	211	1005
1:00 PM	0	8	41	4	0	53	0	21	54	16	0	91	0	12	30	4	0	46	0	4	22	23	0	49	239
1:15 PM	0	5	57	5	0	67	0	32	52	26	0	110	0	17	26	8	0	51	0	8	33	32	0	73	301
1:30 PM	0	10	53	8	0	71	0	23	79	15	0	117	0	12	19	5	0	36	0	3	20	19	0	42	266
1:45 PM	0	11	55	6	0	72	0	26	62	19	0	107	0	14	23	7	0	44	0	8	23	32	0	63	286
Hourly Total	0	34	206	23	0	263	0	102	247	76	0	425	0	55	98	24	0	177	0	23	98	106	0	227	1092
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	15	99	10	0	124	0	45	80	33	0	158	0	25	35	11	0	71	0	5	46	55	0	106	459
3:45 PM	0	21	101	9	0	131	0	71	111	51	0	233	0	13	38	11	0	62	0	12	64	42	0	118	544
Hourly Total	0	36	200	19	0	255	0	116	191	84	0	391	0	38	73	22	0	133	0	17	110	97	0	224	1003

4:00 PM	0	18	89	6	0	113	0	47	121	42	3	210	0	37	50	12	0	99	0	10	57	36	0	103	525
4:15 PM	0	16	94	12	0	122	0	64	99	38	1	201	0	30	45	12	0	87	0	15	51	35	0	101	511
4:30 PM	0	14	89	13	0	116	0	72	100	28	0	200	0	23	34	9	0	66	0	10	49	22	0	81	463
4:45 PM	0	18	111	10	0	139	0	43	70	23	0	136	0	23	24	5	0	52	0	10	46	40	0	96	423
Hourly Total	0	66	383	41	0	490	0	226	390	131	4	747	0	113	153	38	0	304	0	45	203	133	0	381	1922
5:00 PM	0	16	101	11	0	128	0	45	80	36	0	161	0	16	25	10	0	51	0	20	53	40	0	113	453
5:15 PM	0	20	93	8	0	121	0	40	82	35	0	157	0	22	29	7	0	58	0	16	53	42	0	111	447
5:30 PM	0	13	87	6	0	106	0	47	93	39	0	179	0	16	32	5	0	53	0	13	50	52	0	115	453
5:45 PM	0	22	87	5	0	114	0	43	84	27	1	154	0	22	38	6	0	66	0	10	54	48	0	112	446
Hourly Total	0	71	368	30	0	469	0	175	339	137	1	651	0	76	124	28	0	228	0	59	210	182	0	451	1799
6:00 PM	0	16	83	8	0	107	0	46	72	33	0	151	0	22	36	9	0	67	0	10	66	41	0	117	442
6:15 PM	0	17	78	6	0	101	1	53	75	30	0	159	0	28	35	11	0	74	0	15	57	49	0	121	455
Grand Total	6	355	2498	254	1	3113	4	1279	2649	761	11	4693	0	833	1243	282	0	2358	0	283	1204	1309	0	2796	12960
Approach %	0.2	11.4	80.2	8.2	-	-	0.1	27.3	56.4	16.2	-	-	0.0	35.3	52.7	12.0	-	-	0.0	10.1	43.1	46.8	-	-	-
Total %	0.0	2.7	19.3	2.0	-	24.0	0.0	9.9	20.4	5.9	-	36.2	0.0	6.4	9.6	2.2	-	18.2	0.0	2.2	9.3	10.1	-	21.6	-
Lights	5	354	2438	247	-	3044	4	1260	2579	747	-	4590	0	820	1229	279	-	2328	0	279	1187	1293	-	2759	12721
% Lights	83.3	99.7	97.6	97.2	-	97.8	100.0	98.5	97.4	98.2	-	97.8	-	98.4	98.9	98.9	-	98.7	-	98.6	98.6	98.8	-	98.7	98.2
Buses	0	0	25	4	-	29	0	9	23	8	-	40	0	8	8	2	-	18	0	3	12	10	-	25	112
% Buses	0.0	0.0	1.0	1.6	-	0.9	0.0	0.7	0.9	1.1	-	0.9	-	1.0	0.6	0.7	-	0.8	-	1.1	1.0	0.8	-	0.9	0.9
Trucks	1	1	35	3	-	40	0	10	47	6	-	63	0	5	6	1	-	12	0	1	4	6	-	11	126
% Trucks	16.7	0.3	1.4	1.2	-	1.3	0.0	0.8	1.8	0.8	-	1.3	-	0.6	0.5	0.4	-	0.5	-	0.4	0.3	0.5	-	0.4	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	18.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	81.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



Turning Movement Data Plot

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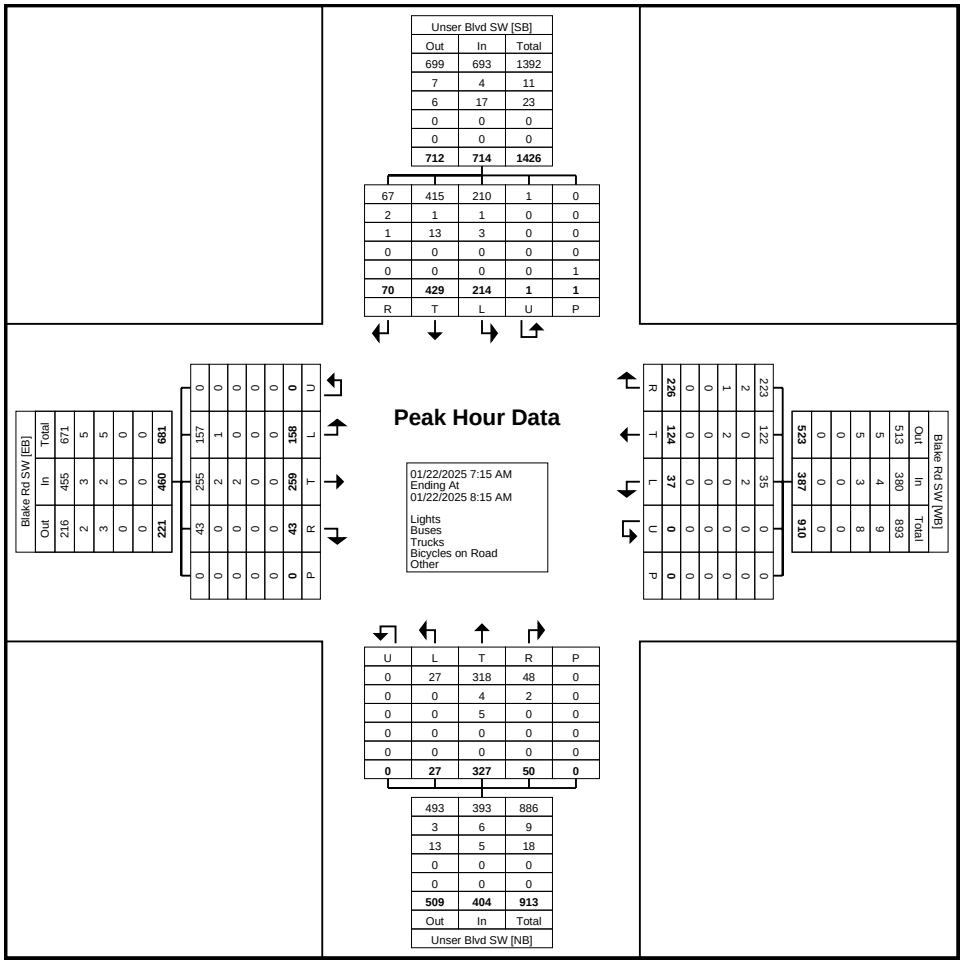
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Blake Rd SW Eastbound						Blake Rd SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	4	84	10	0	98	0	44	88	13	1	145	0	48	73	18	0	139	0	8	23	69	0	100	482
7:30 AM	0	12	101	17	0	130	1	70	118	18	0	207	0	41	71	3	0	115	0	11	24	55	0	90	542
7:45 AM	0	6	68	12	0	86	0	58	95	19	0	172	0	37	79	13	0	129	0	7	47	52	0	106	493
8:00 AM	0	5	74	11	0	90	0	42	128	20	0	190	0	32	36	9	0	77	0	11	30	50	0	91	448
Total	0	27	327	50	0	404	1	214	429	70	1	714	0	158	259	43	0	460	0	37	124	226	0	387	1965
Approach %	0.0	6.7	80.9	12.4	-	-	0.1	30.0	60.1	9.8	-	-	0.0	34.3	56.3	9.3	-	-	0.0	9.6	32.0	58.4	-	-	-
Total %	0.0	1.4	16.6	2.5	-	20.6	0.1	10.9	21.8	3.6	-	36.3	0.0	8.0	13.2	2.2	-	23.4	0.0	1.9	6.3	11.5	-	19.7	-
PHF	0.000	0.563	0.809	0.735	-	0.777	0.250	0.764	0.838	0.875	-	0.862	0.000	0.823	0.820	0.597	-	0.827	0.000	0.841	0.660	0.819	-	0.913	0.906
Lights	0	27	318	48	-	393	1	210	415	67	-	693	0	157	255	43	-	455	0	35	122	223	-	380	1921
% Lights	-	100.0	97.2	96.0	-	97.3	100.0	98.1	96.7	95.7	-	97.1	-	99.4	98.5	100.0	-	98.9	-	94.6	98.4	98.7	-	98.2	97.8
Buses	0	0	4	2	-	6	0	1	1	2	-	4	0	1	2	0	-	3	0	2	0	2	-	4	17
% Buses	-	0.0	1.2	4.0	-	1.5	0.0	0.5	0.2	2.9	-	0.6	-	0.6	0.8	0.0	-	0.7	-	5.4	0.0	0.9	-	1.0	0.9
Trucks	0	0	5	0	-	5	0	3	13	1	-	17	0	0	2	0	-	2	0	0	2	1	-	3	27
% Trucks	-	0.0	1.5	0.0	-	1.2	0.0	1.4	3.0	1.4	-	2.4	-	0.0	0.8	0.0	-	0.4	-	0.0	1.6	0.4	-	0.8	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



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

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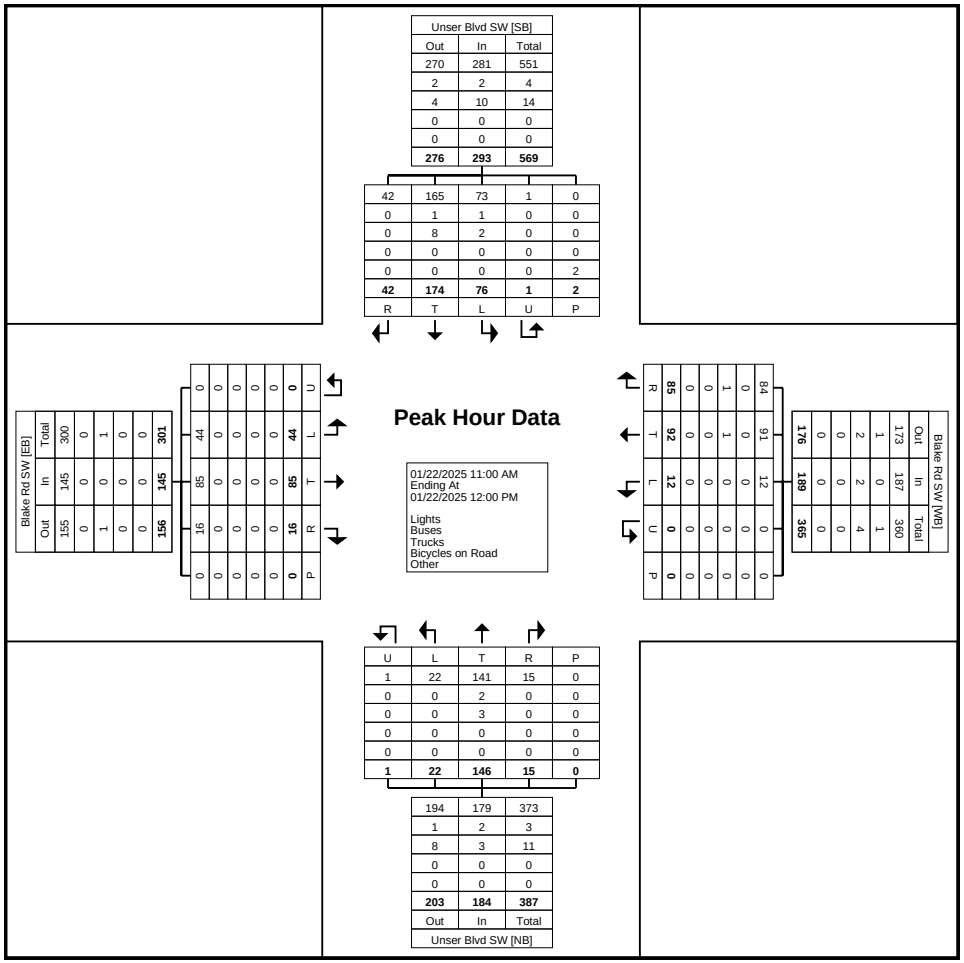
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Blake Rd SW Eastbound						Blake Rd SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	5	43	1	0	49	0	21	37	9	0	67	0	11	23	3	0	37	0	3	21	15	0	39	192
11:15 AM	0	6	34	5	0	45	1	18	53	12	2	84	0	9	22	3	0	34	0	4	17	24	0	45	208
11:30 AM	0	6	35	8	0	49	0	17	40	10	0	67	0	15	17	5	0	37	0	4	27	10	0	41	194
11:45 AM	1	5	34	1	0	41	0	20	44	11	0	75	0	9	23	5	0	37	0	1	27	36	0	64	217
Total	1	22	146	15	0	184	1	76	174	42	2	293	0	44	85	16	0	145	0	12	92	85	0	189	811
Approach %	0.5	12.0	79.3	8.2	-	-	0.3	25.9	59.4	14.3	-	-	0.0	30.3	58.6	11.0	-	-	0.0	6.3	48.7	45.0	-	-	-
Total %	0.1	2.7	18.0	1.8	-	22.7	0.1	9.4	21.5	5.2	-	36.1	0.0	5.4	10.5	2.0	-	17.9	0.0	1.5	11.3	10.5	-	23.3	-
PHF	0.250	0.917	0.849	0.469	-	0.939	0.250	0.905	0.821	0.875	-	0.872	0.000	0.733	0.924	0.800	-	0.980	0.000	0.750	0.852	0.590	-	0.738	0.934
Lights	1	22	141	15	-	179	1	73	165	42	-	281	0	44	85	16	-	145	0	12	91	84	-	187	792
% Lights	100.0	100.0	96.6	100.0	-	97.3	100.0	96.1	94.8	100.0	-	95.9	-	100.0	100.0	100.0	-	100.0	-	100.0	98.9	98.8	-	98.9	97.7
Buses	0	0	2	0	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	0.0	0.0	1.4	0.0	-	1.1	0.0	1.3	0.6	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Trucks	0	0	3	0	-	3	0	2	8	0	-	10	0	0	0	0	-	0	0	0	1	1	-	2	15
% Trucks	0.0	0.0	2.1	0.0	-	1.6	0.0	2.6	4.6	0.0	-	3.4	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	1.2	-	1.1	1.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



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

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
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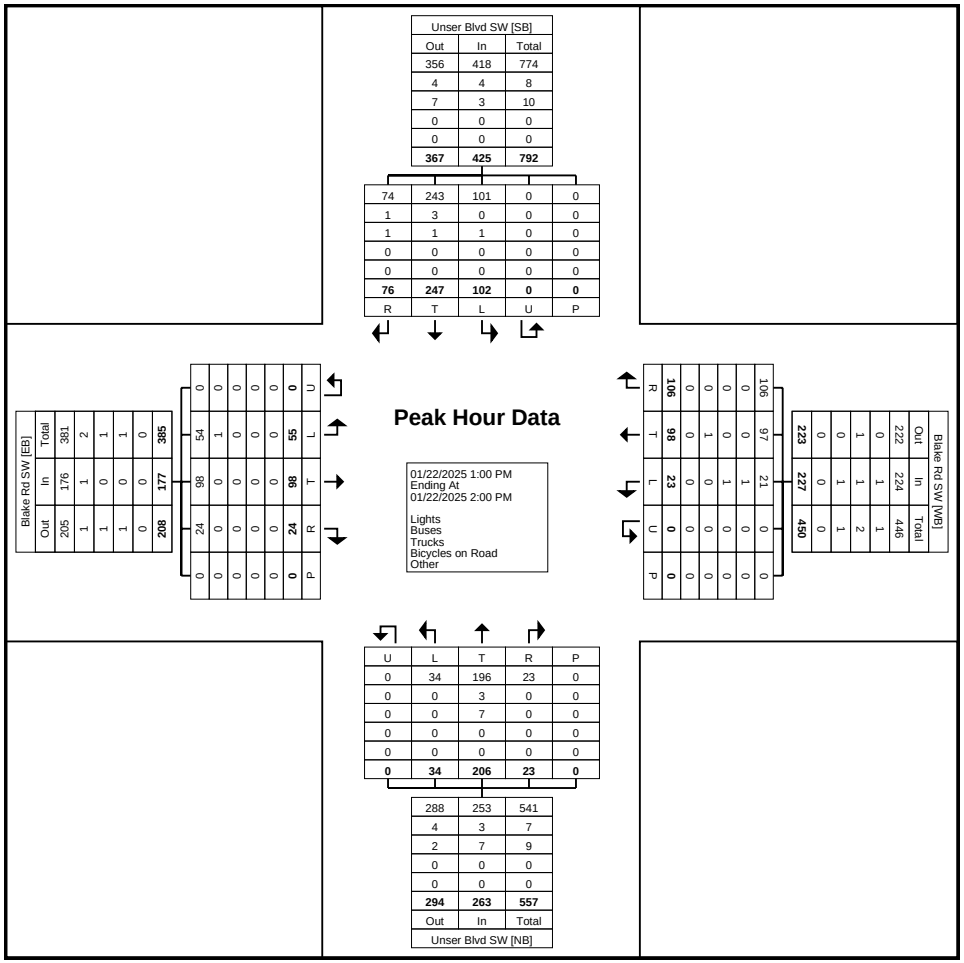
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Blake Rd SW Eastbound						Blake Rd SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	8	41	4	0	53	0	21	54	16	0	91	0	12	30	4	0	46	0	4	22	23	0	49	239
1:15 PM	0	5	57	5	0	67	0	32	52	26	0	110	0	17	26	8	0	51	0	8	33	32	0	73	301
1:30 PM	0	10	53	8	0	71	0	23	79	15	0	117	0	12	19	5	0	36	0	3	20	19	0	42	266
1:45 PM	0	11	55	6	0	72	0	26	62	19	0	107	0	14	23	7	0	44	0	8	23	32	0	63	286
Total	0	34	206	23	0	263	0	102	247	76	0	425	0	55	98	24	0	177	0	23	98	106	0	227	1092
Approach %	0.0	12.9	78.3	8.7	-	-	0.0	24.0	58.1	17.9	-	-	0.0	31.1	55.4	13.6	-	-	0.0	10.1	43.2	46.7	-	-	-
Total %	0.0	3.1	18.9	2.1	-	24.1	0.0	9.3	22.6	7.0	-	38.9	0.0	5.0	9.0	2.2	-	16.2	0.0	2.1	9.0	9.7	-	20.8	-
PHF	0.000	0.773	0.904	0.719	-	0.913	0.000	0.797	0.782	0.731	-	0.908	0.000	0.809	0.817	0.750	-	0.868	0.000	0.719	0.742	0.828	-	0.777	0.907
Lights	0	34	196	23	-	253	0	101	243	74	-	418	0	54	98	24	-	176	0	21	97	106	-	224	1071
% Lights	-	100.0	95.1	100.0	-	96.2	-	99.0	98.4	97.4	-	98.4	-	98.2	100.0	100.0	-	99.4	-	91.3	99.0	100.0	-	98.7	98.1
Buses	0	0	3	0	-	3	0	0	3	1	-	4	0	1	0	0	-	1	0	1	0	0	-	1	9
% Buses	-	0.0	1.5	0.0	-	1.1	-	0.0	1.2	1.3	-	0.9	-	1.8	0.0	0.0	-	0.6	-	4.3	0.0	0.0	-	0.4	0.8
Trucks	0	0	7	0	-	7	0	1	1	1	-	3	0	0	0	0	-	0	0	1	0	0	-	1	11
% Trucks	-	0.0	3.4	0.0	-	2.7	-	1.0	0.4	1.3	-	0.7	-	0.0	0.0	0.0	-	0.0	-	4.3	0.0	0.0	-	0.4	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.4	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



Turning Movement Peak Hour Data Plot (1:00 PM)

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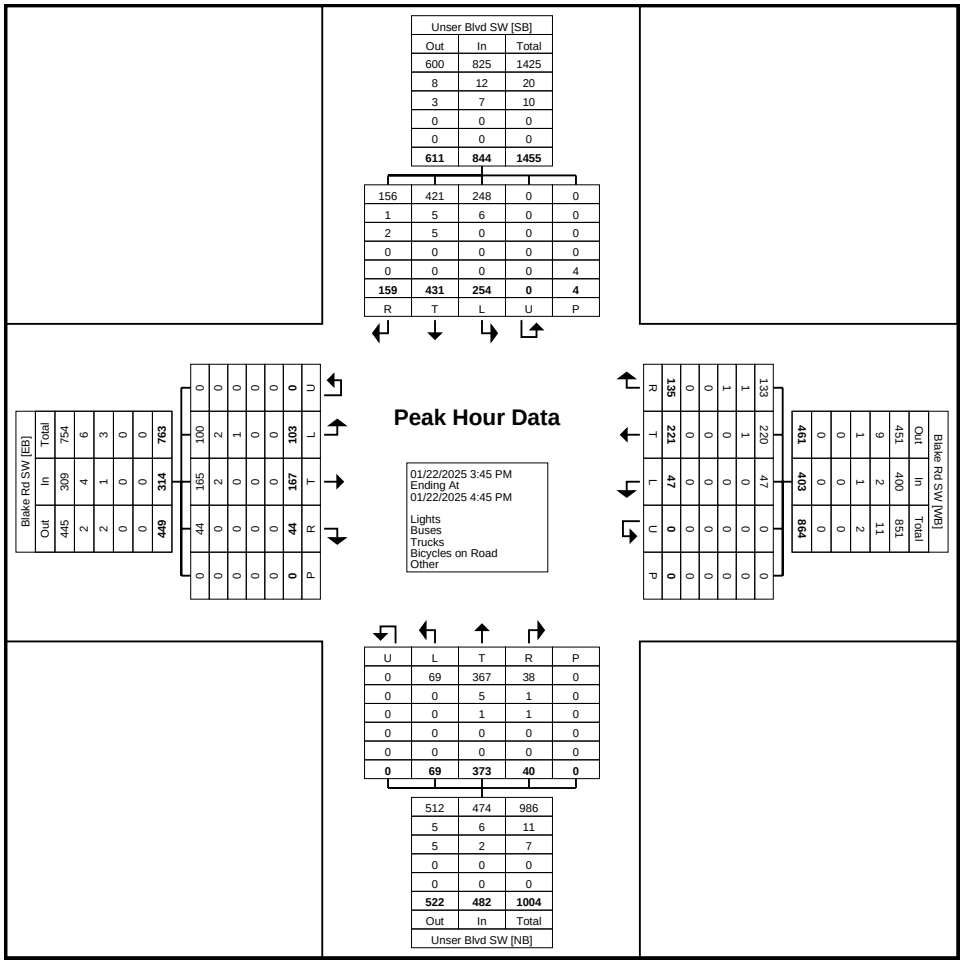
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Blake Rd SW Eastbound						Blake Rd SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:45 PM	0	21	101	9	0	131	0	71	111	51	0	233	0	13	38	11	0	62	0	12	64	42	0	118	544
4:00 PM	0	18	89	6	0	113	0	47	121	42	3	210	0	37	50	12	0	99	0	10	57	36	0	103	525
4:15 PM	0	16	94	12	0	122	0	64	99	38	1	201	0	30	45	12	0	87	0	15	51	35	0	101	511
4:30 PM	0	14	89	13	0	116	0	72	100	28	0	200	0	23	34	9	0	66	0	10	49	22	0	81	463
Total	0	69	373	40	0	482	0	254	431	159	4	844	0	103	167	44	0	314	0	47	221	135	0	403	2043
Approach %	0.0	14.3	77.4	8.3	-	-	0.0	30.1	51.1	18.8	-	-	0.0	32.8	53.2	14.0	-	-	0.0	11.7	54.8	33.5	-	-	-
Total %	0.0	3.4	18.3	2.0	-	23.6	0.0	12.4	21.1	7.8	-	41.3	0.0	5.0	8.2	2.2	-	15.4	0.0	2.3	10.8	6.6	-	19.7	-
PHF	0.000	0.821	0.923	0.769	-	0.920	0.000	0.882	0.890	0.779	-	0.906	0.000	0.696	0.835	0.917	-	0.793	0.000	0.783	0.863	0.804	-	0.854	0.939
Lights	0	69	367	38	-	474	0	248	421	156	-	825	0	100	165	44	-	309	0	47	220	133	-	400	2008
% Lights	-	100.0	98.4	95.0	-	98.3	-	97.6	97.7	98.1	-	97.7	-	97.1	98.8	100.0	-	98.4	-	100.0	99.5	98.5	-	99.3	98.3
Buses	0	0	5	1	-	6	0	6	5	1	-	12	0	2	2	0	-	4	0	0	1	1	-	2	24
% Buses	-	0.0	1.3	2.5	-	1.2	-	2.4	1.2	0.6	-	1.4	-	1.9	1.2	0.0	-	1.3	-	0.0	0.5	0.7	-	0.5	1.2
Trucks	0	0	1	1	-	2	0	0	5	2	-	7	0	1	0	0	-	1	0	0	0	1	-	1	11
% Trucks	-	0.0	0.3	2.5	-	0.4	-	0.0	1.2	1.3	-	0.8	-	1.0	0.0	0.0	-	0.3	-	0.0	0.0	0.7	-	0.2	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



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

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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

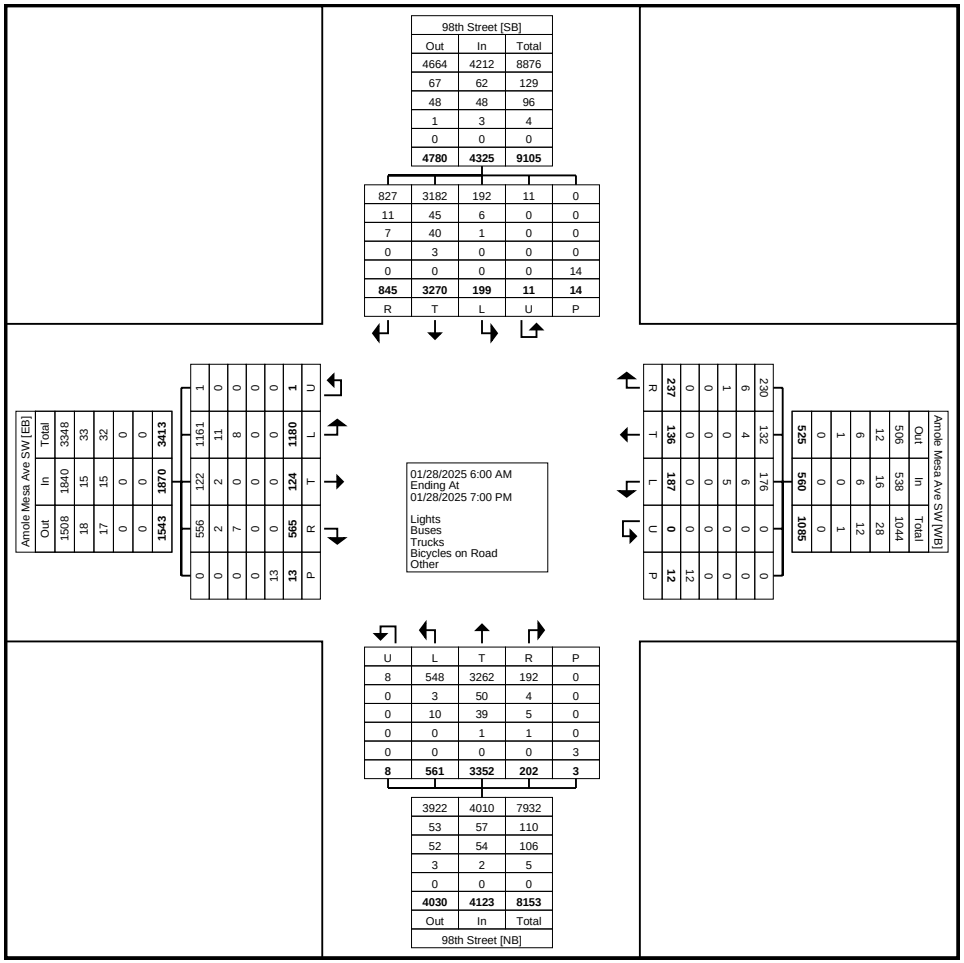
Turning Movement Data

Start Time	98th Street Northbound						98th Street Southbound						Amole Mesa Ave SW Eastbound						Amole Mesa Ave SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	39	3	0	44	0	0	28	2	0	30	0	25	0	10	0	35	0	1	0	1	0	2	111
6:15 AM	0	1	35	1	0	37	2	2	42	4	1	50	0	22	0	24	0	46	0	3	0	1	2	4	137
6:30 AM	0	1	64	6	0	71	0	4	54	6	0	64	0	38	1	19	0	58	0	2	1	5	0	8	201
6:45 AM	0	6	73	3	0	82	0	7	67	8	0	82	0	22	0	31	0	53	0	2	1	3	0	6	223
Hourly Total	0	10	211	13	0	234	2	13	191	20	1	226	0	107	1	84	0	192	0	8	2	10	2	20	672
7:00 AM	0	8	70	4	0	82	0	3	76	18	0	97	0	40	1	21	0	62	0	4	0	4	0	8	249
7:15 AM	0	7	93	2	0	102	0	4	72	6	0	82	0	45	2	25	0	72	0	0	0	10	0	10	266
7:30 AM	0	8	98	1	0	107	0	3	64	12	0	79	0	39	1	22	0	62	0	3	0	2	0	5	253
7:45 AM	0	8	61	5	0	74	0	2	71	14	0	87	0	40	3	21	0	64	0	4	0	5	0	9	234
Hourly Total	0	31	322	12	0	365	0	12	283	50	0	345	0	164	7	89	0	260	0	11	0	21	0	32	1002
8:00 AM	0	7	66	0	0	73	0	4	80	18	0	102	0	33	1	14	0	48	0	3	1	3	2	7	230
8:15 AM	0	4	73	0	0	77	1	3	120	17	0	141	0	23	2	13	0	38	0	6	1	0	0	7	263
8:30 AM	0	9	80	7	0	96	0	5	66	12	0	83	0	24	3	17	0	44	0	4	3	2	0	9	232
8:45 AM	0	5	64	18	0	87	0	17	54	8	0	79	0	27	23	11	0	61	0	12	12	13	0	37	264
Hourly Total	0	25	283	25	0	333	1	29	320	55	0	405	0	107	29	55	0	191	0	25	17	18	2	60	989
9:00 AM	0	6	37	30	0	73	0	22	39	10	2	71	0	21	30	6	0	57	0	15	11	25	0	51	252
9:15 AM	0	8	43	3	0	54	0	1	48	9	1	58	0	19	4	8	1	31	0	24	23	22	0	69	212
9:30 AM	0	5	41	1	0	47	0	2	47	6	2	55	0	17	1	11	0	29	0	1	0	0	1	1	132
9:45 AM	0	7	43	1	0	51	0	3	46	13	0	62	0	16	2	6	2	24	0	0	1	4	0	5	142
Hourly Total	0	26	164	35	0	225	0	28	180	38	5	246	0	73	37	31	3	141	0	40	35	51	1	126	738
10:00 AM	0	7	37	1	0	45	1	1	46	8	0	56	0	18	0	9	2	27	0	2	0	5	0	7	135
10:15 AM	0	2	42	2	0	46	0	1	32	11	0	44	0	21	0	15	0	36	0	1	1	1	0	3	129
10:30 AM	0	7	48	1	0	56	0	1	26	4	1	31	0	16	0	1	1	17	0	2	0	1	0	3	107
10:45 AM	1	5	41	1	0	48	1	0	47	5	0	53	0	17	1	15	0	33	0	0	0	2	0	2	136
Hourly Total	1	21	168	5	0	195	2	3	151	28	1	184	0	72	1	40	3	113	0	5	1	9	0	15	507
11:00 AM	0	2	39	0	0	41	0	0	54	9	0	63	0	18	1	5	0	24	0	1	1	2	0	4	132
11:15 AM	0	10	47	2	0	59	0	4	53	7	0	64	0	13	0	7	1	20	0	1	0	1	0	2	145
11:30 AM	0	12	54	1	0	67	0	1	40	11	0	52	0	31	0	3	0	34	0	2	0	2	0	4	157
11:45 AM	0	7	34	3	0	44	0	1	35	13	0	49	0	20	1	3	1	24	0	1	2	4	0	7	124
Hourly Total	0	31	174	6	0	211	0	6	182	40	0	228	0	82	2	18	2	102	0	5	3	9	0	17	558
12:00 PM	0	7	43	2	0	52	0	6	38	10	0	54	0	15	0	6	0	21	0	0	0	6	1	6	133
12:15 PM	0	5	42	0	0	47	0	2	43	9	0	54	0	12	0	8	0	20	0	2	0	1	1	3	124
12:30 PM	0	10	51	1	0	62	1	2	49	15	1	67	0	23	0	10	1	33	0	2	0	0	0	2	164
12:45 PM	0	8	47	1	0	56	0	1	44	20	0	65	0	16	0	7	0	23	0	4	0	2	0	6	150
Hourly Total	0	30	183	4	0	217	1	11	174	54	1	240	0	66	0	31	1	97	0	8	0	9	2	17	571

1:00 PM	3	4	62	1	0	70	1	3	54	16	0	74	0	18	1	5	1	24	0	0	0	1	0	1	169
1:15 PM	0	6	59	3	0	68	0	1	44	15	0	60	0	19	0	10	1	29	0	1	2	2	0	5	162
1:30 PM	0	8	57	3	0	68	0	3	42	12	0	57	0	19	0	5	0	24	0	3	0	2	0	5	154
1:45 PM	0	9	56	3	1	68	0	1	55	11	1	67	0	18	0	9	0	27	0	4	1	0	0	5	167
Hourly Total	3	27	234	10	1	274	1	8	195	54	1	258	0	74	1	29	2	104	0	8	3	5	0	16	652
2:00 PM	0	11	62	1	0	74	0	3	70	10	1	83	0	15	0	7	0	22	0	3	1	3	0	7	186
2:15 PM	0	12	72	4	0	88	0	1	61	19	0	81	0	16	0	4	0	20	0	1	0	3	0	4	193
2:30 PM	0	7	83	1	0	91	0	3	67	15	0	85	0	24	0	21	0	45	0	2	0	4	0	6	227
2:45 PM	0	7	72	2	0	81	0	4	70	15	0	89	0	28	4	8	0	40	0	2	0	2	0	4	214
Hourly Total	0	37	289	8	0	334	0	11	268	59	1	338	0	83	4	40	0	127	0	8	1	12	0	21	820
3:00 PM	0	13	78	4	2	95	0	3	73	26	0	102	0	22	4	4	0	30	0	2	1	4	2	7	234
3:15 PM	1	15	69	9	0	94	0	10	80	28	0	118	0	24	5	7	0	36	0	7	0	10	0	17	265
3:30 PM	0	14	107	15	0	136	0	6	65	20	0	91	0	24	12	13	0	49	0	11	4	9	0	24	300
3:45 PM	0	19	116	12	0	147	0	22	82	19	2	123	0	22	15	14	0	51	0	1	1	1	1	3	324
Hourly Total	1	61	370	40	2	472	0	41	300	93	2	434	0	92	36	38	0	166	0	21	6	24	3	51	1123
4:00 PM	0	18	63	6	0	87	0	10	76	28	0	114	0	28	3	8	0	39	0	14	34	26	0	74	314
4:15 PM	1	13	81	4	0	99	0	1	86	30	0	117	0	23	0	17	0	40	0	13	25	17	0	55	311
4:30 PM	0	23	85	3	0	111	0	2	68	37	0	107	0	18	1	6	0	25	0	5	2	7	0	14	257
4:45 PM	0	31	83	4	0	118	1	2	80	27	0	110	0	21	0	13	0	34	0	3	0	1	1	4	266
Hourly Total	1	85	312	17	0	415	1	15	310	122	0	448	0	90	4	44	0	138	0	35	61	51	1	147	1148
5:00 PM	1	20	90	4	0	115	0	1	87	36	0	124	1	20	1	11	1	33	0	2	1	2	0	5	277
5:15 PM	1	21	87	4	0	113	1	4	88	30	0	123	0	19	0	6	0	25	0	0	1	2	0	3	264
5:30 PM	0	27	75	5	0	107	1	3	96	28	2	128	0	22	1	13	0	36	0	4	1	2	0	7	278
5:45 PM	0	27	90	3	0	120	1	3	112	23	0	139	0	20	0	8	1	28	0	0	1	3	1	4	291
Hourly Total	2	95	342	16	0	455	3	11	383	117	2	514	1	81	2	38	2	122	0	6	4	9	1	19	1110
6:00 PM	0	20	79	4	0	103	0	1	92	34	0	127	0	20	0	11	0	31	0	4	1	2	0	7	268
6:15 PM	0	24	78	3	0	105	0	3	105	34	0	142	0	19	0	5	0	24	0	2	1	2	0	5	276
6:30 PM	0	22	81	3	0	106	0	2	78	29	0	109	0	28	0	6	0	34	0	0	1	3	0	4	253
6:45 PM	0	16	62	1	0	79	0	5	58	18	0	81	0	22	0	6	0	28	0	1	0	2	0	3	191
Hourly Total	0	82	300	11	0	393	0	11	333	115	0	459	0	89	0	28	0	117	0	7	3	9	0	19	988
Grand Total	8	561	3352	202	3	4123	11	199	3270	845	14	4325	1	1180	124	565	13	1870	0	187	136	237	12	560	10878
Approach %	0.2	13.6	81.3	4.9	-	-	0.3	4.6	75.6	19.5	-	-	0.1	63.1	6.6	30.2	-	-	0.0	33.4	24.3	42.3	-	-	-
Total %	0.1	5.2	30.8	1.9	-	37.9	0.1	1.8	30.1	7.8	-	39.8	0.0	10.8	1.1	5.2	-	17.2	0.0	1.7	1.3	2.2	-	5.1	-
Lights	8	548	3262	192	-	4010	11	192	3182	827	-	4212	1	1161	122	556	-	1840	0	176	132	230	-	538	10600
% Lights	100.0	97.7	97.3	95.0	-	97.3	100.0	96.5	97.3	97.9	-	97.4	100.0	98.4	98.4	98.4	-	98.4	-	94.1	97.1	97.0	-	96.1	97.4
Buses	0	3	50	4	-	57	0	6	45	11	-	62	0	11	2	2	-	15	0	6	4	6	-	16	150
% Buses	0.0	0.5	1.5	2.0	-	1.4	0.0	3.0	1.4	1.3	-	1.4	0.0	0.9	1.6	0.4	-	0.8	-	3.2	2.9	2.5	-	2.9	1.4
Trucks	0	10	39	5	-	54	0	1	40	7	-	48	0	8	0	7	-	15	0	5	0	1	-	6	123
% Trucks	0.0	1.8	1.2	2.5	-	1.3	0.0	0.5	1.2	0.8	-	1.1	0.0	0.7	0.0	1.2	-	0.8	-	2.7	0.0	0.4	-	1.1	1.1
Bicycles on Road	0	0	1	1	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Bicycles on Road	0.0	0.0	0.0	0.5	-	0.0	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-	-	-	-	15.4	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	12	-	-	-	-	-	11	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-	-	-	-	84.6	-	-	-	-	-	100.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



Turning Movement Data Plot

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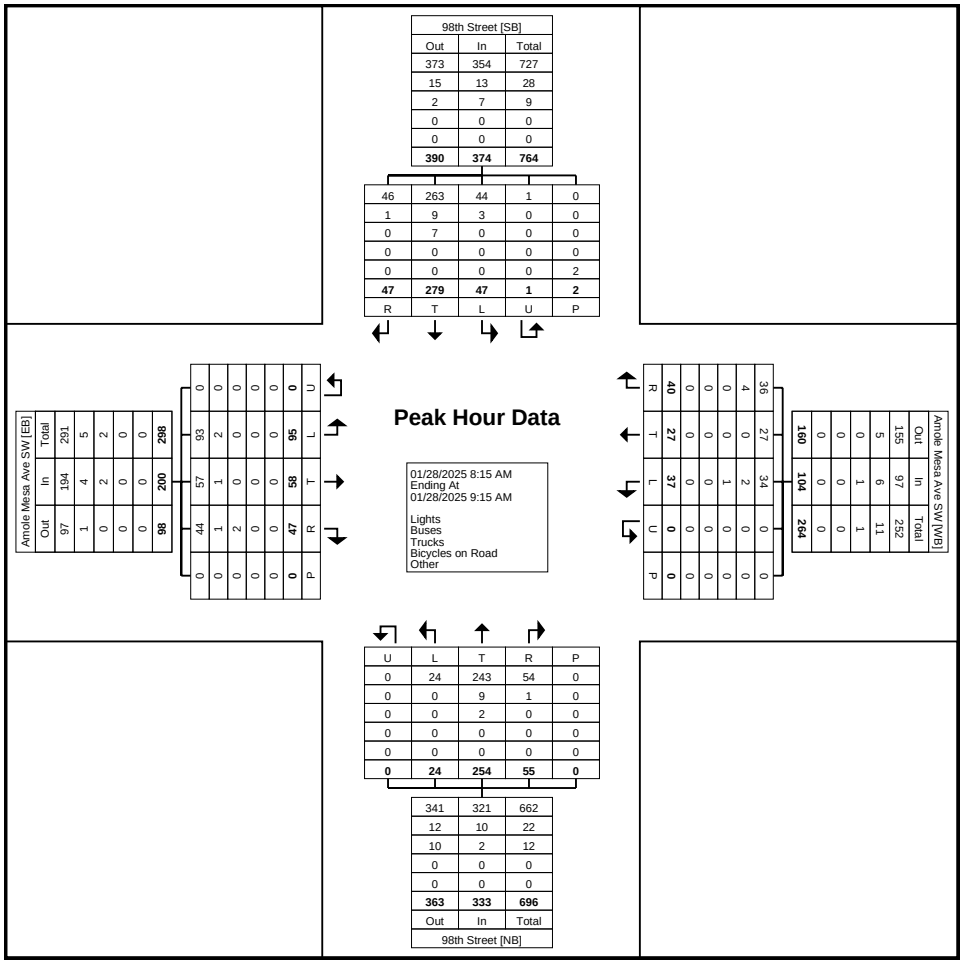
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

Turning Movement Peak Hour Data (8:15 AM)

Start Time	98th Street Northbound						98th Street Southbound						Amole Mesa Ave SW Eastbound						Amole Mesa Ave SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:15 AM	0	4	73	0	0	77	1	3	120	17	0	141	0	23	2	13	0	38	0	6	1	0	0	7	263
8:30 AM	0	9	80	7	0	96	0	5	66	12	0	83	0	24	3	17	0	44	0	4	3	2	0	9	232
8:45 AM	0	5	64	18	0	87	0	17	54	8	0	79	0	27	23	11	0	61	0	12	12	13	0	37	264
9:00 AM	0	6	37	30	0	73	0	22	39	10	2	71	0	21	30	6	0	57	0	15	11	25	0	51	252
Total	0	24	254	55	0	333	1	47	279	47	2	374	0	95	58	47	0	200	0	37	27	40	0	104	1011
Approach %	0.0	7.2	76.3	16.5	-	-	0.3	12.6	74.6	12.6	-	-	0.0	47.5	29.0	23.5	-	-	0.0	35.6	26.0	38.5	-	-	-
Total %	0.0	2.4	25.1	5.4	-	32.9	0.1	4.6	27.6	4.6	-	37.0	0.0	9.4	5.7	4.6	-	19.8	0.0	3.7	2.7	4.0	-	10.3	-
PHF	0.000	0.667	0.794	0.458	-	0.867	0.250	0.534	0.581	0.691	-	0.663	0.000	0.880	0.483	0.691	-	0.820	0.000	0.617	0.563	0.400	-	0.510	0.957
Lights	0	24	243	54	-	321	1	44	263	46	-	354	0	93	57	44	-	194	0	34	27	36	-	97	966
% Lights	-	100.0	95.7	98.2	-	96.4	100.0	93.6	94.3	97.9	-	94.7	-	97.9	98.3	93.6	-	97.0	-	91.9	100.0	90.0	-	93.3	95.5
Buses	0	0	9	1	-	10	0	3	9	1	-	13	0	2	1	1	-	4	0	2	0	4	-	6	33
% Buses	-	0.0	3.5	1.8	-	3.0	0.0	6.4	3.2	2.1	-	3.5	-	2.1	1.7	2.1	-	2.0	-	5.4	0.0	10.0	-	5.8	3.3
Trucks	0	0	2	0	-	2	0	0	7	0	-	7	0	0	0	2	-	2	0	1	0	0	-	1	12
% Trucks	-	0.0	0.8	0.0	-	0.6	0.0	0.0	2.5	0.0	-	1.9	-	0.0	0.0	4.3	-	1.0	-	2.7	0.0	0.0	-	1.0	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



Turning Movement Peak Hour Data Plot (8:15 AM)

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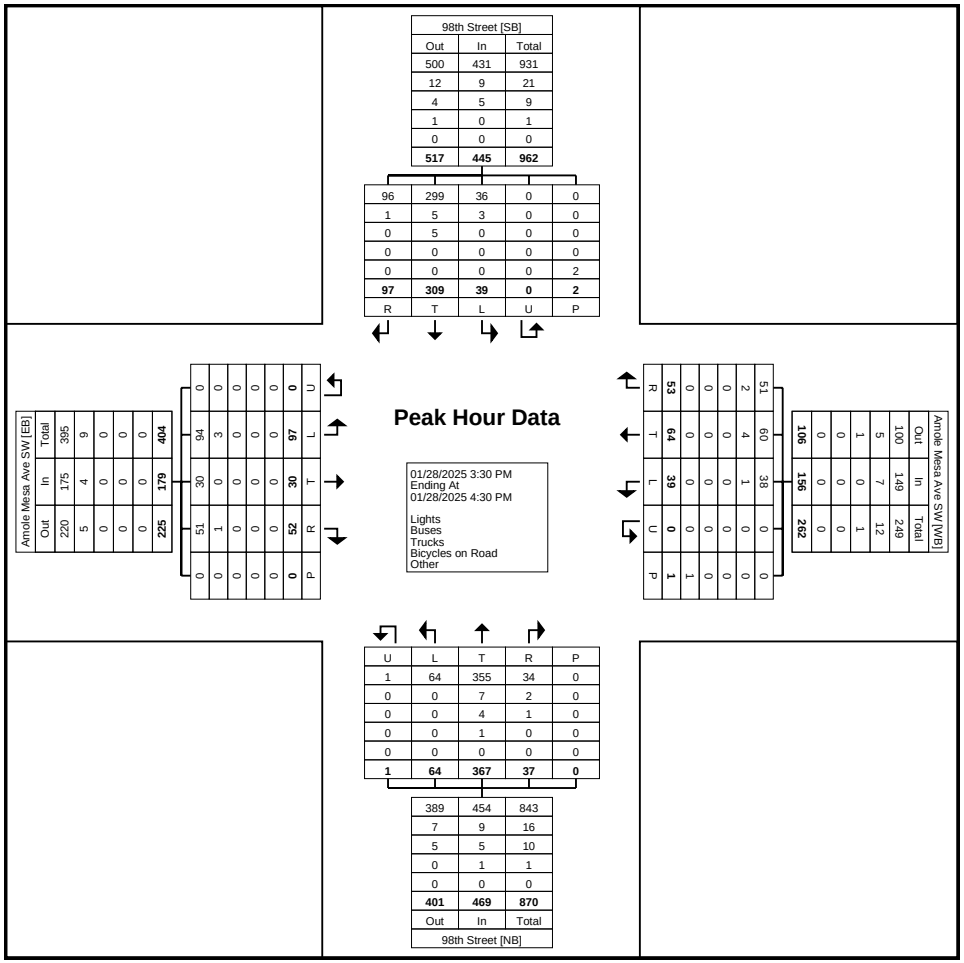
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

Turning Movement Peak Hour Data (3:30 PM)

Start Time	98th Street Northbound						98th Street Southbound						Amole Mesa Ave SW Eastbound						Amole Mesa Ave SW Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	14	107	15	0	136	0	6	65	20	0	91	0	24	12	13	0	49	0	11	4	9	0	24	300
3:45 PM	0	19	116	12	0	147	0	22	82	19	2	123	0	22	15	14	0	51	0	1	1	1	1	3	324
4:00 PM	0	18	63	6	0	87	0	10	76	28	0	114	0	28	3	8	0	39	0	14	34	26	0	74	314
4:15 PM	1	13	81	4	0	99	0	1	86	30	0	117	0	23	0	17	0	40	0	13	25	17	0	55	311
Total	1	64	367	37	0	469	0	39	309	97	2	445	0	97	30	52	0	179	0	39	64	53	1	156	1249
Approach %	0.2	13.6	78.3	7.9	-	-	0.0	8.8	69.4	21.8	-	-	0.0	54.2	16.8	29.1	-	-	0.0	25.0	41.0	34.0	-	-	-
Total %	0.1	5.1	29.4	3.0	-	37.6	0.0	3.1	24.7	7.8	-	35.6	0.0	7.8	2.4	4.2	-	14.3	0.0	3.1	5.1	4.2	-	12.5	-
PHF	0.250	0.842	0.791	0.617	-	0.798	0.000	0.443	0.898	0.808	-	0.904	0.000	0.866	0.500	0.765	-	0.877	0.000	0.696	0.471	0.510	-	0.527	0.964
Lights	1	64	355	34	-	454	0	36	299	96	-	431	0	94	30	51	-	175	0	38	60	51	-	149	1209
% Lights	100.0	100.0	96.7	91.9	-	96.8	-	92.3	96.8	99.0	-	96.9	-	96.9	100.0	98.1	-	97.8	-	97.4	93.8	96.2	-	95.5	96.8
Buses	0	0	7	2	-	9	0	3	5	1	-	9	0	3	0	1	-	4	0	1	4	2	-	7	29
% Buses	0.0	0.0	1.9	5.4	-	1.9	-	7.7	1.6	1.0	-	2.0	-	3.1	0.0	1.9	-	2.2	-	2.6	6.3	3.8	-	4.5	2.3
Trucks	0	0	4	1	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% Trucks	0.0	0.0	1.1	2.7	-	1.1	-	0.0	1.6	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



Turning Movement Peak Hour Data Plot (3:30 PM)

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

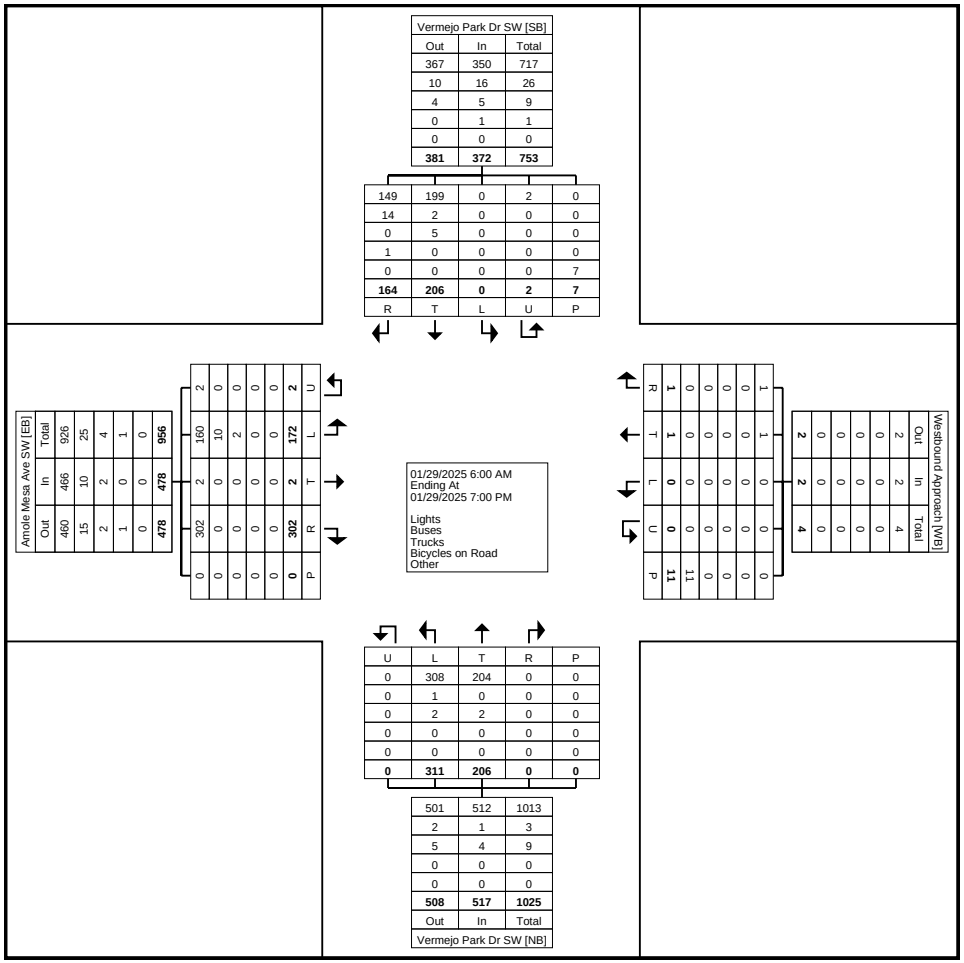
Turning Movement Data

Start Time	Vermejo Park Dr SW Northbound						Vermejo Park Dr SW Southbound						Amole Mesa Ave SW Eastbound						Westbound Approach Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	1	0	0	0	1	0	0	0	0	0	0	7
6:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	11	0	11	0	1	0	1	0	2	0	0	0	0	1	0	13
7:00 AM	0	1	0	0	0	1	0	0	1	10	0	11	0	2	0	3	0	5	0	0	0	0	0	0	17
7:15 AM	0	3	1	0	0	4	0	0	0	4	0	4	0	1	0	5	0	6	0	0	0	0	0	0	14
7:30 AM	0	2	1	0	0	3	0	0	2	8	0	10	0	4	0	1	0	5	0	0	0	0	0	0	18
7:45 AM	0	4	0	0	0	4	0	0	1	4	0	5	0	5	0	5	0	10	0	0	0	0	0	0	19
Hourly Total	0	10	2	0	0	12	0	0	4	26	0	30	0	12	0	14	0	26	0	0	0	0	0	0	68
8:00 AM	0	2	2	0	0	4	0	0	2	3	0	5	0	0	0	4	0	4	0	0	0	0	0	0	13
8:15 AM	0	2	0	0	0	2	0	0	0	6	0	6	0	2	0	5	0	7	0	0	0	0	0	0	15
8:30 AM	0	9	1	0	0	10	0	0	6	3	0	9	0	6	0	14	0	20	0	0	0	0	0	0	39
8:45 AM	0	28	17	0	0	45	0	0	27	3	0	30	0	11	0	40	0	51	0	0	0	0	1	0	126
Hourly Total	0	41	20	0	0	61	0	0	35	15	0	50	0	19	0	63	0	82	0	0	0	0	1	0	193
9:00 AM	0	52	26	0	0	78	0	0	49	4	1	53	0	9	0	85	0	94	0	0	0	0	3	0	225
9:15 AM	0	63	38	0	0	101	0	0	8	5	0	13	0	4	0	6	0	10	0	0	1	0	2	1	125
9:30 AM	0	6	2	0	0	8	0	0	2	4	0	6	0	2	0	2	0	4	0	0	0	0	0	0	18
9:45 AM	0	0	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	3	0	0	0	0	0	0	7
Hourly Total	0	121	68	0	0	189	0	0	60	14	1	74	0	17	0	94	0	111	0	0	1	0	5	1	375
10:00 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	3	0	0	0	3	0	0	0	0	0	0	5
10:15 AM	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	1	0	1	0	0	0	0	0	0	5
10:30 AM	0	3	2	0	0	5	0	0	1	1	0	2	0	3	0	1	0	4	0	0	0	0	0	0	11
10:45 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	1	0	1	0	2	0	0	0	0	0	0	4
Hourly Total	0	5	2	0	0	7	0	0	3	5	0	8	0	7	0	3	0	10	0	0	0	0	0	0	25
11:00 AM	0	2	0	0	0	2	0	0	1	4	0	5	0	0	0	2	0	2	0	0	0	0	0	0	9
11:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
11:30 AM	0	1	3	0	0	4	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	6
11:45 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	2	0	1	0	3	0	0	0	0	0	0	5
Hourly Total	0	5	3	0	0	8	0	0	2	6	0	8	0	2	0	5	0	7	0	0	0	0	0	0	23
12:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15 PM	0	0	2	0	0	2	0	0	2	1	0	3	0	2	0	2	0	4	0	0	0	0	0	0	9
12:30 PM	0	2	0	0	0	2	0	0	1	0	0	1	0	3	0	2	0	5	0	0	0	0	0	0	8
12:45 PM	0	2	1	0	0	3	0	0	1	4	0	5	0	4	0	3	0	7	0	0	0	0	0	0	15
Hourly Total	0	4	3	0	0	7	0	0	4	10	0	14	0	9	0	7	0	16	0	0	0	0	0	0	37

1:00 PM	0	0	2	0	0	2	0	0	1	1	0	2	0	2	0	0	0	2	0	0	0	0	0	0	6
1:15 PM	0	0	2	0	0	2	0	0	1	3	0	4	0	2	0	0	0	2	0	0	0	0	0	0	8
1:30 PM	0	1	2	0	0	3	0	0	4	1	0	5	0	2	0	1	0	3	0	0	0	0	0	0	11
1:45 PM	0	2	1	0	0	3	1	0	0	1	0	2	1	1	0	0	0	2	0	0	0	0	0	0	7
Hourly Total	0	3	7	0	0	10	1	0	6	6	0	13	1	7	0	1	0	9	0	0	0	0	0	0	32
2:00 PM	0	3	0	0	0	3	0	0	1	3	0	4	0	3	0	6	0	9	0	0	0	0	0	0	16
2:15 PM	0	2	3	0	0	5	0	0	4	3	0	7	0	3	0	1	0	4	0	0	0	0	0	0	16
2:30 PM	0	1	2	0	0	3	0	0	2	5	0	7	0	2	0	1	0	3	0	0	0	0	0	0	13
2:45 PM	0	1	0	0	0	1	0	0	5	1	0	6	0	3	0	3	0	6	0	0	0	0	0	0	13
Hourly Total	0	7	5	0	0	12	0	0	12	12	0	24	0	11	0	11	0	22	0	0	0	0	0	0	58
3:00 PM	0	2	3	0	0	5	0	0	5	1	0	6	0	1	0	9	0	10	0	0	0	0	0	0	21
3:15 PM	0	0	2	0	0	2	1	0	6	1	0	8	0	10	1	27	0	38	0	0	0	0	0	0	48
3:30 PM	0	12	8	0	0	20	0	0	10	5	0	15	0	10	0	19	0	29	0	0	0	0	0	0	64
3:45 PM	0	1	3	0	0	4	0	0	30	4	2	34	1	12	0	28	0	41	0	0	0	0	0	0	79
Hourly Total	0	15	16	0	0	31	1	0	51	11	2	63	1	33	1	83	0	118	0	0	0	0	0	0	212
4:00 PM	0	74	50	0	0	124	0	0	14	25	4	39	0	10	1	7	0	18	0	0	0	1	1	1	182
4:15 PM	0	9	10	0	0	19	0	0	1	4	0	5	0	4	0	2	0	6	0	0	0	0	0	0	30
4:30 PM	0	8	2	0	0	10	0	0	4	2	0	6	0	3	0	6	0	9	0	0	0	0	2	0	25
4:45 PM	0	1	3	0	0	4	0	0	1	4	0	5	0	4	0	1	0	5	0	0	0	0	1	0	14
Hourly Total	0	92	65	0	0	157	0	0	20	35	4	55	0	21	1	16	0	38	0	0	0	1	4	1	251
5:00 PM	0	0	5	0	0	5	0	0	2	4	0	6	0	3	0	0	0	3	0	0	0	0	0	0	14
5:15 PM	0	3	1	0	0	4	0	0	2	3	0	5	0	2	0	1	0	3	0	0	0	0	0	0	12
5:30 PM	0	2	0	0	0	2	0	0	1	2	0	3	0	10	0	2	0	12	0	0	0	0	0	0	17
5:45 PM	0	2	6	0	0	8	0	0	3	0	0	3	0	4	0	1	0	5	0	0	0	0	0	0	16
Hourly Total	0	7	12	0	0	19	0	0	8	9	0	17	0	19	0	4	0	23	0	0	0	0	0	0	59
6:00 PM	0	1	3	0	0	4	0	0	0	2	0	2	0	3	0	0	0	3	0	0	0	0	0	0	9
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	5	0	0	0	5	0	0	0	0	0	0	8
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
Hourly Total	0	1	3	0	0	4	0	0	1	4	0	5	0	14	0	0	0	14	0	0	0	0	0	0	23
Grand Total	0	311	206	0	0	517	2	0	206	164	7	372	2	172	2	302	0	478	0	0	1	1	11	2	1369
Approach %	0.0	60.2	39.8	0.0	-	-	0.5	0.0	55.4	44.1	-	-	0.4	36.0	0.4	63.2	-	-	0.0	0.0	50.0	50.0	-	-	-
Total %	0.0	22.7	15.0	0.0	-	37.8	0.1	0.0	15.0	12.0	-	27.2	0.1	12.6	0.1	22.1	-	34.9	0.0	0.0	0.1	0.1	-	0.1	-
Lights	0	308	204	0	-	512	2	0	199	149	-	350	2	160	2	302	-	466	0	0	1	1	-	2	1330
% Lights	-	99.0	99.0	-	-	99.0	100.0	-	96.6	90.9	-	94.1	100.0	93.0	100.0	100.0	-	97.5	-	-	100.0	100.0	-	100.0	97.2
Buses	0	1	0	0	-	1	0	0	2	14	-	16	0	10	0	0	-	10	0	0	0	0	-	0	27
% Buses	-	0.3	0.0	-	-	0.2	0.0	-	1.0	8.5	-	4.3	0.0	5.8	0.0	0.0	-	2.1	-	-	0.0	0.0	-	0.0	2.0
Trucks	0	2	2	0	-	4	0	0	5	0	-	5	0	2	0	0	-	2	0	0	0	0	-	0	11
% Trucks	-	0.6	1.0	-	-	0.8	0.0	-	2.4	0.0	-	1.3	0.0	1.2	0.0	0.0	-	0.4	-	-	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.6	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025



Turning Movement Data Plot

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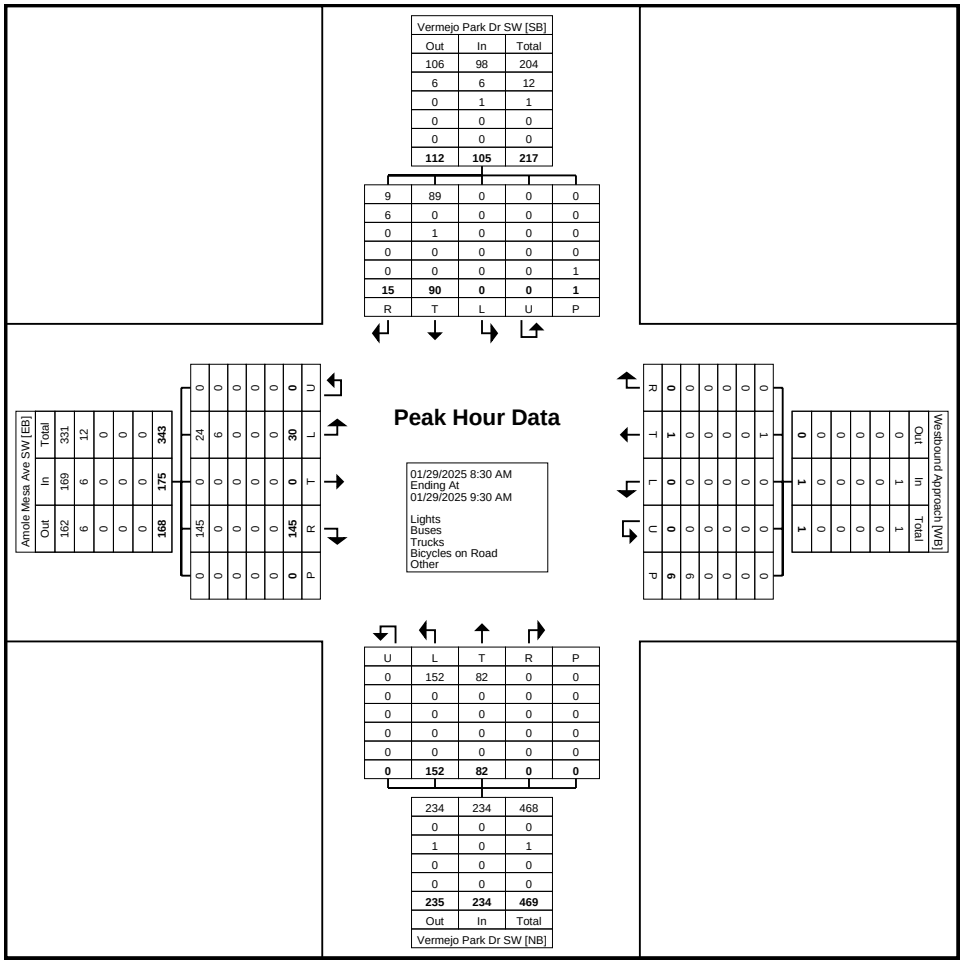
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

Turning Movement Peak Hour Data (8:30 AM)

Start Time	Vermejo Park Dr SW Northbound						Vermejo Park Dr SW Southbound						Amole Mesa Ave SW Eastbound						Westbound Approach Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:30 AM	0	9	1	0	0	10	0	0	6	3	0	9	0	6	0	14	0	20	0	0	0	0	0	0	39
8:45 AM	0	28	17	0	0	45	0	0	27	3	0	30	0	11	0	40	0	51	0	0	0	0	1	0	126
9:00 AM	0	52	26	0	0	78	0	0	49	4	1	53	0	9	0	85	0	94	0	0	0	0	3	0	225
9:15 AM	0	63	38	0	0	101	0	0	8	5	0	13	0	4	0	6	0	10	0	0	1	0	2	1	125
Total	0	152	82	0	0	234	0	0	90	15	1	105	0	30	0	145	0	175	0	0	1	0	6	1	515
Approach %	0.0	65.0	35.0	0.0	-	-	0.0	0.0	85.7	14.3	-	-	0.0	17.1	0.0	82.9	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	29.5	15.9	0.0	-	45.4	0.0	0.0	17.5	2.9	-	20.4	0.0	5.8	0.0	28.2	-	34.0	0.0	0.0	0.2	0.0	-	0.2	-
PHF	0.000	0.603	0.539	0.000	-	0.579	0.000	0.000	0.459	0.750	-	0.495	0.000	0.682	0.000	0.426	-	0.465	0.000	0.000	0.250	0.000	-	0.250	0.572
Lights	0	152	82	0	-	234	0	0	89	9	-	98	0	24	0	145	-	169	0	0	1	0	-	1	502
% Lights	-	100.0	100.0	-	-	100.0	-	-	98.9	60.0	-	93.3	-	80.0	-	100.0	-	96.6	-	-	100.0	-	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	6	-	6	0	6	0	0	-	6	0	0	0	0	-	0	12
% Buses	-	0.0	0.0	-	-	0.0	-	-	0.0	40.0	-	5.7	-	20.0	-	0.0	-	3.4	-	-	0.0	-	-	0.0	2.3
Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	0.0	0.0	-	-	0.0	-	-	1.1	0.0	-	1.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025



Turning Movement Peak Hour Data Plot (8:30 AM)

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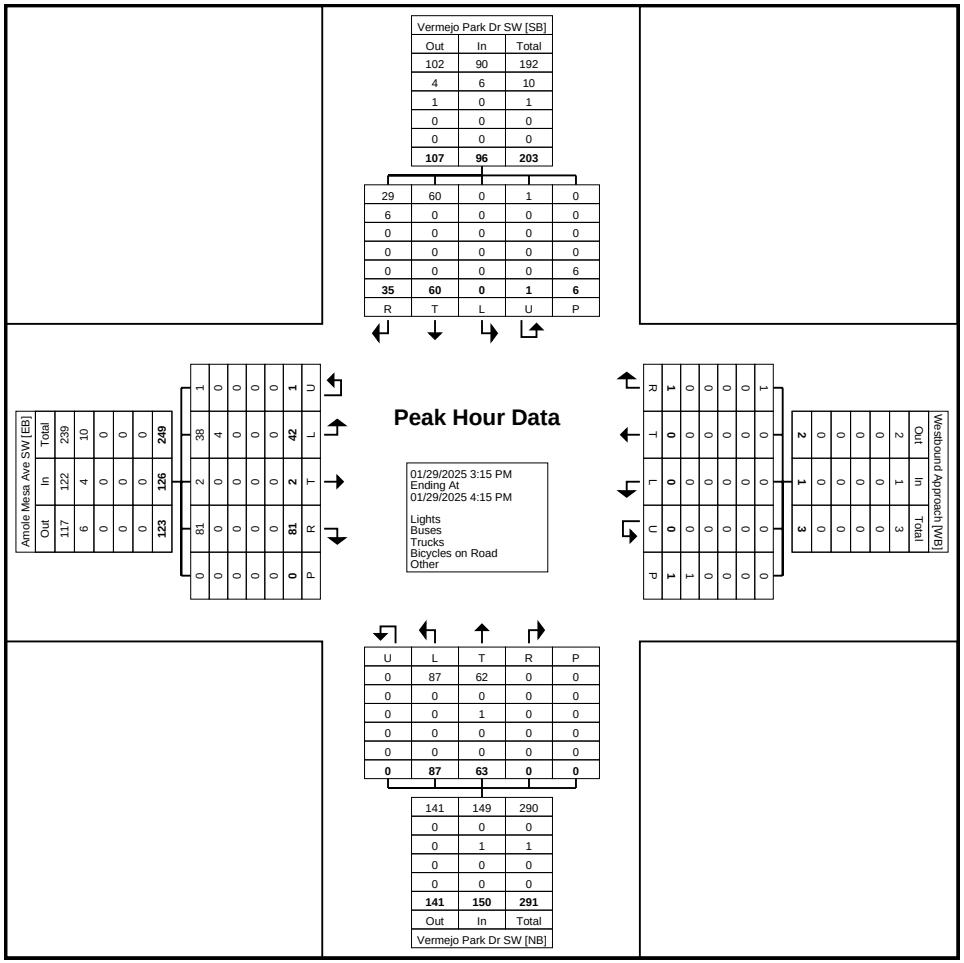
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/29/2025

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Vermejo Park Dr SW Northbound						Vermejo Park Dr SW Southbound						Amole Mesa Ave SW Eastbound						Westbound Approach Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:15 PM	0	0	2	0	0	2	1	0	6	1	0	8	0	10	1	27	0	38	0	0	0	0	0	0	48
3:30 PM	0	12	8	0	0	20	0	0	10	5	0	15	0	10	0	19	0	29	0	0	0	0	0	0	64
3:45 PM	0	1	3	0	0	4	0	0	30	4	2	34	1	12	0	28	0	41	0	0	0	0	0	0	79
4:00 PM	0	74	50	0	0	124	0	0	14	25	4	39	0	10	1	7	0	18	0	0	0	1	1	1	182
Total	0	87	63	0	0	150	1	0	60	35	6	96	1	42	2	81	0	126	0	0	0	1	1	1	373
Approach %	0.0	58.0	42.0	0.0	-	-	1.0	0.0	62.5	36.5	-	-	0.8	33.3	1.6	64.3	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	23.3	16.9	0.0	-	40.2	0.3	0.0	16.1	9.4	-	25.7	0.3	11.3	0.5	21.7	-	33.8	0.0	0.0	0.0	0.3	-	0.3	-
PHF	0.000	0.294	0.315	0.000	-	0.302	0.250	0.000	0.500	0.350	-	0.615	0.250	0.875	0.500	0.723	-	0.768	0.000	0.000	0.000	0.250	-	0.250	0.512
Lights	0	87	62	0	-	149	1	0	60	29	-	90	1	38	2	81	-	122	0	0	0	1	-	1	362
% Lights	-	100.0	98.4	-	-	99.3	100.0	-	100.0	82.9	-	93.8	100.0	90.5	100.0	100.0	-	96.8	-	-	-	100.0	-	100.0	97.1
Buses	0	0	0	0	-	0	0	0	0	6	-	6	0	4	0	0	-	4	0	0	0	0	-	0	10
% Buses	-	0.0	0.0	-	-	0.0	0.0	-	0.0	17.1	-	6.3	0.0	9.5	0.0	0.0	-	3.2	-	-	-	0.0	-	0.0	2.7
Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Trucks	-	0.0	1.6	-	-	0.7	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (3:15 PM)

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

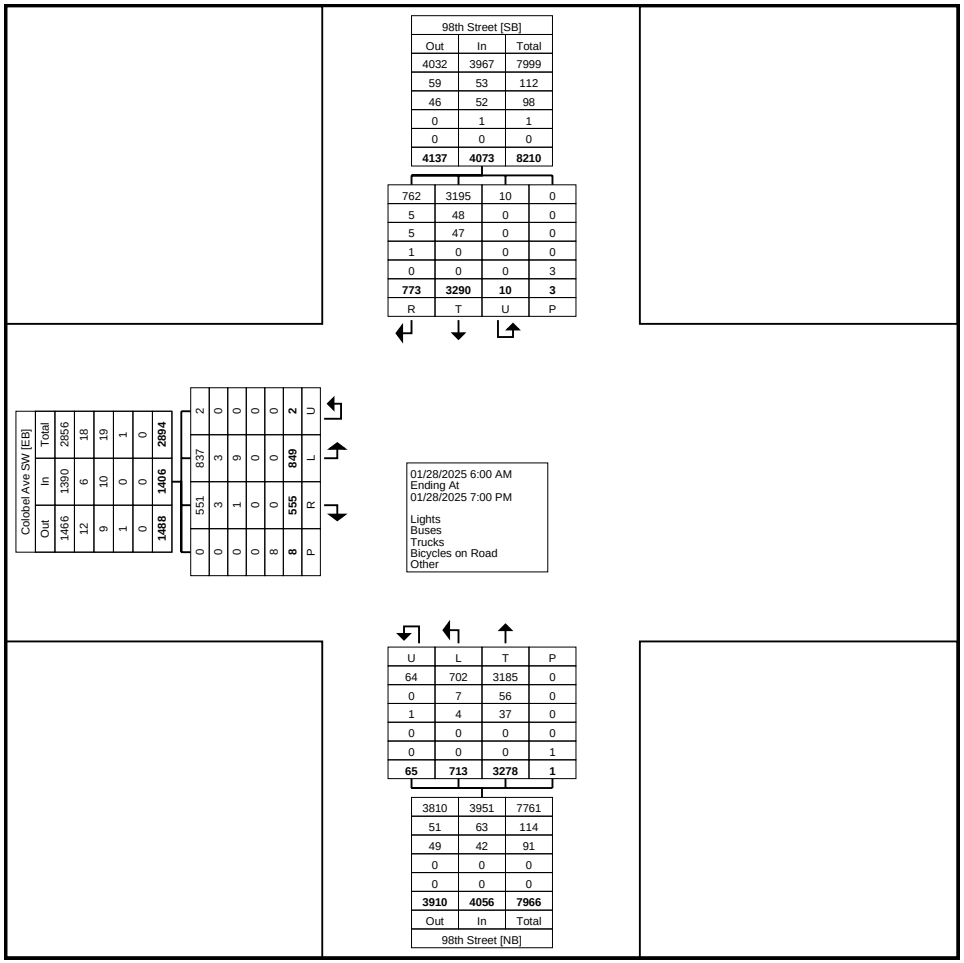
Turning Movement Data

Start Time	98th Street Northbound					98th Street Southbound					Colobel Ave SW Eastbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	3	23	0	26	0	38	2	1	40	0	21	12	0	33	99
6:15 AM	0	2	25	0	27	0	65	4	0	69	0	14	10	0	24	120
6:30 AM	2	4	41	0	47	0	72	2	0	74	0	28	13	0	41	162
6:45 AM	1	3	56	0	60	0	91	10	0	101	0	27	20	0	47	208
Hourly Total	3	12	145	0	160	0	266	18	1	284	0	90	55	0	145	589
7:00 AM	0	7	47	0	54	0	100	3	0	103	0	38	28	0	66	223
7:15 AM	2	11	82	0	95	1	91	3	0	95	0	28	25	0	53	243
7:30 AM	1	5	74	0	80	0	75	12	0	87	0	22	22	0	44	211
7:45 AM	1	4	47	0	52	0	86	10	0	96	0	23	24	0	47	195
Hourly Total	4	27	250	0	281	1	352	28	0	381	0	111	99	0	210	872
8:00 AM	0	8	53	0	61	0	80	13	0	93	0	25	16	0	41	195
8:15 AM	0	7	59	0	66	0	124	10	0	134	0	18	23	0	41	241
8:30 AM	2	3	80	0	85	0	85	3	0	88	0	15	20	0	35	208
8:45 AM	0	6	69	0	75	0	69	6	0	75	0	24	10	0	34	184
Hourly Total	2	24	261	0	287	0	358	32	0	390	0	82	69	0	151	828
9:00 AM	0	10	49	0	59	0	55	9	0	64	0	21	7	0	28	151
9:15 AM	1	7	36	0	44	1	63	12	0	76	1	19	10	1	30	150
9:30 AM	0	6	40	0	46	0	48	7	0	55	0	10	6	0	16	117
9:45 AM	0	12	32	0	44	0	45	9	0	54	0	13	7	0	20	118
Hourly Total	1	35	157	0	193	1	211	37	0	249	1	63	30	1	94	536
10:00 AM	0	7	34	0	41	0	51	7	0	58	0	13	5	0	18	117
10:15 AM	0	6	31	0	37	0	42	5	0	47	0	18	10	0	28	112
10:30 AM	1	8	41	0	50	0	25	4	0	29	0	11	5	0	16	95
10:45 AM	1	5	34	0	40	0	50	12	0	62	0	18	10	0	28	130
Hourly Total	2	26	140	0	168	0	168	28	0	196	0	60	30	0	90	454
11:00 AM	1	8	28	0	37	0	49	11	0	60	0	14	5	2	19	116
11:15 AM	4	7	46	0	57	0	48	13	0	61	0	14	13	0	27	145
11:30 AM	0	7	57	0	64	0	41	3	0	44	0	9	7	1	16	124
11:45 AM	1	8	35	0	44	0	31	9	0	40	0	7	3	0	10	94
Hourly Total	6	30	166	0	202	0	169	36	0	205	0	44	28	3	72	479
12:00 PM	1	9	42	0	52	1	29	13	0	43	0	6	7	0	13	108
12:15 PM	4	3	37	0	44	0	44	8	0	52	0	12	5	0	17	113
12:30 PM	0	7	47	0	54	0	44	16	0	60	0	15	8	0	23	137
12:45 PM	2	12	55	0	69	1	40	11	0	52	0	6	10	0	16	137
Hourly Total	7	31	181	0	219	2	157	48	0	207	0	39	30	0	69	495
1:00 PM	3	16	61	0	80	0	52	10	0	62	0	7	10	0	17	159

1:15 PM	0	9	51	0	60	1	46	8	0	55	0	14	9	0	23	138
1:30 PM	0	9	52	0	61	0	49	9	0	58	0	16	5	1	21	140
1:45 PM	1	7	53	0	61	0	51	20	0	71	0	14	9	1	23	155
Hourly Total	4	41	217	0	262	1	198	47	0	246	0	51	33	2	84	592
2:00 PM	0	10	66	0	76	0	71	15	0	86	0	15	8	0	23	185
2:15 PM	2	17	79	0	98	0	54	14	0	68	0	8	10	0	18	184
2:30 PM	6	21	72	0	99	1	70	19	0	90	0	12	8	0	20	209
2:45 PM	0	13	61	0	74	0	64	18	0	82	0	18	6	0	24	180
Hourly Total	8	61	278	0	347	1	259	66	0	326	0	53	32	0	85	758
3:00 PM	3	16	75	0	94	0	59	19	0	78	0	19	8	0	27	199
3:15 PM	0	19	87	0	106	0	75	18	0	93	0	21	6	0	27	226
3:30 PM	0	14	119	0	133	0	70	17	0	87	0	16	7	0	23	243
3:45 PM	2	21	119	0	142	0	73	27	0	100	0	24	10	0	34	276
Hourly Total	5	70	400	0	475	0	277	81	0	358	0	80	31	0	111	944
4:00 PM	2	19	76	0	97	1	70	33	0	104	0	17	8	0	25	226
4:15 PM	3	15	82	1	100	0	89	38	0	127	0	15	4	0	19	246
4:30 PM	4	32	106	0	142	0	58	26	0	84	0	12	9	0	21	247
4:45 PM	2	29	91	0	122	0	73	23	0	96	0	17	12	0	29	247
Hourly Total	11	95	355	1	461	1	290	120	0	411	0	61	33	0	94	966
5:00 PM	2	28	107	0	137	1	66	38	0	105	0	18	9	0	27	269
5:15 PM	3	29	92	0	124	0	71	24	0	95	0	15	15	0	30	249
5:30 PM	3	28	96	0	127	1	78	35	1	114	1	9	9	1	19	260
5:45 PM	1	41	100	0	142	1	83	37	0	121	0	19	8	1	27	290
Hourly Total	9	126	395	0	530	3	298	134	1	435	1	61	41	2	103	1068
6:00 PM	0	30	88	0	118	0	75	35	0	110	0	10	10	0	20	248
6:15 PM	0	31	93	0	124	0	95	29	1	124	0	16	16	0	32	280
6:30 PM	1	43	81	0	125	0	67	19	0	86	0	16	10	0	26	237
6:45 PM	2	31	71	0	104	0	50	15	0	65	0	12	8	0	20	189
Hourly Total	3	135	333	0	471	0	287	98	1	385	0	54	44	0	98	954
Grand Total	65	713	3278	1	4056	10	3290	773	3	4073	2	849	555	8	1406	9535
Approach %	1.6	17.6	80.8	-	-	0.2	80.8	19.0	-	-	0.1	60.4	39.5	-	-	-
Total %	0.7	7.5	34.4	-	42.5	0.1	34.5	8.1	-	42.7	0.0	8.9	5.8	-	14.7	-
Lights	64	702	3185	-	3951	10	3195	762	-	3967	2	837	551	-	1390	9308
% Lights	98.5	98.5	97.2	-	97.4	100.0	97.1	98.6	-	97.4	100.0	98.6	99.3	-	98.9	97.6
Buses	0	7	56	-	63	0	48	5	-	53	0	3	3	-	6	122
% Buses	0.0	1.0	1.7	-	1.6	0.0	1.5	0.6	-	1.3	0.0	0.4	0.5	-	0.4	1.3
Trucks	1	4	37	-	42	0	47	5	-	52	0	9	1	-	10	104
% Trucks	1.5	0.6	1.1	-	1.0	0.0	1.4	0.6	-	1.3	0.0	1.1	0.2	-	0.7	1.1
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	3	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	75.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



Turning Movement Data Plot

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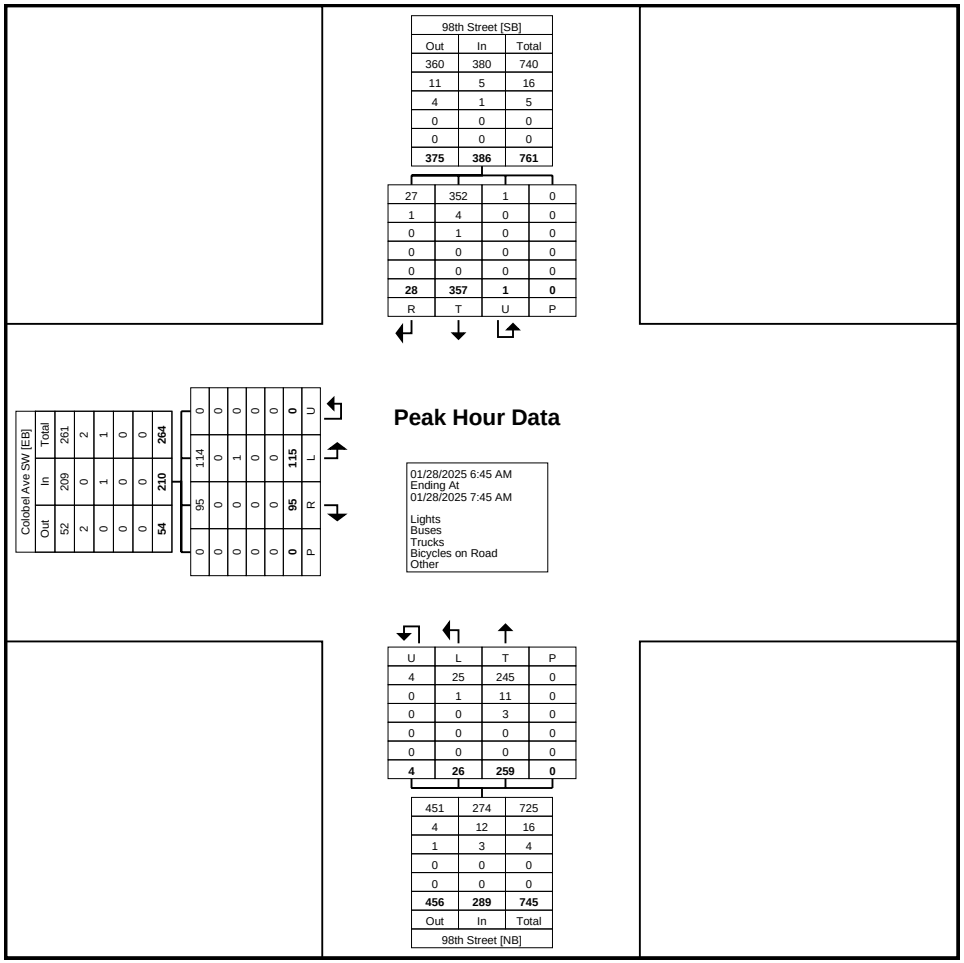
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

Turning Movement Peak Hour Data (6:45 AM)

Start Time	98th Street Northbound					98th Street Southbound					Colobel Ave SW Eastbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:45 AM	1	3	56	0	60	0	91	10	0	101	0	27	20	0	47	208
7:00 AM	0	7	47	0	54	0	100	3	0	103	0	38	28	0	66	223
7:15 AM	2	11	82	0	95	1	91	3	0	95	0	28	25	0	53	243
7:30 AM	1	5	74	0	80	0	75	12	0	87	0	22	22	0	44	211
Total	4	26	259	0	289	1	357	28	0	386	0	115	95	0	210	885
Approach %	1.4	9.0	89.6	-	-	0.3	92.5	7.3	-	-	0.0	54.8	45.2	-	-	-
Total %	0.5	2.9	29.3	-	32.7	0.1	40.3	3.2	-	43.6	0.0	13.0	10.7	-	23.7	-
PHF	0.500	0.591	0.790	-	0.761	0.250	0.893	0.583	-	0.937	0.000	0.757	0.848	-	0.795	0.910
Lights	4	25	245	-	274	1	352	27	-	380	0	114	95	-	209	863
% Lights	100.0	96.2	94.6	-	94.8	100.0	98.6	96.4	-	98.4	-	99.1	100.0	-	99.5	97.5
Buses	0	1	11	-	12	0	4	1	-	5	0	0	0	-	0	17
% Buses	0.0	3.8	4.2	-	4.2	0.0	1.1	3.6	-	1.3	-	0.0	0.0	-	0.0	1.9
Trucks	0	0	3	-	3	0	1	0	-	1	0	1	0	-	1	5
% Trucks	0.0	0.0	1.2	-	1.0	0.0	0.3	0.0	-	0.3	-	0.9	0.0	-	0.5	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



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

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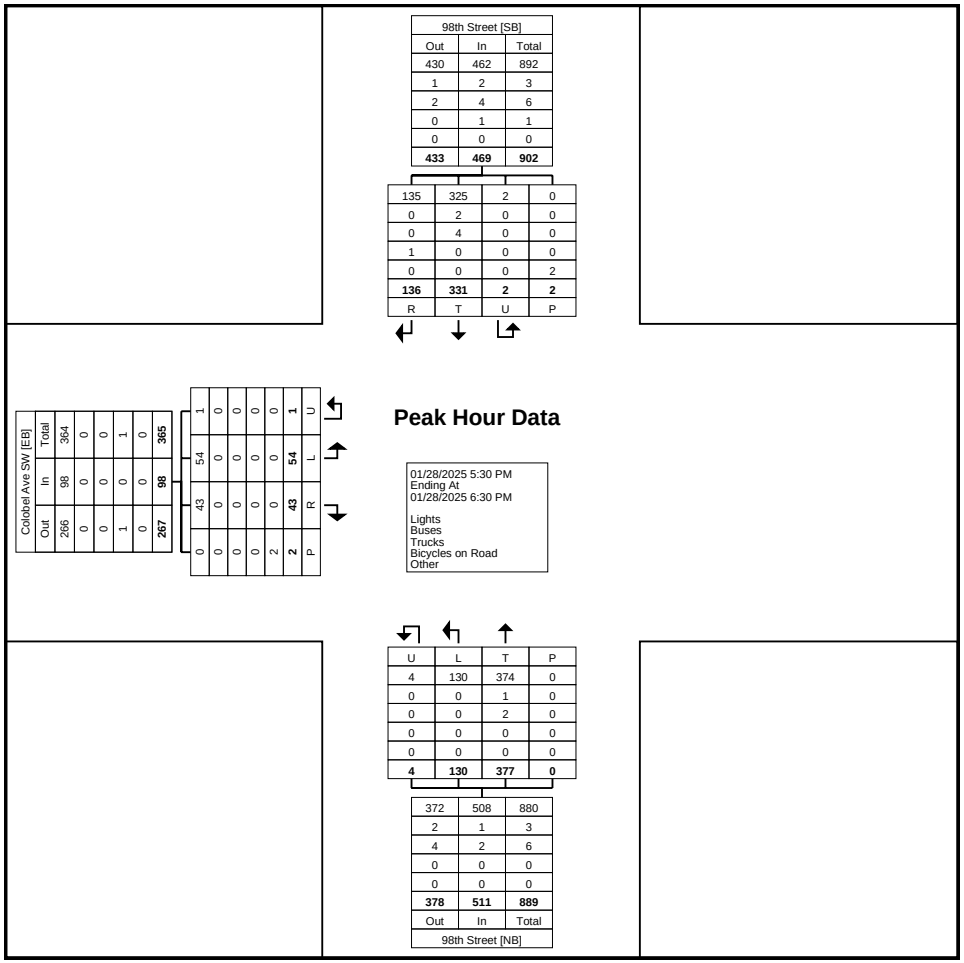
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025

Turning Movement Peak Hour Data (5:30 PM)

Start Time	98th Street Northbound					98th Street Southbound					Colobel Ave SW Eastbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:30 PM	3	28	96	0	127	1	78	35	1	114	1	9	9	1	19	260
5:45 PM	1	41	100	0	142	1	83	37	0	121	0	19	8	1	27	290
6:00 PM	0	30	88	0	118	0	75	35	0	110	0	10	10	0	20	248
6:15 PM	0	31	93	0	124	0	95	29	1	124	0	16	16	0	32	280
Total	4	130	377	0	511	2	331	136	2	469	1	54	43	2	98	1078
Approach %	0.8	25.4	73.8	-	-	0.4	70.6	29.0	-	-	1.0	55.1	43.9	-	-	-
Total %	0.4	12.1	35.0	-	47.4	0.2	30.7	12.6	-	43.5	0.1	5.0	4.0	-	9.1	-
PHF	0.333	0.793	0.943	-	0.900	0.500	0.871	0.919	-	0.946	0.250	0.711	0.672	-	0.766	0.929
Lights	4	130	374	-	508	2	325	135	-	462	1	54	43	-	98	1068
% Lights	100.0	100.0	99.2	-	99.4	100.0	98.2	99.3	-	98.5	100.0	100.0	100.0	-	100.0	99.1
Buses	0	0	1	-	1	0	2	0	-	2	0	0	0	-	0	3
% Buses	0.0	0.0	0.3	-	0.2	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.3
Trucks	0	0	2	-	2	0	4	0	-	4	0	0	0	-	0	6
% Trucks	0.0	0.0	0.5	-	0.4	0.0	1.2	0.0	-	0.9	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	-	0.2	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/28/2025



Turning Movement Peak Hour Data Plot (5:30 PM)

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Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

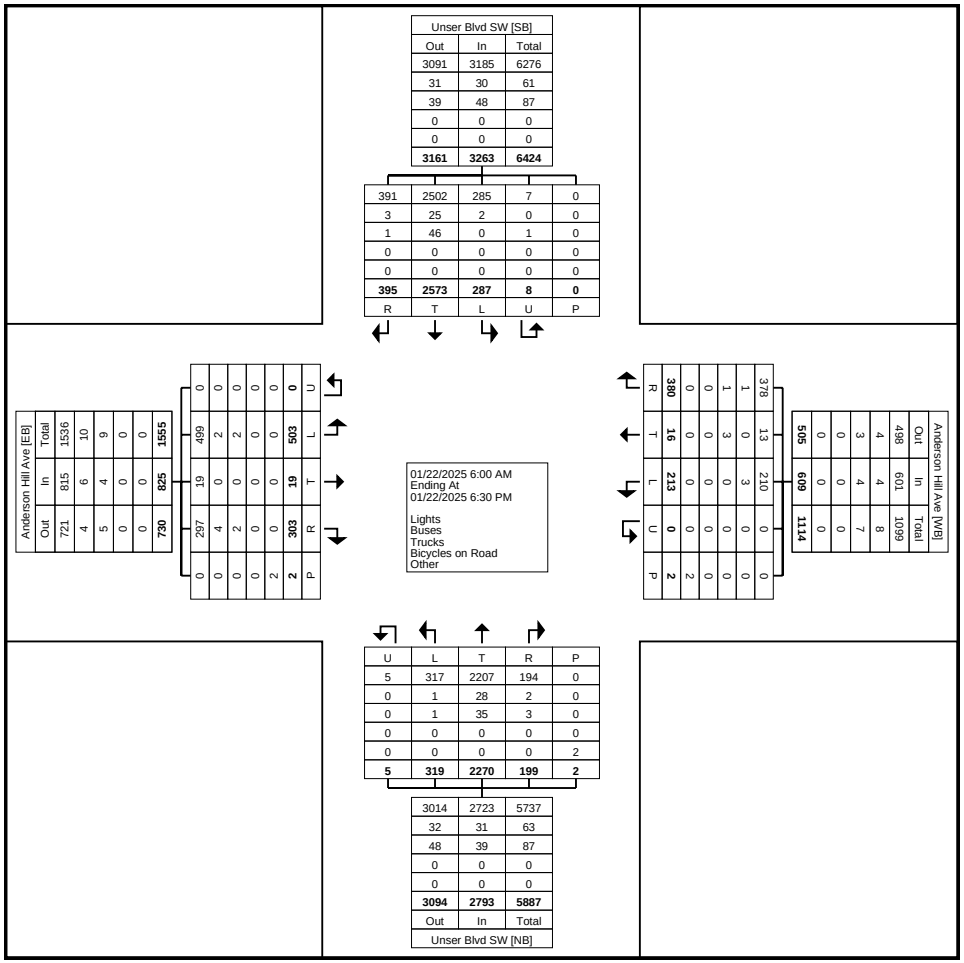
Turning Movement Data

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Anderson Hill Ave Eastbound						Anderson Hill Ave Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	15	1	0	18	0	2	26	11	0	39	0	12	0	6	0	18	0	6	0	4	0	10	85
6:15 AM	0	0	24	0	0	24	0	2	51	2	0	55	0	16	0	5	0	21	0	5	0	17	0	22	122
6:30 AM	0	4	38	1	0	43	1	2	66	3	0	72	0	25	0	18	0	43	0	5	0	15	1	20	178
6:45 AM	0	5	45	0	0	50	0	3	69	7	0	79	0	25	0	8	0	33	0	12	0	15	0	27	189
Hourly Total	0	11	122	2	0	135	1	9	212	23	0	245	0	78	0	37	0	115	0	28	0	51	1	79	574
7:00 AM	0	0	36	0	0	36	0	3	78	4	0	85	0	32	0	19	0	51	0	14	0	16	1	30	202
7:15 AM	0	1	63	6	0	70	0	5	115	5	0	125	0	21	0	21	0	42	0	17	0	23	0	40	277
7:30 AM	0	4	81	8	0	93	0	6	102	8	0	116	0	22	0	20	0	42	0	10	0	23	0	33	284
7:45 AM	0	7	58	4	0	69	0	11	110	6	0	127	0	17	0	19	0	36	0	9	1	20	0	30	262
Hourly Total	0	12	238	18	0	268	0	25	405	23	0	453	0	92	0	79	0	171	0	50	1	82	1	133	1025
8:00 AM	0	5	47	7	0	59	0	9	113	10	0	132	0	26	0	20	0	46	0	12	2	10	0	24	261
8:15 AM	0	9	53	3	0	65	1	7	125	7	0	140	0	17	2	20	0	39	0	16	0	16	0	32	276
8:30 AM	0	3	69	1	0	73	0	7	81	2	0	90	0	14	0	7	0	21	0	8	0	12	0	20	204
8:45 AM	1	3	54	4	0	62	0	1	65	9	0	75	0	21	0	5	0	26	0	4	0	9	0	13	176
Hourly Total	1	20	223	15	0	259	1	24	384	28	0	437	0	78	2	52	0	132	0	40	2	47	0	89	917
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	6	34	5	0	45	0	5	28	7	0	40	0	8	1	1	0	10	0	2	1	5	0	8	103
11:15 AM	0	4	34	2	0	40	0	4	55	6	0	65	0	8	0	4	0	12	0	1	0	4	0	5	122
11:30 AM	0	3	38	2	1	43	0	3	45	10	0	58	0	8	0	8	1	16	0	2	0	6	0	8	125
11:45 AM	0	5	35	3	0	43	1	2	45	2	0	50	0	4	0	6	0	10	0	5	0	3	0	8	111
Hourly Total	0	18	141	12	1	171	1	14	173	25	0	213	0	28	1	19	1	48	0	10	1	18	0	29	461
12:00 PM	0	7	50	2	0	59	0	1	50	7	0	58	0	4	0	3	0	7	0	2	0	5	0	7	131
12:15 PM	0	4	42	6	0	52	0	3	51	16	0	70	0	9	0	3	0	12	0	2	1	7	0	10	144
12:30 PM	0	10	45	2	0	57	0	7	40	7	0	54	0	14	2	3	0	19	0	6	0	6	0	12	142
12:45 PM	0	4	43	3	0	50	0	7	44	6	0	57	0	10	0	5	0	15	0	5	1	4	0	10	132
Hourly Total	0	25	180	13	0	218	0	18	185	36	0	239	0	37	2	14	0	53	0	15	2	22	0	39	549
1:00 PM	0	6	40	6	0	52	0	4	67	6	0	77	0	11	2	5	0	18	0	7	0	3	0	10	157
1:15 PM	0	11	55	2	0	68	1	5	51	3	0	60	0	9	0	8	0	17	0	3	1	5	0	9	154
1:30 PM	2	5	51	2	1	60	0	11	56	7	0	74	0	5	0	4	0	9	0	5	0	13	0	18	161
1:45 PM	0	10	55	1	0	66	1	8	59	9	0	77	0	14	0	8	0	22	0	6	0	9	0	15	180
Hourly Total	2	32	201	11	1	246	2	28	233	25	0	288	0	39	2	25	0	66	0	21	1	30	0	52	652
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	12	103	17	0	132	0	13	82	13	0	108	0	12	2	12	0	26	0	7	1	16	0	24	290
3:45 PM	0	9	115	12	0	136	0	20	90	16	0	126	0	12	1	7	0	20	0	3	1	10	0	14	296
Hourly Total	0	21	218	29	0	268	0	33	172	29	0	234	0	24	3	19	0	46	0	10	2	26	0	38	586

4:00 PM	1	14	105	6	0	126	0	16	115	28	0	159	0	7	1	3	0	11	0	3	0	16	0	19	315
4:15 PM	0	20	106	7	0	133	0	18	96	15	0	129	0	8	1	7	0	16	0	4	0	8	0	12	290
4:30 PM	1	10	97	11	0	119	1	18	87	18	0	124	0	8	0	5	0	13	0	4	0	13	0	17	273
4:45 PM	0	11	107	14	0	132	0	6	76	19	0	101	0	16	1	6	0	23	0	6	3	12	0	21	277
Hourly Total	2	55	415	38	0	510	1	58	374	80	0	513	0	39	3	21	0	63	0	17	3	49	0	69	1155
5:00 PM	0	16	101	9	0	126	1	9	76	21	0	107	0	20	0	5	0	25	0	4	2	7	0	13	271
5:15 PM	0	14	96	10	0	120	0	17	90	20	0	127	0	13	1	6	1	20	0	1	0	8	0	9	276
5:30 PM	0	20	83	6	0	109	0	13	71	27	0	111	0	11	1	4	0	16	0	0	0	11	0	11	247
5:45 PM	0	24	92	14	0	130	0	11	68	18	0	97	0	11	3	7	0	21	0	5	1	11	0	17	265
Hourly Total	0	74	372	39	0	485	1	50	305	86	0	442	0	55	5	22	1	82	0	10	3	37	0	50	1059
6:00 PM	0	29	84	12	0	125	0	13	53	24	0	90	0	17	1	3	0	21	0	7	1	9	0	17	253
6:15 PM	0	22	76	10	0	108	1	15	77	16	0	109	0	16	0	12	0	28	0	5	0	9	0	14	259
Grand Total	5	319	2270	199	2	2793	8	287	2573	395	0	3263	0	503	19	303	2	825	0	213	16	380	2	609	7490
Approach %	0.2	11.4	81.3	7.1	-	-	0.2	8.8	78.9	12.1	-	-	0.0	61.0	2.3	36.7	-	-	0.0	35.0	2.6	62.4	-	-	-
Total %	0.1	4.3	30.3	2.7	-	37.3	0.1	3.8	34.4	5.3	-	43.6	0.0	6.7	0.3	4.0	-	11.0	0.0	2.8	0.2	5.1	-	8.1	-
Lights	5	317	2207	194	-	2723	7	285	2502	391	-	3185	0	499	19	297	-	815	0	210	13	378	-	601	7324
% Lights	100.0	99.4	97.2	97.5	-	97.5	87.5	99.3	97.2	99.0	-	97.6	-	99.2	100.0	98.0	-	98.8	-	98.6	81.3	99.5	-	98.7	97.8
Buses	0	1	28	2	-	31	0	2	25	3	-	30	0	2	0	4	-	6	0	3	0	1	-	4	71
% Buses	0.0	0.3	1.2	1.0	-	1.1	0.0	0.7	1.0	0.8	-	0.9	-	0.4	0.0	1.3	-	0.7	-	1.4	0.0	0.3	-	0.7	0.9
Trucks	0	1	35	3	-	39	1	0	46	1	-	48	0	2	0	2	-	4	0	0	3	1	-	4	95
% Trucks	0.0	0.3	1.5	1.5	-	1.4	12.5	0.0	1.8	0.3	-	1.5	-	0.4	0.0	0.7	-	0.5	-	0.0	18.8	0.3	-	0.7	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-

Lee Engineering, LLC
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5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



Turning Movement Data Plot

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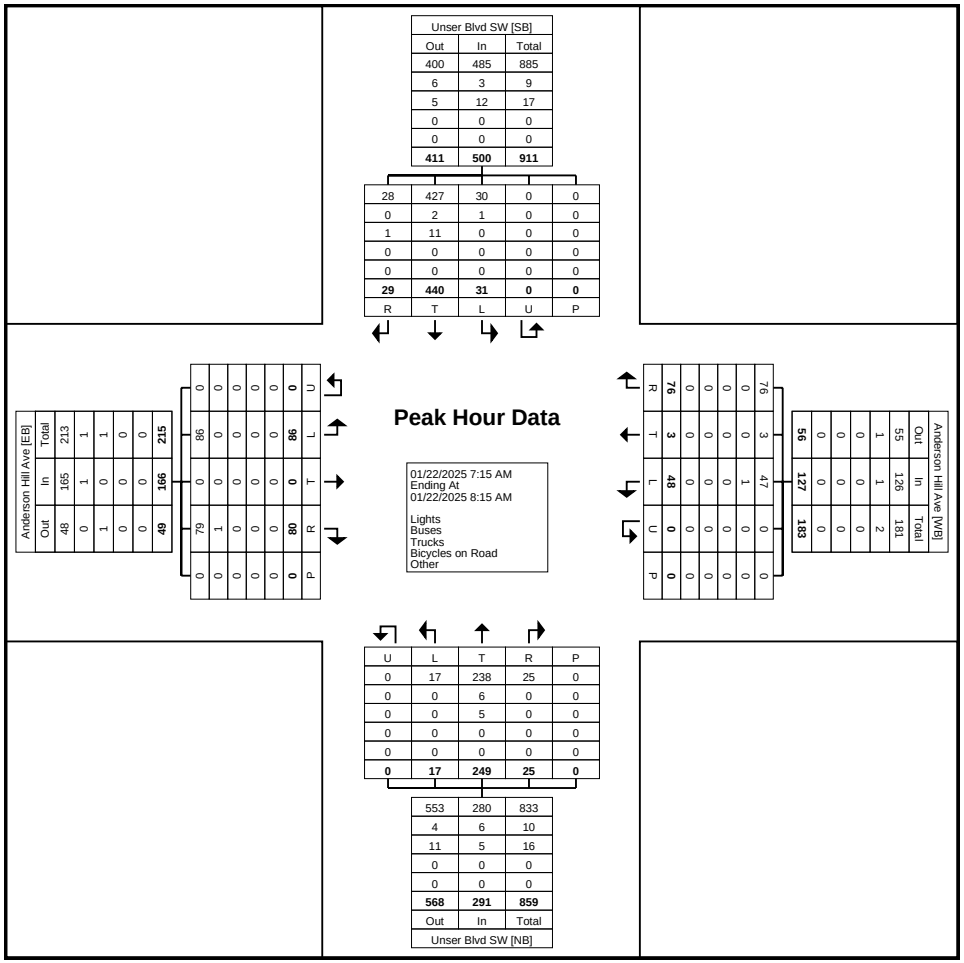
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Anderson Hill Ave Eastbound						Anderson Hill Ave Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	63	6	0	70	0	5	115	5	0	125	0	21	0	21	0	42	0	17	0	23	0	40	277
7:30 AM	0	4	81	8	0	93	0	6	102	8	0	116	0	22	0	20	0	42	0	10	0	23	0	33	284
7:45 AM	0	7	58	4	0	69	0	11	110	6	0	127	0	17	0	19	0	36	0	9	1	20	0	30	262
8:00 AM	0	5	47	7	0	59	0	9	113	10	0	132	0	26	0	20	0	46	0	12	2	10	0	24	261
Total	0	17	249	25	0	291	0	31	440	29	0	500	0	86	0	80	0	166	0	48	3	76	0	127	1084
Approach %	0.0	5.8	85.6	8.6	-	-	0.0	6.2	88.0	5.8	-	-	0.0	51.8	0.0	48.2	-	-	0.0	37.8	2.4	59.8	-	-	-
Total %	0.0	1.6	23.0	2.3	-	26.8	0.0	2.9	40.6	2.7	-	46.1	0.0	7.9	0.0	7.4	-	15.3	0.0	4.4	0.3	7.0	-	11.7	-
PHF	0.000	0.607	0.769	0.781	-	0.782	0.000	0.705	0.957	0.725	-	0.947	0.000	0.827	0.000	0.952	-	0.902	0.000	0.706	0.375	0.826	-	0.794	0.954
Lights	0	17	238	25	-	280	0	30	427	28	-	485	0	86	0	79	-	165	0	47	3	76	-	126	1056
% Lights	-	100.0	95.6	100.0	-	96.2	-	96.8	97.0	96.6	-	97.0	-	100.0	-	98.8	-	99.4	-	97.9	100.0	100.0	-	99.2	97.4
Buses	0	0	6	0	-	6	0	1	2	0	-	3	0	0	0	1	-	1	0	1	0	0	-	1	11
% Buses	-	0.0	2.4	0.0	-	2.1	-	3.2	0.5	0.0	-	0.6	-	0.0	-	1.3	-	0.6	-	2.1	0.0	0.0	-	0.8	1.0
Trucks	0	0	5	0	-	5	0	0	11	1	-	12	0	0	0	0	-	0	0	0	0	0	-	0	17
% Trucks	-	0.0	2.0	0.0	-	1.7	-	0.0	2.5	3.4	-	2.4	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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5053380988 ebarricklow@lee-eng.com

Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025



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

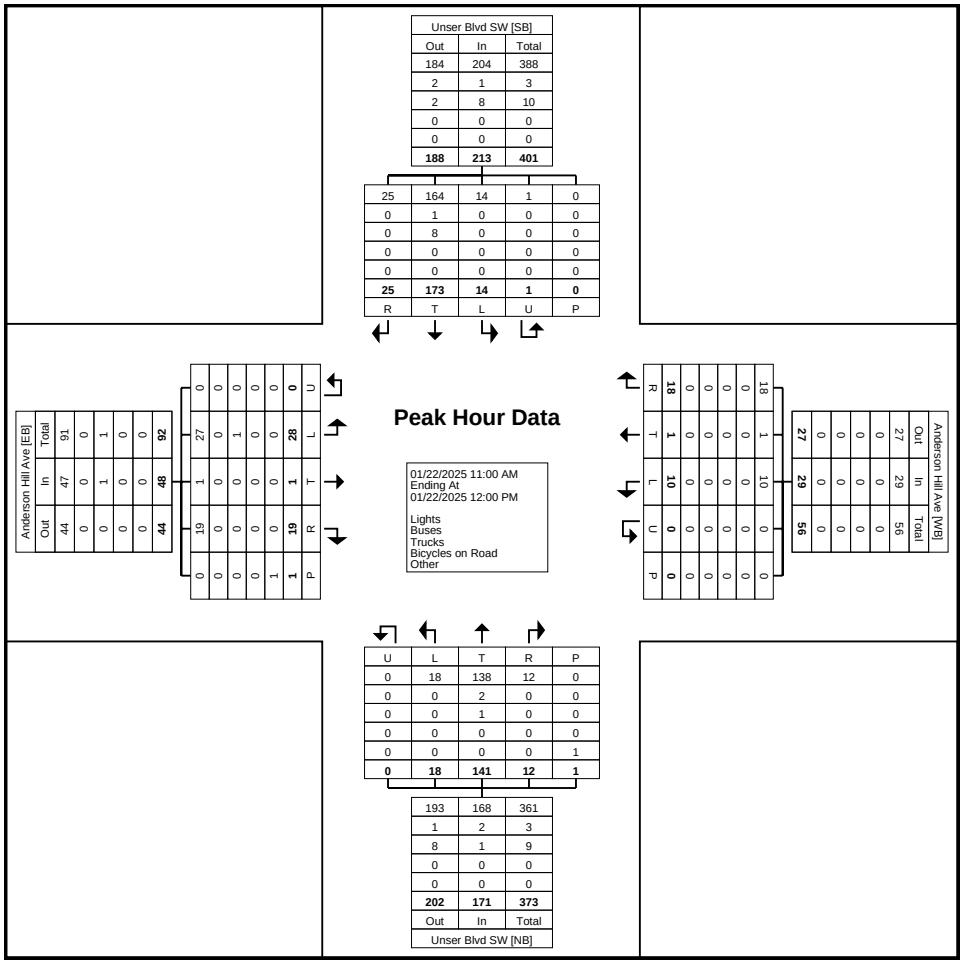
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Count Name: NM403.02 - TA Land TIS
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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Anderson Hill Ave Eastbound						Anderson Hill Ave Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	6	34	5	0	45	0	5	28	7	0	40	0	8	1	1	0	10	0	2	1	5	0	8	103
11:15 AM	0	4	34	2	0	40	0	4	55	6	0	65	0	8	0	4	0	12	0	1	0	4	0	5	122
11:30 AM	0	3	38	2	1	43	0	3	45	10	0	58	0	8	0	8	1	16	0	2	0	6	0	8	125
11:45 AM	0	5	35	3	0	43	1	2	45	2	0	50	0	4	0	6	0	10	0	5	0	3	0	8	111
Total	0	18	141	12	1	171	1	14	173	25	0	213	0	28	1	19	1	48	0	10	1	18	0	29	461
Approach %	0.0	10.5	82.5	7.0	-	-	0.5	6.6	81.2	11.7	-	-	0.0	58.3	2.1	39.6	-	-	0.0	34.5	3.4	62.1	-	-	-
Total %	0.0	3.9	30.6	2.6	-	37.1	0.2	3.0	37.5	5.4	-	46.2	0.0	6.1	0.2	4.1	-	10.4	0.0	2.2	0.2	3.9	-	6.3	-
PHF	0.000	0.750	0.928	0.600	-	0.950	0.250	0.700	0.786	0.625	-	0.819	0.000	0.875	0.250	0.594	-	0.750	0.000	0.500	0.250	0.750	-	0.906	0.922
Lights	0	18	138	12	-	168	1	14	164	25	-	204	0	27	1	19	-	47	0	10	1	18	-	29	448
% Lights	-	100.0	97.9	100.0	-	98.2	100.0	100.0	94.8	100.0	-	95.8	-	96.4	100.0	100.0	-	97.9	-	100.0	100.0	100.0	-	100.0	97.2
Buses	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	1.4	0.0	-	1.2	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Trucks	0	0	1	0	-	1	0	0	8	0	-	8	0	1	0	0	-	1	0	0	0	0	-	0	10
% Trucks	-	0.0	0.7	0.0	-	0.6	0.0	0.0	4.6	0.0	-	3.8	-	3.6	0.0	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	2.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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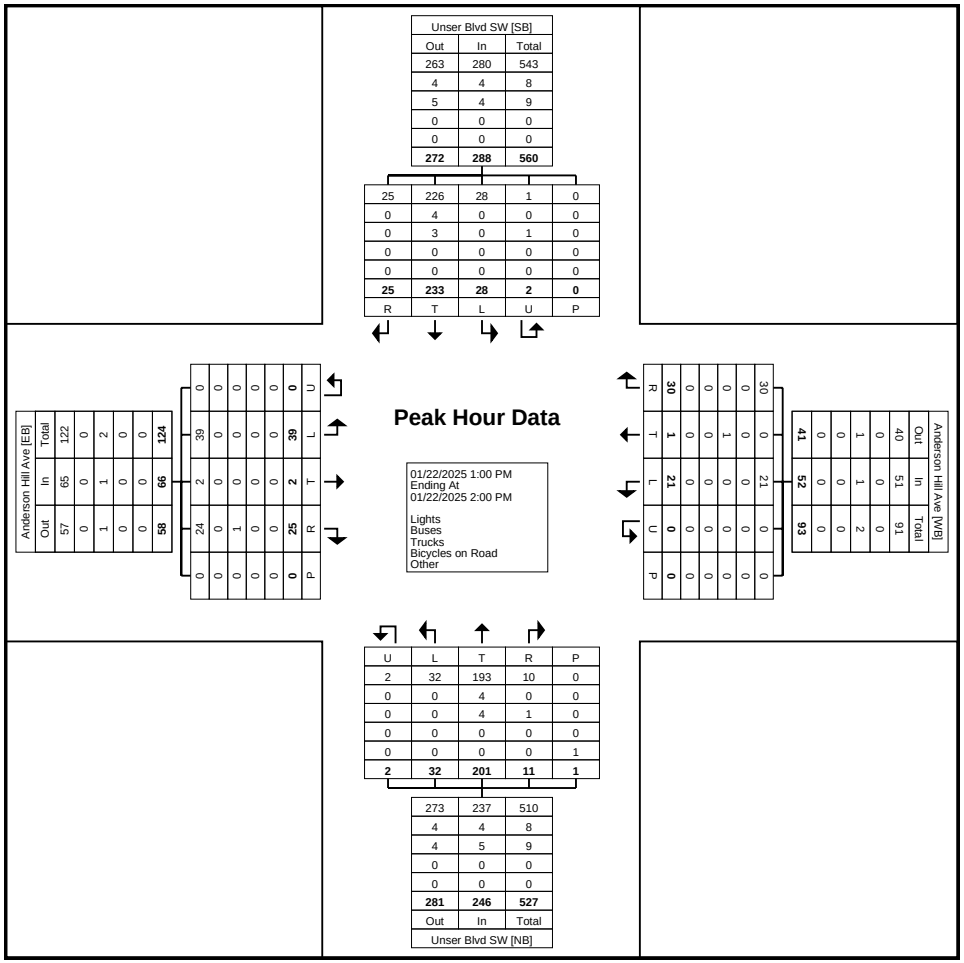
Count Name: NM403.02 - TA Land TIS
Site Code:
Start Date: 01/22/2025

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Anderson Hill Ave Eastbound						Anderson Hill Ave Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	6	40	6	0	52	0	4	67	6	0	77	0	11	2	5	0	18	0	7	0	3	0	10	157
1:15 PM	0	11	55	2	0	68	1	5	51	3	0	60	0	9	0	8	0	17	0	3	1	5	0	9	154
1:30 PM	2	5	51	2	1	60	0	11	56	7	0	74	0	5	0	4	0	9	0	5	0	13	0	18	161
1:45 PM	0	10	55	1	0	66	1	8	59	9	0	77	0	14	0	8	0	22	0	6	0	9	0	15	180
Total	2	32	201	11	1	246	2	28	233	25	0	288	0	39	2	25	0	66	0	21	1	30	0	52	652
Approach %	0.8	13.0	81.7	4.5	-	-	0.7	9.7	80.9	8.7	-	-	0.0	59.1	3.0	37.9	-	-	0.0	40.4	1.9	57.7	-	-	-
Total %	0.3	4.9	30.8	1.7	-	37.7	0.3	4.3	35.7	3.8	-	44.2	0.0	6.0	0.3	3.8	-	10.1	0.0	3.2	0.2	4.6	-	8.0	-
PHF	0.250	0.727	0.914	0.458	-	0.904	0.500	0.636	0.869	0.694	-	0.935	0.000	0.696	0.250	0.781	-	0.750	0.000	0.750	0.250	0.577	-	0.722	0.906
Lights	2	32	193	10	-	237	1	28	226	25	-	280	0	39	2	24	-	65	0	21	0	30	-	51	633
% Lights	100.0	100.0	96.0	90.9	-	96.3	50.0	100.0	97.0	100.0	-	97.2	-	100.0	100.0	96.0	-	98.5	-	100.0	0.0	100.0	-	98.1	97.1
Buses	0	0	4	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	0.0	0.0	2.0	0.0	-	1.6	0.0	0.0	1.7	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.2
Trucks	0	0	4	1	-	5	1	0	3	0	-	4	0	0	0	1	-	1	0	0	1	0	-	1	11
% Trucks	0.0	0.0	2.0	9.1	-	2.0	50.0	0.0	1.3	0.0	-	1.4	-	0.0	0.0	4.0	-	1.5	-	0.0	100.0	0.0	-	1.9	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (1:00 PM)

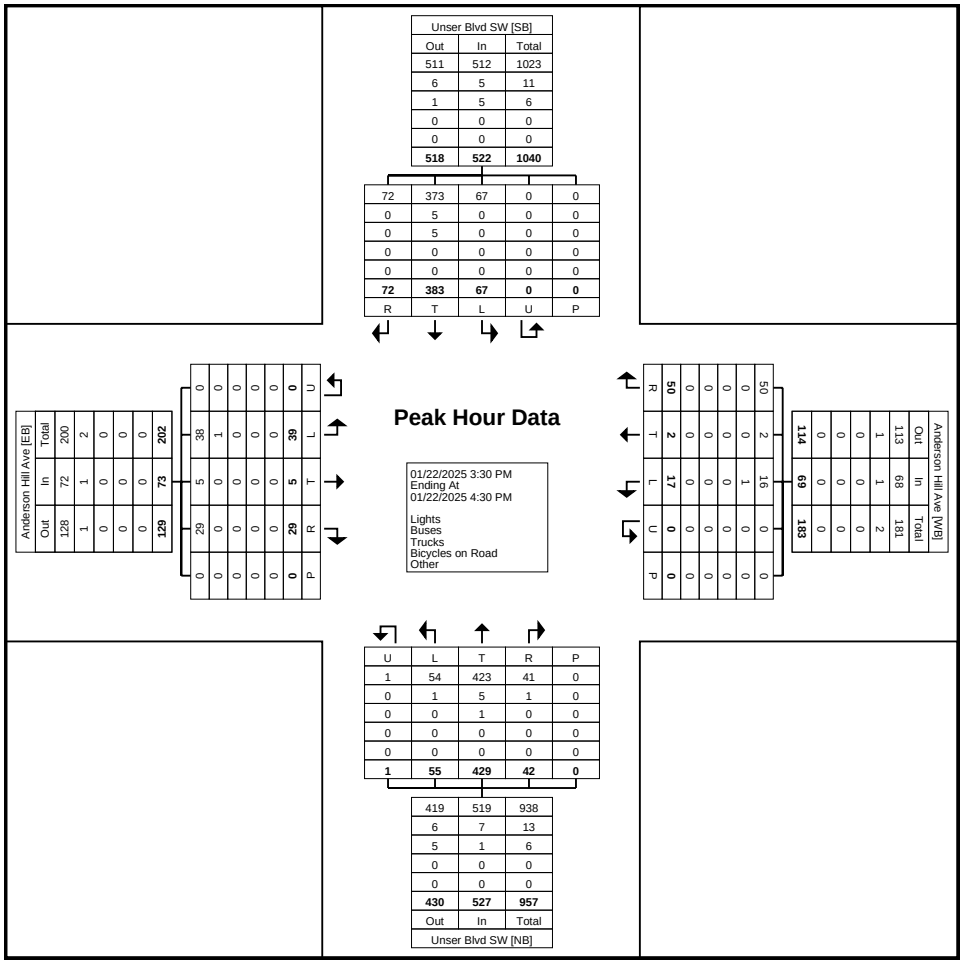
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Turning Movement Peak Hour Data (3:30 PM)

Start Time	Unser Blvd SW Northbound						Unser Blvd SW Southbound						Anderson Hill Ave Eastbound						Anderson Hill Ave Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	12	103	17	0	132	0	13	82	13	0	108	0	12	2	12	0	26	0	7	1	16	0	24	290
3:45 PM	0	9	115	12	0	136	0	20	90	16	0	126	0	12	1	7	0	20	0	3	1	10	0	14	296
4:00 PM	1	14	105	6	0	126	0	16	115	28	0	159	0	7	1	3	0	11	0	3	0	16	0	19	315
4:15 PM	0	20	106	7	0	133	0	18	96	15	0	129	0	8	1	7	0	16	0	4	0	8	0	12	290
Total	1	55	429	42	0	527	0	67	383	72	0	522	0	39	5	29	0	73	0	17	2	50	0	69	1191
Approach %	0.2	10.4	81.4	8.0	-	-	0.0	12.8	73.4	13.8	-	-	0.0	53.4	6.8	39.7	-	-	0.0	24.6	2.9	72.5	-	-	-
Total %	0.1	4.6	36.0	3.5	-	44.2	0.0	5.6	32.2	6.0	-	43.8	0.0	3.3	0.4	2.4	-	6.1	0.0	1.4	0.2	4.2	-	5.8	-
PHF	0.250	0.688	0.933	0.618	-	0.969	0.000	0.838	0.833	0.643	-	0.821	0.000	0.813	0.625	0.604	-	0.702	0.000	0.607	0.500	0.781	-	0.719	0.945
Lights	1	54	423	41	-	519	0	67	373	72	-	512	0	38	5	29	-	72	0	16	2	50	-	68	1171
% Lights	100.0	98.2	98.6	97.6	-	98.5	-	100.0	97.4	100.0	-	98.1	-	97.4	100.0	100.0	-	98.6	-	94.1	100.0	100.0	-	98.6	98.3
Buses	0	1	5	1	-	7	0	0	5	0	-	5	0	1	0	0	-	1	0	1	0	0	-	1	14
% Buses	0.0	1.8	1.2	2.4	-	1.3	-	0.0	1.3	0.0	-	1.0	-	2.6	0.0	0.0	-	1.4	-	5.9	0.0	0.0	-	1.4	1.2
Trucks	0	0	1	0	-	1	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	6
% Trucks	0.0	0.0	0.2	0.0	-	0.2	-	0.0	1.3	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 ebarricklow@lee-eng.com



Turning Movement Peak Hour Data Plot (3:30 PM)

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Lights

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	3	3	1	0	55	0	3	0	1	36	0	0	0	18	10
6:15 AM	0	0	2	3	0	82	1	6	0	2	41	0	0	0	31	10
6:30 AM	0	1	5	5	0	90	1	9	0	0	60	0	0	2	34	24
6:45 AM	0	4	4	6	0	100	2	14	0	3	41	0	0	1	33	32
7:00 AM	0	6	7	10	0	122	3	53	0	7	54	2	0	2	64	18
7:15 AM	0	3	4	13	0	107	1	56	0	41	88	2	0	3	93	29
7:30 AM	0	5	4	14	0	83	1	28	0	51	107	3	0	1	62	26
7:45 AM	0	1	4	7	0	91	3	24	0	10	55	4	0	5	43	20
8:00 AM	0	0	7	12	0	69	2	39	0	13	54	0	0	7	88	30
8:15 AM	0	2	2	7	0	81	3	105	0	22	90	0	0	6	116	22
8:30 AM	0	4	4	12	0	64	6	40	0	48	97	2	0	8	64	24
8:45 AM	0	1	4	16	0	69	3	14	0	33	73	2	0	4	42	25
11:00 AM	0	0	1	4	0	46	5	10	0	3	37	0	0	5	26	27
11:15 AM	0	2	4	8	0	43	4	16	0	10	39	1	0	4	33	33
11:30 AM	0	0	3	2	0	28	4	8	0	17	27	1	0	5	25	40
11:45 AM	1	0	2	11	0	28	5	3	0	7	40	0	0	3	28	36
12:00 PM	0	0	3	6	0	23	4	7	0	6	30	1	0	8	31	42
12:15 PM	0	2	2	12	0	42	0	7	0	5	28	1	0	13	24	32
12:30 PM	0	2	3	5	1	44	1	8	0	8	21	0	0	7	37	35
12:45 PM	0	0	5	5	0	38	5	9	0	6	36	2	0	7	29	53
1:00 PM	0	0	6	4	0	35	3	13	0	17	44	0	0	9	55	54
1:15 PM	0	1	6	8	1	34	5	10	0	29	65	1	0	8	43	33
1:30 PM	0	0	0	7	0	33	1	13	0	6	36	1	0	7	36	44
1:45 PM	0	0	6	9	0	27	1	17	0	12	39	1	0	9	42	48
3:30 PM	0	1	4	4	0	60	2	18	0	62	114	1	0	11	86	69
3:45 PM	0	2	5	2	0	53	3	15	0	55	104	5	0	7	63	87
4:00 PM	0	0	4	11	0	48	5	14	0	12	71	3	0	15	60	83
4:15 PM	0	1	3	7	2	60	3	13	0	17	56	3	0	7	59	85
4:30 PM	0	0	3	2	0	45	5	14	0	22	64	2	0	10	70	105
4:45 PM	0	2	5	6	0	53	7	18	0	15	56	2	0	9	85	99
5:00 PM	0	4	6	7	0	52	7	17	0	35	50	5	0	7	102	105
5:15 PM	0	2	7	11	0	49	8	15	0	20	75	1	0	12	92	109
5:30 PM	0	0	9	8	0	69	6	4	0	23	47	4	0	7	79	100
5:45 PM	0	3	7	3	0	46	9	15	0	17	32	1	0	9	86	118
6:00 PM	0	2	4	3	0	53	5	14	0	11	43	1	0	10	81	95
6:15 PM	0	0	6	5	0	65	9	13	0	11	23	0	0	10	81	111

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Buses

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
7:00 AM	0	1	0	0	0	0	1	8	0	1	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	5	12	0	0	0	4	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	1	0	1	0	7	0	1	1	0	0	1	0	1
8:30 AM	0	0	0	0	0	1	0	1	0	7	6	0	0	0	0	0
8:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	1
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0
3:30 PM	0	0	0	0	0	1	0	0	0	5	0	0	0	0	2	0
3:45 PM	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Trucks

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
7:00 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	5	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	5	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	2
7:45 AM	0	0	0	2	0	1	0	0	0	0	4	0	0	0	5	2
8:00 AM	0	0	0	0	0	1	0	0	0	0	6	0	0	0	4	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	11	0	0	0	8	1
8:30 AM	0	0	0	0	0	1	0	0	0	1	15	0	0	0	8	0
8:45 AM	0	0	0	0	0	2	0	1	0	0	4	0	0	0	6	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	8	1	0	0	4	1
11:30 AM	0	1	0	0	0	3	0	0	0	0	4	0	0	0	5	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	10	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
12:30 PM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	3	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	8	1	0	0	2	0
1:00 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	1
1:45 PM	0	0	0	0	0	3	0	1	0	0	3	0	0	0	3	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	2
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Bicycles on Road

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Bicycles on Crosswalk

	98th Street Northbound			98th Street Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	1	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	1	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		1	0		0	0	
6:00 PM	0	0		0	0		0	1		0	0	
6:15 PM	0	0		0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Pedestrians

	98th Street Northbound			98th Street Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		1	0		0	0	
7:45 AM	0	0		0	0		1	0		0	0	
8:00 AM	0	0		1	0		0	0		0	0	
8:15 AM	0	0		0	3		0	0		0	0	
8:30 AM	0	1		0	3		0	0		0	1	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		2	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		1	0		1	0		0	0	
12:00 PM	0	0		0	0		1	0		0	0	
12:15 PM	0	0		0	0		1	1		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	1		0	0		0	0		0	1	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	1		0	0		0	0		0	1	
3:30 PM	0	0		0	0		4	0		0	0	
3:45 PM	0	0		0	1		0	1		0	0	
4:00 PM	0	1		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	1	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	1		0	0		0	0		0	1	
5:45 PM	0	0		0	0		0	2		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	2		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	3	3	1	0	55	0	3	0	1	39	0	0	0	20	10
6:15 AM	0	0	2	3	0	82	1	6	0	2	42	0	0	0	31	10
6:30 AM	0	1	5	5	0	90	1	10	0	0	63	0	0	2	38	26
6:45 AM	0	4	4	6	0	100	2	14	0	3	43	0	0	1	36	37
7:00 AM	0	7	7	10	0	123	4	61	0	8	56	2	0	2	70	22
7:15 AM	0	3	4	13	0	107	1	56	0	46	102	2	0	4	102	31
7:30 AM	0	5	4	14	0	84	1	28	0	51	111	3	0	1	66	28
7:45 AM	0	1	4	9	0	93	3	24	0	10	60	4	0	5	48	23
8:00 AM	0	0	7	12	0	72	2	39	0	13	60	0	0	7	93	33
8:15 AM	0	2	2	8	0	83	3	113	0	23	102	0	0	7	124	24
8:30 AM	0	4	4	12	0	66	6	41	0	56	118	2	0	8	72	24
8:45 AM	0	1	4	16	0	75	3	15	0	33	77	2	0	5	48	27
11:00 AM	0	0	1	4	0	46	5	10	0	3	46	0	0	5	27	28
11:15 AM	0	2	4	8	0	44	4	17	0	10	47	2	0	4	37	34
11:30 AM	0	1	3	2	0	32	4	8	0	19	32	1	0	5	30	41
11:45 AM	1	0	2	11	0	28	5	3	0	7	42	0	0	3	38	37
12:00 PM	0	0	3	6	0	23	4	8	0	6	38	1	0	8	35	44
12:15 PM	0	2	2	12	0	44	0	7	0	5	32	1	0	13	28	32
12:30 PM	0	2	3	5	1	45	1	8	0	9	27	0	0	7	40	36
12:45 PM	0	0	6	5	0	38	5	9	0	6	44	3	0	7	32	53
1:00 PM	0	0	6	4	0	37	3	14	0	17	48	0	0	9	57	55
1:15 PM	0	1	6	8	1	34	5	11	0	29	72	1	0	8	44	33
1:30 PM	0	0	0	7	0	33	1	13	0	7	39	1	0	7	42	46
1:45 PM	0	0	6	9	0	30	1	19	0	12	42	1	0	9	49	48
3:30 PM	0	2	4	4	0	61	2	18	0	67	119	1	0	11	90	69
3:45 PM	0	2	5	2	0	58	3	15	0	56	105	5	0	7	66	90
4:00 PM	0	0	4	11	0	51	5	14	0	12	76	3	0	15	62	84
4:15 PM	0	1	3	7	2	63	3	13	0	17	57	3	0	7	60	86
4:30 PM	0	0	3	2	0	48	5	14	0	23	66	2	0	10	76	106
4:45 PM	0	2	5	6	0	53	7	18	0	15	60	2	0	9	88	101
5:00 PM	0	4	6	7	0	52	7	17	0	35	53	5	0	7	102	107
5:15 PM	0	2	7	11	0	49	8	15	0	21	75	1	0	12	94	109
5:30 PM	0	0	9	8	0	69	6	4	0	23	49	4	0	7	81	100
5:45 PM	0	3	7	3	0	47	9	15	0	17	32	1	0	9	86	118
6:00 PM	0	2	4	3	0	56	5	14	0	11	44	1	0	10	82	98
6:15 PM	0	0	6	5	0	66	9	13	0	11	23	0	0	10	82	111

Study Name NM403.02 - TA Land TIS
Start Date 01/28/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	98th Street Northbound				98th Street Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM		---	---	---		---	---	---		---	---	---		---	---	---
6:15 AM		---	---	---		---	---	---		---	---	---		---	---	---
6:30 AM		---	---	---		---	---	---		---	---	---		---	---	---
6:45 AM		---	---	---		---	---	---		---	---	---		---	---	---
7:00 AM		---	---	---		---	---	---		---	---	---		---	---	---
7:15 AM		0	0	0		2	0	0		0	0	0		0	0	0
7:30 AM		0	0	0		0	0	0		0	0	0		0	0	0
7:45 AM		0	0	0		0	0	0		0	0	0		0	0	0
8:00 AM		0	0	0		0	0	0		0	0	0		0	0	0
8:15 AM		---	---	---		---	---	---		---	---	---		---	---	---
8:30 AM		0	0	0		0	0	0		0	0	0		0	0	0
8:45 AM		0	0	0		0	0	0		0	0	0		0	0	0
11:00 AM																
11:15 AM																
11:30 AM																
11:45 AM																
12:00 PM																
12:15 PM																
12:30 PM																
12:45 PM																
1:00 PM																
1:15 PM																
1:30 PM																
1:45 PM																
3:30 PM		0	0	0		1	0	0		0	0	0		0	0	0
3:45 PM		0	0	0		0	0	0		0	0	0		0	0	0
4:00 PM		---	---	---		---	---	---		---	---	---		---	---	---
4:15 PM		0	0	0		2	0	0		0	0	0		0	0	0
4:30 PM		0	0	0		0	0	0		0	0	0		0	0	0
4:45 PM		0	0	0		0	0	0		0	0	0		0	0	0
5:00 PM		---	---	---		---	---	---		---	---	---		---	---	---
5:15 PM		0	0	0		0	0	0		0	0	0		0	0	0
5:30 PM		0	0	0		0	0	0		0	0	0		0	0	0
5:45 PM		---	---	---		---	---	---		---	---	---		---	---	---
6:00 PM		---	---	---		---	---	---		---	---	---		---	---	---
6:15 PM		---	---	---		---	---	---		---	---	---		---	---	---
6:30 PM		---	---	---		---	---	---		---	---	---		---	---	---
6:45 PM		0	0	0		0	0	0		0	0	0		0	0	0
7:00 PM		---	---	---		---	---	---		---	---	---		---	---	---

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Lights

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM					0	38		1	0	2	72		0		27	19
6:15 AM					0	61		3	0	3	112		0		40	19
6:30 AM					0	84		2	0	7	143		0		67	36
6:45 AM					0	82		6	0	3	159		0		64	46
7:00 AM					0	89		20	0	6	160		0		75	34
7:15 AM					0	115		27	0	10	208		0		81	54
7:30 AM					0	121		9	0	17	210		0		69	72
7:45 AM					0	121		10	0	9	178		0		66	45
8:00 AM					0	116		35	0	14	158		0		82	53
8:15 AM					0	104		49	0	16	167		0		99	47
8:30 AM					0	77		18	0	24	150		0		77	45
8:45 AM					0	63		12	0	7	122		0		52	45
11:00 AM					0	31		2	0	2	55		0		51	42
11:15 AM					0	50		7	0	5	78		0		58	34
11:30 AM					0	43		3	0	9	82		0		55	35
11:45 AM					1	56		4	0	6	79		0		61	35
12:00 PM					0	48		4	0	3	62		0		61	56
12:15 PM					0	59		1	0	6	55		0		95	47
12:30 PM					0	40		4	0	4	57		0		83	51
12:45 PM					0	52		4	0	3	70		0		73	35
1:00 PM					0	59		10	0	6	80		0		92	50
1:15 PM					1	55		7	0	15	102		0		85	42
1:30 PM					0	57		8	0	9	79		0		72	50
1:45 PM					1	64		12	0	5	71		0		95	59
3:30 PM					0	91		7	0	35	151		0		153	104
3:45 PM					0	84		9	0	38	134		0		150	89
4:00 PM					0	96		12	0	14	102		0		165	103
4:15 PM					0	88		7	0	7	89		0		167	114
4:30 PM					0	81		11	0	18	125		0		176	102
4:45 PM					0	83		8	0	15	107		0		173	120
5:00 PM					0	64		19	0	14	89		0		205	107
5:15 PM					0	70		31	0	10	99		0		183	111
5:30 PM					0	60		13	0	8	102		0		209	97
5:45 PM					0	69		12	0	10	88		0		193	120
6:00 PM					0	49		12	0	13	111		0		204	115
6:15 PM					0	84		10	0	9	112		0		183	101

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Buses

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM					0	0	0	0	0	0	0	0	0	0	0	
6:15 AM					0	0	0	0	0	0	0	0	0	1	0	
6:30 AM					0	3	0	0	0	0	0	0	0	4	1	
6:45 AM					0	1	1	0	0	0	0	0	0	5	2	
7:00 AM					0	1	2	0	0	0	1	0	0	3	0	
7:15 AM					0	0	0	0	0	5	8	0	0	0	0	
7:30 AM					0	2	1	0	0	0	0	0	0	0	0	
7:45 AM					0	0	0	0	0	0	2	0	0	2	0	
8:00 AM					0	1	0	0	0	0	3	0	0	3	1	
8:15 AM					0	1	0	0	0	0	4	0	0	1	2	
8:30 AM					0	0	0	0	0	5	5	0	0	0	0	
8:45 AM					0	0	1	0	0	0	0	0	0	3	0	
11:00 AM					0	0	0	0	0	0	0	0	0	1	0	
11:15 AM					0	0	0	0	0	1	1	0	0	1	0	
11:30 AM					0	1	0	0	0	0	2	0	0	0	0	
11:45 AM					0	0	0	0	0	0	0	0	0	2	1	
12:00 PM					0	1	0	0	0	0	1	0	0	0	0	
12:15 PM					0	0	0	0	0	0	1	0	0	0	0	
12:30 PM					0	0	0	0	0	0	0	0	0	2	1	
12:45 PM					0	0	1	0	0	0	0	0	0	2	0	
1:00 PM					0	1	0	0	0	0	0	0	0	1	0	
1:15 PM					0	0	1	0	0	1	2	0	0	3	1	
1:30 PM					0	0	0	0	0	0	0	0	0	1	2	
1:45 PM					0	0	2	0	0	0	1	0	0	1	0	
3:30 PM					0	1	0	0	0	0	1	0	0	1	0	
3:45 PM					0	2	0	0	0	1	3	0	0	0	2	
4:00 PM					0	3	0	0	0	0	3	0	0	0	1	
4:15 PM					0	0	0	0	0	0	4	0	0	0	3	
4:30 PM					0	0	0	0	0	0	1	0	0	2	0	
4:45 PM					0	1	1	0	0	0	0	0	0	0	0	
5:00 PM					0	0	0	0	0	0	0	0	0	0	0	
5:15 PM					0	1	0	0	0	0	0	0	0	0	0	
5:30 PM					0	0	0	0	0	1	0	0	0	1	0	
5:45 PM					0	0	1	0	0	0	1	0	0	0	0	
6:00 PM					0	0	0	0	0	0	0	0	0	1	0	
6:15 PM					0	0	0	0	0	0	0	0	0	0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Trucks

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM					0	0	0	0	1	0		1	0		1	0
6:15 AM					0	2	0	0	1	0		1	0		1	0
6:30 AM					0	1	0	0	2	0		1	0		1	1
6:45 AM					0	0	0	0	4	0		1	0		1	1
7:00 AM					0	3	1	0	2	0		3	0		3	1
7:15 AM					0	1	0	0	3	0		4	0		4	2
7:30 AM					0	3	2	0	4	0		6	0		6	1
7:45 AM					0	2	0	0	1	0		6	0		6	1
8:00 AM					0	4	0	0	0	0		5	0		5	0
8:15 AM					0	4	0	0	5	0		5	0		5	2
8:30 AM					0	1	0	0	3	0		10	0		10	3
8:45 AM					0	2	0	0	1	6		6	0		6	2
11:00 AM					0	1	0	0	0	1		3	0		3	0
11:15 AM					0	2	0	0	0	3		4	0		4	0
11:30 AM					0	3	0	0	0	4		3	0		3	0
11:45 AM					0	2	0	0	0	7		3	0		3	1
12:00 PM					0	1	0	0	0	3		5	0		5	0
12:15 PM					0	0	0	0	0	5		0	0		0	0
12:30 PM					0	1	1	0	0	3		3	0		3	4
12:45 PM					0	1	0	0	0	3		2	0		2	6
1:00 PM					0	3	1	0	0	4		7	0		7	2
1:15 PM					0	0	0	0	0	3		7	0		7	1
1:30 PM					0	1	0	0	0	4		4	0		4	2
1:45 PM					0	0	0	0	0	0		4	0		4	0
3:30 PM					0	0	0	0	0	0		5	0		5	0
3:45 PM					0	0	0	0	0	3		2	0		2	0
4:00 PM					0	1	0	0	0	5		4	0		4	0
4:15 PM					0	2	0	0	1	3		3	0		3	1
4:30 PM					0	1	0	0	0	2		3	0		3	1
4:45 PM					0	0	0	0	0	2		2	0		2	0
5:00 PM					0	0	0	0	0	4		0	0		0	0
5:15 PM					0	0	0	0	0	3		1	0		1	1
5:30 PM					0	0	0	0	0	2		0	0		0	0
5:45 PM					0	0	0	0	0	3		3	0		3	1
6:00 PM					0	0	0	0	0	1		3	0		3	1
6:15 PM					0	1	0	0	0	1		2	0		2	1

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Bicycles on Road

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM					0	0	0		0	0	0		0	0	0	
6:15 AM					0	0	0		0	0	0		0	0	0	
6:30 AM					0	0	0		0	0	0		0	0	0	
6:45 AM					0	0	0		0	0	0		0	0	0	
7:00 AM					0	0	0		0	0	0		0	0	0	
7:15 AM					0	0	0		0	0	0		0	0	0	
7:30 AM					0	0	0		0	0	0		0	0	0	
7:45 AM					0	0	0		0	0	0		0	0	0	
8:00 AM					0	0	0		0	0	0		0	0	0	
8:15 AM					0	0	0		0	0	0		0	0	0	
8:30 AM					0	0	0		0	0	0		0	0	0	
8:45 AM					0	0	0		0	0	0		0	0	0	
11:00 AM					0	0	0		0	0	0		0	0	0	
11:15 AM					0	0	0		0	0	0		0	0	0	
11:30 AM					0	0	0		0	0	0		0	0	0	
11:45 AM					0	0	0		0	0	0		0	0	0	
12:00 PM					0	0	0		0	0	0		0	0	0	
12:15 PM					0	0	0		0	0	0		0	1	0	
12:30 PM					0	0	0		0	0	0		0	0	0	
12:45 PM					0	0	0		0	0	0		0	0	0	
1:00 PM					0	0	0		0	0	0		0	0	0	
1:15 PM					0	0	0		0	0	0		0	0	0	
1:30 PM					0	0	0		0	0	0		0	0	0	
1:45 PM					0	0	0		0	0	0		0	0	0	
3:30 PM					0	0	0		0	0	0		0	0	0	
3:45 PM					0	0	0		0	0	0		0	0	0	
4:00 PM					0	0	0		0	0	0		0	0	0	
4:15 PM					0	0	0		0	0	0		0	0	0	
4:30 PM					0	0	0		0	0	0		0	0	0	
4:45 PM					0	0	0		0	0	0		0	0	0	
5:00 PM					0	0	0		0	0	0		0	0	0	
5:15 PM					0	0	0		0	0	0		0	0	0	
5:30 PM					0	0	0		0	0	0		0	0	0	
5:45 PM					0	0	0		0	0	0		0	0	0	
6:00 PM					0	0	0		0	0	0		0	0	0	
6:15 PM					0	0	0		0	0	0		0	0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Bicycles on Crosswalk

	n/a Northbound			Unser Blvd SW Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds WB	Peds EB	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM				0	0		0	0		0	0	
6:15 AM				0	0		0	0		0	0	
6:30 AM				1	0		0	0		0	0	
6:45 AM				0	0		0	0		0	0	
7:00 AM				0	0		0	0		0	0	
7:15 AM				0	0		0	0		0	0	
7:30 AM				0	0		0	0		0	0	
7:45 AM				0	0		0	0		0	0	
8:00 AM				0	0		0	0		0	0	
8:15 AM				0	0		0	0		0	0	
8:30 AM				0	0		0	0		0	0	
8:45 AM				0	0		0	0		0	0	
11:00 AM				0	0		0	0		0	0	
11:15 AM				0	0		0	0		0	0	
11:30 AM				0	0		0	0		0	0	
11:45 AM				0	0		0	0		0	0	
12:00 PM				0	0		0	0		0	0	
12:15 PM				0	0		0	0		0	0	
12:30 PM				0	0		0	0		0	0	
12:45 PM				0	0		0	0		0	0	
1:00 PM				0	0		0	0		0	0	
1:15 PM				0	0		0	0		0	0	
1:30 PM				0	0		0	0		0	0	
1:45 PM				0	0		0	0		0	0	
3:30 PM				0	0		0	0		0	0	
3:45 PM				0	0		0	0		0	0	
4:00 PM				0	0		0	0		0	0	
4:15 PM				0	0		0	0		0	0	
4:30 PM				0	0		0	0		0	0	
4:45 PM				0	0		0	0		0	0	
5:00 PM				0	0		0	0		0	0	
5:15 PM				0	0		0	0		0	0	
5:30 PM				0	0		0	0		0	0	
5:45 PM				0	0		0	0		0	0	
6:00 PM				0	0		0	0		0	0	
6:15 PM				0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Pedestrians

	n/a Northbound			Unser Blvd SW Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds WB	Peds EB	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM				0	0		0	0		0	0	
6:15 AM				0	0		0	0		0	0	
6:30 AM				0	0		0	0		0	0	
6:45 AM				0	0		0	0		0	0	
7:00 AM				0	0		0	0		0	0	
7:15 AM				0	0		0	0		0	0	
7:30 AM				0	0		0	0		0	0	
7:45 AM				0	0		0	0		0	0	
8:00 AM				0	0		0	0		0	0	
8:15 AM				0	0		0	0		0	0	
8:30 AM				0	0		0	0		0	0	
8:45 AM				0	0		0	0		0	0	
11:00 AM				0	0		0	0		0	0	
11:15 AM				0	1		0	0		0	0	
11:30 AM				0	0		0	0		0	0	
11:45 AM				0	0		0	0		0	0	
12:00 PM				0	0		0	0		0	0	
12:15 PM				0	0		0	0		0	0	
12:30 PM				0	0		0	0		0	0	
12:45 PM				0	0		0	0		0	0	
1:00 PM				0	0		0	0		0	0	
1:15 PM				1	0		0	0		0	0	
1:30 PM				0	1		0	0		0	0	
1:45 PM				0	0		0	0		0	0	
3:30 PM				0	0		0	0		0	0	
3:45 PM				0	0		0	0		0	0	
4:00 PM				1	0		0	0		0	0	
4:15 PM				0	0		0	0		0	0	
4:30 PM				0	0		0	0		0	0	
4:45 PM				0	0		0	0		0	0	
5:00 PM				0	0		0	0		0	0	
5:15 PM				0	0		0	0		0	0	
5:30 PM				0	0		0	0		0	0	
5:45 PM				0	0		0	0		0	0	
6:00 PM				0	0		0	0		0	0	
6:15 PM				0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM					0	38		1	0	2	73		0		28	19
6:15 AM					0	63		3	0	3	113		0		42	19
6:30 AM					0	88		2	0	7	145		0		72	38
6:45 AM					0	83		7	0	3	163		0		70	49
7:00 AM					0	93		23	0	6	163		0		81	35
7:15 AM					0	116		27	0	15	219		0		85	56
7:30 AM					0	126		12	0	17	214		0		75	73
7:45 AM					0	123		10	0	9	181		0		74	46
8:00 AM					0	121		35	0	14	161		0		90	54
8:15 AM					0	109		49	0	16	176		0		105	51
8:30 AM					0	78		18	0	29	158		0		87	48
8:45 AM					0	65		13	0	8	128		0		61	47
11:00 AM					0	32		2	0	2	56		0		55	42
11:15 AM					0	52		7	0	6	82		0		63	34
11:30 AM					0	47		3	0	9	88		0		58	35
11:45 AM					1	58		4	0	6	86		0		66	37
12:00 PM					0	50		4	0	3	66		0		66	56
12:15 PM					0	59		1	0	6	61		0		96	47
12:30 PM					0	41		5	0	4	60		0		88	56
12:45 PM					0	53		5	0	3	73		0		77	41
1:00 PM					0	63		11	0	6	84		0		100	52
1:15 PM					1	55		8	0	16	107		0		95	44
1:30 PM					0	58		8	0	9	83		0		77	54
1:45 PM					1	64		14	0	5	72		0		100	59
3:30 PM					0	92		7	0	35	152		0		159	104
3:45 PM					0	86		9	0	39	140		0		152	91
4:00 PM					0	100		12	0	14	110		0		169	104
4:15 PM					0	90		7	0	8	96		0		170	118
4:30 PM					0	82		11	0	18	128		0		181	103
4:45 PM					0	84		9	0	15	109		0		175	120
5:00 PM					0	64		19	0	14	93		0		205	107
5:15 PM					0	71		31	0	10	102		0		184	112
5:30 PM					0	60		13	0	9	104		0		210	97
5:45 PM					0	69		13	0	10	92		0		196	121
6:00 PM					0	49		12	0	13	112		0		208	116
6:15 PM					0	85		10	0	9	113		0		185	102

Study Name NM403.02 - TA Land TIS
Start Date 01/22/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	n/a Northbound				Unser Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	--- = no video
6:00 AM						---	---	---		---	---	---		---	---	---	
6:15 AM						---	---	---		---	---	---		---	---	---	
6:30 AM						---	---	---		---	---	---		---	---	---	
6:45 AM						0	0	0		0	0	0		0	0	0	
7:00 AM						0	0	0		0	0	0		0	0	0	
7:15 AM						0	0	0		0	0	0		0	0	0	
7:30 AM						0	0	0		0	10	0		0	0	0	
7:45 AM						5	0	0		0	14	0		0	0	0	
8:00 AM						0	0	0		0	0	0		0	0	0	
8:15 AM						0	0	0		0	0	0		0	0	0	
8:30 AM						0	0	0		0	0	0		0	0	0	
8:45 AM						0	0	0		0	0	0		0	0	0	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
1:00 PM																	
1:15 PM																	
1:30 PM																	
1:45 PM																	
3:30 PM						0	0	0		0	0	0		0	0	0	
3:45 PM						4	0	0		0	0	0		0	0	0	
4:00 PM						0	0	0		0	0	0		0	0	0	
4:15 PM						0	0	0		0	0	0		0	0	0	
4:30 PM						6	0	0		0	0	0		0	0	0	
4:45 PM						0	0	0		0	0	0		0	0	0	
5:00 PM						0	0	0		0	0	0		0	0	0	
5:15 PM						2	0	0		0	0	0		0	8	0	
5:30 PM						---	---	---	---	---	---	---	---	---	---	---	
5:45 PM						---	---	---	---	---	---	---	---	---	---	---	
6:00 PM						---	---	---	---	---	---	---	---	---	---	---	
6:15 PM						---	---	---	---	---	---	---	---	---	---	---	

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Lights

	Condershire Dr SW Northbound				Mead Rd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	2	0	1	0	0	0	1	128	0	0	0	56	0
6:15 AM	0	3	0	1	0	1	0	3	0	0	206	3	0	0	55	0
6:30 AM	0	2	0	3	0	5	0	1	0	0	224	2	0	1	81	0
6:45 AM	0	5	0	6	0	2	0	2	0	2	257	6	0	1	102	1
7:00 AM	0	1	0	4	0	1	0	4	0	0	264	3	0	1	113	0
7:15 AM	0	6	1	7	0	2	0	9	0	3	293	3	0	1	122	1
7:30 AM	0	5	0	3	0	2	0	7	0	2	327	6	0	1	132	2
7:45 AM	0	6	0	5	0	1	0	10	0	0	277	13	0	3	132	0
8:00 AM	0	10	0	4	0	0	0	7	0	2	222	11	0	1	131	0
8:15 AM	0	10	0	2	0	2	0	6	0	3	239	2	0	1	142	1
8:30 AM	0	8	0	2	0	3	0	1	0	3	221	7	0	1	103	2
8:45 AM	0	6	0	7	0	3	0	7	0	3	181	5	0	8	97	2
11:00 AM	0	3	0	4	0	2	1	1	0	2	112	5	0	2	81	0
11:15 AM	0	2	0	3	0	1	0	1	0	3	117	3	0	1	78	1
11:30 AM	0	2	1	3	0	0	1	5	0	1	132	3	0	1	101	1
11:45 AM	0	1	0	8	0	3	0	0	0	0	106	3	0	1	116	1
12:00 PM	0	1	0	2	0	0	0	2	0	3	118	2	0	4	108	3
12:15 PM	0	6	1	2	0	1	0	0	0	2	121	2	0	3	116	3
12:30 PM	0	3	0	4	0	1	0	2	0	2	98	2	1	4	125	3
12:45 PM	0	6	0	3	0	4	0	4	0	7	135	1	0	0	109	5
1:00 PM	0	5	0	0	0	0	2	5	0	0	109	7	0	0	132	1
1:15 PM	0	4	0	2	0	2	0	3	0	1	134	3	0	0	142	7
1:30 PM	0	2	0	1	0	3	0	3	0	3	140	0	0	2	141	1
1:45 PM	0	5	0	3	0	1	0	5	0	2	126	6	0	0	117	3
3:30 PM	0	6	3	3	0	1	0	8	0	6	208	9	0	1	229	1
3:45 PM	0	8	0	3	0	1	2	3	0	2	219	10	0	1	256	1
4:00 PM	0	11	0	3	0	0	0	12	0	4	179	8	0	2	276	1
4:15 PM	0	9	0	1	0	0	0	5	0	6	200	9	0	2	279	0
4:30 PM	0	18	0	3	0	1	0	5	0	4	164	3	0	2	264	1
4:45 PM	0	15	1	5	0	0	0	11	0	2	183	7	0	9	247	3
5:00 PM	0	12	0	2	0	3	0	4	0	4	136	5	0	1	256	3
5:15 PM	0	9	0	1	0	3	0	9	0	2	169	7	0	2	275	3
5:30 PM	0	12	0	4	0	1	0	8	0	1	146	10	0	2	256	4
5:45 PM	0	12	2	4	0	1	0	8	0	0	162	7	0	4	282	7
6:00 PM	0	9	0	6	0	1	0	6	0	5	159	4	0	2	265	1
6:15 PM	0	6	0	0	0	1	1	3	0	1	166	6	0	1	229	2

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Buses

	Condershire Dr SW Northbound				Mead Rd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	0
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Trucks

	Condershire Dr SW Northbound				Mead Rd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	0	9	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	10	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0
11:00 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	6	1
11:15 AM	0	0	0	0	0	0	0	1	0	0	11	0	0	0	6	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	5	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	10	0	0	0	6	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	6	0
1:00 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	6	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	1	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	11	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Bicycles on Road

	Condershire Dr SW Northbound				Mead Rd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Bicycles on Crosswalk

	Condershire Dr SW Northbound			Mead Rd SW Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Pedestrians

	Condershire Dr SW Northbound			Mead Rd SW Southbound			Dennis Chavez Blvd Eastbound			Dennis Chavez Blvd Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	1		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/29/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	Condershire Dr SW Northbound				Mead Rd SW Southbound				Dennis Chavez Blvd Eastbound				Dennis Chavez Blvd Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	2	0	1	0	0	0	1	129	0	0	0	58	0
6:15 AM	0	3	0	1	0	1	0	3	0	0	210	3	0	0	57	0
6:30 AM	0	2	0	3	0	6	0	1	0	0	229	2	0	1	84	0
6:45 AM	0	5	0	6	0	2	0	2	0	2	263	7	0	1	113	1
7:00 AM	0	1	0	4	0	1	0	4	0	1	267	3	0	1	124	0
7:15 AM	0	6	1	7	0	2	0	9	0	3	306	5	0	1	132	2
7:30 AM	0	5	0	3	0	2	0	7	0	2	333	6	0	1	141	2
7:45 AM	0	6	0	5	0	1	0	10	0	0	288	13	0	3	138	0
8:00 AM	0	10	0	4	0	0	0	7	0	2	232	11	0	1	140	0
8:15 AM	0	10	0	2	0	2	0	7	0	3	249	2	0	1	153	1
8:30 AM	0	8	0	2	0	3	0	1	0	3	237	7	0	1	114	2
8:45 AM	0	7	0	7	0	3	0	7	0	3	190	5	0	8	103	2
11:00 AM	0	3	0	4	0	2	1	2	0	2	116	5	0	2	89	1
11:15 AM	0	2	0	3	0	1	0	2	0	3	128	3	0	1	85	1
11:30 AM	0	3	1	3	0	0	1	5	0	1	140	3	0	1	106	1
11:45 AM	0	1	0	8	0	3	0	0	0	0	110	3	0	1	124	1
12:00 PM	0	1	0	2	0	0	0	2	0	3	120	2	0	4	112	3
12:15 PM	0	6	1	2	0	1	0	0	0	3	132	2	0	3	122	3
12:30 PM	0	3	0	4	0	1	0	2	0	2	105	2	1	4	130	3
12:45 PM	0	6	0	3	0	4	0	4	0	7	142	1	0	1	117	5
1:00 PM	0	6	0	0	0	0	2	5	0	0	114	7	0	0	138	2
1:15 PM	0	4	0	2	0	2	0	3	0	1	143	3	0	1	143	7
1:30 PM	0	2	0	1	0	3	0	3	0	3	142	0	0	2	151	1
1:45 PM	0	5	0	3	0	1	0	5	0	2	131	6	0	1	129	3
3:30 PM	0	6	3	3	0	1	0	8	0	6	219	9	0	1	243	1
3:45 PM	0	8	0	3	0	1	2	4	0	2	230	10	0	1	262	1
4:00 PM	0	11	0	3	0	0	0	12	0	4	188	8	0	2	278	1
4:15 PM	0	10	0	1	0	0	0	5	0	6	211	9	0	2	287	0
4:30 PM	0	18	0	3	0	1	0	5	0	4	173	3	0	2	271	1
4:45 PM	0	15	1	5	0	0	0	11	0	2	188	7	0	9	250	3
5:00 PM	0	12	0	2	0	3	0	4	0	4	141	5	0	1	262	4
5:15 PM	0	9	0	1	0	3	0	9	0	3	171	7	0	2	277	3
5:30 PM	0	12	0	4	0	1	0	9	0	1	151	10	0	2	256	4
5:45 PM	0	12	2	4	0	1	0	8	0	0	164	7	0	4	284	7
6:00 PM	0	9	0	6	0	1	0	6	0	5	159	4	0	2	268	1
6:15 PM	0	6	0	0	0	1	1	3	0	1	166	6	0	1	231	3

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Lights

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	28	56	22	0	37	58	3	0	1	72	55	0	9	8	17
6:15 AM	0	38	53	27	0	56	68	1	0	3	103	54	0	10	23	17
6:30 AM	0	63	62	32	0	73	74	2	0	1	143	69	0	14	25	24
6:45 AM	1	49	84	30	0	95	85	3	0	3	157	75	0	11	37	25
7:00 AM	0	84	114	29	0	68	73	4	0	16	152	59	0	10	43	25
7:15 AM	0	70	153	33	0	107	105	7	0	17	233	79	0	16	49	47
7:30 AM	0	68	157	32	0	108	121	6	0	18	166	114	0	15	53	55
7:45 AM	1	47	171	32	0	90	118	4	0	11	170	111	1	33	59	69
8:00 AM	0	66	122	27	1	88	139	9	0	8	122	91	0	25	58	50
8:15 AM	0	64	144	40	0	78	94	11	0	10	130	94	0	30	55	39
8:30 AM	0	58	97	42	0	64	117	10	0	15	106	93	0	24	38	59
8:45 AM	1	57	100	40	0	75	103	6	0	11	114	86	0	29	44	37
11:00 AM	0	46	108	29	2	47	119	11	0	6	46	64	0	38	44	51
11:15 AM	1	57	112	28	0	73	131	12	0	6	41	60	0	25	50	64
11:30 AM	0	62	146	18	0	61	128	8	0	15	53	87	0	36	55	64
11:45 AM	0	67	122	25	0	59	130	7	0	15	53	85	0	38	42	64
12:00 PM	0	66	134	36	1	65	116	8	0	9	55	62	0	32	43	64
12:15 PM	0	60	160	47	3	64	137	8	0	7	37	61	0	34	46	68
12:30 PM	0	54	153	29	2	52	108	14	0	10	38	75	0	35	49	76
12:45 PM	0	63	135	31	1	46	128	10	0	10	33	66	0	35	62	63
1:00 PM	0	66	122	28	1	63	132	8	0	14	38	62	0	25	62	75
1:15 PM	0	57	144	19	0	55	167	16	0	12	47	92	0	44	57	75
1:30 PM	0	70	161	33	0	65	119	10	0	10	35	83	0	33	58	85
1:45 PM	0	59	146	24	0	56	158	16	0	14	59	82	0	27	79	98
3:30 PM	0	72	169	22	0	65	161	20	0	14	79	101	0	43	133	116
3:45 PM	0	76	183	19	0	55	176	19	0	16	83	135	0	31	132	93
4:00 PM	0	85	180	16	0	81	178	12	0	13	88	125	0	35	134	118
4:15 PM	0	93	152	14	1	56	158	21	0	10	39	131	0	37	164	119
4:30 PM	0	70	182	9	0	63	189	36	0	4	61	107	0	20	158	120
4:45 PM	1	83	164	10	0	67	164	24	0	19	57	103	0	13	130	112
5:00 PM	0	85	200	9	0	54	156	33	0	10	71	108	0	12	152	152
5:15 PM	0	92	188	8	1	55	158	42	0	9	72	102	0	13	149	142
5:30 PM	0	96	185	11	0	57	174	29	0	14	63	94	0	9	144	135
5:45 PM	0	92	194	12	0	75	153	25	0	13	45	94	0	14	171	147
6:00 PM	0	78	139	20	1	50	142	18	0	11	40	90	0	18	154	122
6:15 PM	0	88	143	32	1	55	131	23	0	6	48	99	1	20	151	118

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Buses

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	1
6:30 AM	0	3	4	0	0	0	2	0	0	0	0	3	0	0	1	0
6:45 AM	0	4	6	0	0	1	1	0	0	0	0	0	0	1	2	1
7:00 AM	0	3	5	1	0	0	2	0	0	0	0	1	0	0	0	0
7:15 AM	0	1	2	0	0	1	3	0	0	2	3	5	0	1	0	0
7:30 AM	0	0	1	0	0	1	2	1	0	0	1	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	5	0	0	1	2	1	0	1	3	0
8:00 AM	0	1	6	0	0	0	2	0	0	0	0	3	0	0	1	0
8:15 AM	0	0	4	0	0	1	3	0	0	0	0	1	0	0	1	0
8:30 AM	0	1	2	0	0	0	3	0	0	1	4	5	0	0	0	0
8:45 AM	0	1	2	1	0	1	1	0	0	0	0	0	0	0	2	0
11:00 AM	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0
12:30 PM	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0
12:45 PM	0	1	1	0	0	1	1	0	0	0	0	0	0	0	1	0
1:00 PM	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1
1:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
1:30 PM	0	2	0	0	0	0	2	0	0	0	0	2	0	1	0	1
1:45 PM	0	3	2	0	0	0	0	0	0	0	0	1	0	0	0	0
3:30 PM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	2	0	0	1	5	0	0	0	0	3	0	0	0	0
4:00 PM	0	0	2	0	0	0	1	1	0	0	1	6	0	0	0	1
4:15 PM	0	1	1	0	0	0	2	0	0	0	1	2	0	0	1	2
4:30 PM	0	2	0	0	0	1	1	0	0	0	1	2	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Trucks

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	1	3	0	0	0	1	1	0	1	2	1
6:15 AM	0	0	0	1	0	2	3	0	0	0	1	1	0	1	2	0
6:30 AM	0	1	1	0	0	4	5	0	0	1	1	0	0	0	1	2
6:45 AM	0	2	1	1	0	3	3	0	0	0	1	1	0	1	1	1
7:00 AM	0	0	1	0	0	2	3	0	0	1	2	0	0	4	2	2
7:15 AM	0	1	3	3	0	3	1	0	0	1	3	1	0	3	7	2
7:30 AM	0	4	1	0	0	2	6	0	0	0	4	2	0	4	11	2
7:45 AM	0	0	1	2	0	4	4	0	0	0	2	0	0	2	4	3
8:00 AM	0	0	5	3	0	0	3	0	0	0	3	4	0	2	7	1
8:15 AM	0	0	3	0	0	4	9	0	0	0	5	4	0	1	4	5
8:30 AM	0	1	0	3	0	2	6	0	0	0	2	5	0	4	5	2
8:45 AM	0	1	5	1	0	0	10	0	0	0	3	3	0	4	3	3
11:00 AM	0	1	5	3	0	3	2	0	0	0	3	3	0	4	3	0
11:15 AM	0	3	6	8	0	3	5	0	0	0	5	2	0	7	5	0
11:30 AM	0	2	4	4	0	2	5	0	0	0	3	1	0	1	3	0
11:45 AM	0	1	2	2	0	1	5	1	0	0	5	1	0	4	3	1
12:00 PM	0	3	12	2	0	1	3	0	0	0	5	1	0	5	5	5
12:15 PM	0	2	1	2	0	4	4	0	0	0	7	1	0	5	3	4
12:30 PM	0	4	5	5	0	2	7	1	0	0	5	2	0	3	4	2
12:45 PM	0	1	5	2	0	2	4	0	0	0	7	0	0	4	4	4
1:00 PM	0	1	5	2	0	5	4	0	0	0	5	1	0	2	5	3
1:15 PM	0	3	4	4	0	2	3	0	0	0	3	1	0	1	1	2
1:30 PM	0	0	5	6	0	2	2	0	0	0	1	3	0	3	8	1
1:45 PM	0	1	11	4	0	2	2	0	0	0	1	0	0	6	4	7
3:30 PM	0	2	8	1	0	5	1	0	0	2	0	2	0	0	2	3
3:45 PM	0	2	4	1	0	2	1	2	0	0	1	2	0	1	5	5
4:00 PM	0	0	3	0	0	1	2	0	0	0	0	1	0	0	1	4
4:15 PM	0	1	3	0	0	3	1	0	0	0	1	2	0	0	0	2
4:30 PM	0	3	5	0	0	4	3	0	0	1	4	3	0	1	4	2
4:45 PM	0	0	7	0	0	1	0	0	0	0	0	0	0	0	2	4
5:00 PM	0	1	1	0	0	0	0	1	0	0	2	0	0	1	3	1
5:15 PM	0	1	3	1	0	1	0	0	0	0	2	0	0	0	2	4
5:30 PM	0	0	1	0	0	0	1	0	0	0	2	1	0	0	0	3
5:45 PM	0	0	5	0	0	2	1	0	0	0	3	0	0	1	0	2
6:00 PM	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Bicycles on Road

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Bicycles on Crosswalk

	Coors Blvd SW Northbound			Coors Blvd SW Southbound			Dennis Chavez Blvd Eastbound			Rio Bravo Blvd SW Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Crosswalk
Classification Pedestrians

	Coors Blvd SW Northbound			Coors Blvd SW Southbound			Dennis Chavez Blvd Eastbound			Rio Bravo Blvd SW Westbound		
Start Time	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	eds Combined
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	1	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		1	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		1	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	1		0	0	
12:15 PM	0	1		0	0		0	0		0	0	
12:30 PM	0	0		1	0		0	0		1	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	1	
1:30 PM	0	0		0	0		2	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	2		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	1		0	0		0	1		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		2	0		0	0		2	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	2		0	0		0	2	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	1		0	0		0	0		0	0	

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
6:00 AM	0	28	56	22	0	38	61	3	0	1	73	56	0	10	10	18
6:15 AM	0	39	53	28	0	58	72	1	0	3	105	56	0	11	25	18
6:30 AM	0	67	67	32	0	77	81	2	0	2	144	72	0	14	27	26
6:45 AM	1	55	91	31	0	99	89	3	0	3	158	76	0	13	40	27
7:00 AM	0	87	120	30	0	70	78	4	0	17	154	60	0	14	45	27
7:15 AM	0	72	158	36	0	112	109	7	0	20	239	85	0	20	56	49
7:30 AM	0	72	159	32	0	111	129	7	0	18	171	116	0	19	64	57
7:45 AM	1	48	172	34	0	94	127	4	0	12	174	112	1	36	66	72
8:00 AM	0	67	133	30	1	88	144	9	0	8	125	98	0	27	66	51
8:15 AM	0	64	151	40	0	83	106	11	0	10	135	99	0	31	60	44
8:30 AM	0	60	99	45	0	66	126	10	0	16	112	103	0	28	43	61
8:45 AM	1	59	107	42	0	76	114	6	0	11	117	89	0	33	49	40
11:00 AM	0	49	113	32	2	50	122	11	0	6	50	67	0	42	47	51
11:15 AM	1	60	119	36	0	76	136	12	0	6	46	62	0	32	56	64
11:30 AM	0	64	150	22	0	63	134	8	0	15	56	89	0	37	58	64
11:45 AM	0	69	124	27	0	60	135	8	0	15	59	86	0	43	45	66
12:00 PM	0	70	147	38	1	66	119	8	0	9	60	63	0	37	48	69
12:15 PM	0	62	161	49	3	69	143	8	0	7	44	64	0	39	49	72
12:30 PM	0	60	160	34	2	54	115	15	0	10	44	77	0	38	53	78
12:45 PM	0	65	141	33	1	49	133	10	0	10	40	66	0	39	67	67
1:00 PM	0	68	127	30	1	68	137	9	0	14	43	64	0	27	67	79
1:15 PM	0	60	149	23	0	57	170	16	0	12	52	93	0	45	58	77
1:30 PM	0	72	166	39	0	67	123	10	0	10	36	88	0	37	66	87
1:45 PM	0	63	159	28	0	58	160	16	0	14	60	83	0	33	83	105
3:30 PM	0	74	177	23	0	70	166	20	0	16	79	104	0	43	136	120
3:45 PM	0	78	189	20	0	58	182	21	0	16	84	140	0	32	137	98
4:00 PM	0	85	185	16	0	82	181	13	0	13	89	132	0	35	135	123
4:15 PM	0	95	156	14	1	59	161	21	0	10	41	135	0	37	165	123
4:30 PM	0	75	187	9	0	68	193	36	0	5	66	112	0	21	162	122
4:45 PM	1	83	171	10	0	68	164	24	0	19	58	104	0	13	132	116
5:00 PM	0	86	202	9	0	54	158	34	0	10	73	108	0	13	156	153
5:15 PM	0	93	192	9	1	56	158	42	0	9	74	103	0	13	151	146
5:30 PM	0	96	187	11	0	57	175	29	0	14	65	95	0	9	144	138
5:45 PM	0	92	199	12	0	77	155	25	0	13	48	94	0	15	171	149
6:00 PM	0	80	142	20	1	50	144	18	0	11	41	91	0	18	154	123
6:15 PM	0	88	143	32	1	55	132	23	0	6	49	99	1	20	151	119

Study Name NM403.02 - TA Land TIS
Start Date 01/23/2025
Start Time 6:00 AM
Site Code
Project

Type Road
Classification Totals

	Coors Blvd SW Northbound				Coors Blvd SW Southbound				Dennis Chavez Blvd Eastbound				Rio Bravo Blvd SW Westbound				--- = No Video
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
6:00 AM		---	---	---		---	---	---		---	---	---		---	---	---	
6:15 AM		---	---	---		---	---	---		---	---	---		---	---	---	
6:30 AM		---	---	---		---	---	---		---	---	---		---	---	---	
6:45 AM		0	0	0		0	0	0		0	0	0		0	0	0	
7:00 AM		6	0	0		0	0	0		0	0	0		0	0	0	
7:15 AM		3	3	0		0	0	0		0	0	0		0	0	0	
7:30 AM		0	20	0		0	0	0		0	0	0		0	0	0	
7:45 AM		0	4	0		3	8	0		0	0	0		3	0	0	
8:00 AM		3	3	0		0	0	0		0	0	0		0	0	0	
8:15 AM		6	0	0		0	0	0		0	0	0		0	0	0	
8:30 AM		3	0	0		0	3	0		0	0	0		0	0	0	
8:45 AM		0	0	0		0	0	0		0	0	0		0	0	0	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
1:00 PM																	
1:15 PM																	
1:30 PM																	
1:45 PM																	
3:30 PM		28	1	0		0	8	0		0	0	0		0	19	0	
3:45 PM		15	6	0		0	0	0		0	0	0		0	0	0	
4:00 PM		16	7	0		0	0	0		0	0	0		0	0	0	
4:15 PM		23	0	0		---	---	---		0	0	0		---	---	---	
4:30 PM		46	3	0		---	---	---		0	0	0		---	---	---	
4:45 PM		64	72	0		---	---	---		0	0	0		---	---	---	
5:00 PM		77	41	0		---	---	---		0	0	0		---	---	---	
5:15 PM		48	13	0		---	---	---		0	0	0		---	---	---	
5:30 PM		52	62	0		---	---	---		0	0	0		---	---	---	
5:45 PM		---	---	---		---	---	---		---	---	---		---	---	---	
6:00 PM		---	---	---		---	---	---		---	---	---		---	---	---	
6:15 PM		---	---	---		---	---	---		---	---	---		---	---	---	

APPENDIX C
SIGNAL TIMING SHEETS

Intersection No.:

Intersection Name: 98th Street/Blake Road

Revision Date 1/17/2020

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	10	3	16	3	10	3	16
Walk:		7		7		7		7
Ped Clr:		33		17		28		13
Veh Ext:	2.0	3.0	1.5	4.0	2.0	3.0	1.5	4.0
Veh Ext2:								
Max 1:	30	60	30	80	30	60	30	80
Max 2:								
Max 3:								
Yellow:	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clr	0.5	2.0	0.5	1.5	0.5	2.0	0.5	2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	4 & 8
Start In:	GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES: completed by Parametrix

ASC3 COORDINATION PLAN DATA

5/30/2025 7:46 AM

98th Street/Blake Road

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	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	130s	STD (COS)	111
OFFSET VAL	25%		
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	11	44	11	34	7	48	8	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	110s	STD (COS)	131
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	9	45	12	34	8	46	9	37

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

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	110s	STD (COS)	251
OFFSET VAL	41%		
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	10	44	12	34	7	47	11	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	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

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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	7:00
2	100	22:00
3	0	00:00

DAY PLAN/EVENT 2

EVENT	ACTION PLAN	START TIME
1	21	6:00
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	7:00
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

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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:

completed by Parametrix, 1/17/20

Intersection No.: 431

Intersection Name: BLAKE - UNSER

Revision Date: 5/25/2017

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB	W-S	EB	N-W	SB	E-N	WB
Min Grn	3	16	3	8	3	16	3	8
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	10	0	34	0	12	0	33
Veh Ext:	1.5	3.0	1.5	4.0	1.5	3.0	1.5	4.0
Veh Ext2:	1.5	3.0	1.5	4.0	1.5	3.0	1.5	4.0
Max 1:	16	32	16	24	16	32	16	24
Max 2:	16	32	16	24	16	32	16	24
Max 3:								
Yellow:	3.0	4.0	3.0	4.0	3.0	4.5	3.0	3.5
Red Clr	0.5	1.0	0.5	3.5	0.5	1.0	0.5	3.5

Recall Data

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

Flash Mode: ALL RED

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

Overlap Phases:

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:
1, Intersection turned on, 11/5/10.
2. Clearance intervals updated to NMDOT standard by BB, 10/3/13.
3. Extention time increased to 4.0 seconds, 5/28/15.
4. Timing sheet revised to current timing sheet, 8/31/16.
5. New Coordination Patterns implemented 05-24-2017, Lee Engineering.

ASC3 COORDINATION PLAN DATA

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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

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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

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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

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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.

Intersection No.: 433

CENTREC: 1

Intersection Name: DENNIS CHAVEZ - 98TH

Revision Date: 11/28/2023

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	E-N	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	18	3	16	3	18	3	16
Walk:		7		7		7		7
Ped Clr:		33		20		32		23
Veh Ext:	1.5	4	1.5	3	1.5	4	1.5	3
Veh Ext2:	1.5	4	1.5	3	1.5	4	1.5	3
Max 1:	16	36	16	24	16	36	16	24
Max 2:	16.0	36	16.0	24	16	36	16.0	24
Max 3:								
Yellow:	3	4.5	3	3.25	3	4.5	3	3.25
Red Clr	0.5	1.5	0.5	1.5	0.5	1.5	0.5	1.5

Recall Data

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

Flash Mode: ALL RED

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

Overlap Phases:

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection turned on 5/18/09.
2. Right lane for SB put on 8 sec. delay, 6/8/09.
3. Clearance interevals updated to NMDOT standard by BB, 9/30/13.
4. Timing sheet revised to current timing sheet, 8/31/16.
5. Startup timings for addition of south leg. Base timings updated for opening day post intersection reconstruction. PED TIMINGS REQUIRE FIELD MEASUREMENT. Reds & Yellows per city policy - By Lee Engineering 12/16/2020
6. Ped Clr times updated from field measurement of crossing distance, Lee Eng, 11-28

ASC3 COORDINATION PLAN DATA

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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	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	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	15	42	14	29	15	42	24	19

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	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	N-W	SB
SPLITS	14	47	14	25	19	43	19	19

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

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	110s	STD (COS)	151
OFFSET VAL	93%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	14	42	14	30	14	42	25	19

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

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW		CURRENT TOD
ENA ACTION PLAN	0		
SYNC REF TIME	03:30	SYNC REF	REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE	NO
TIME RESET INPUT SET TIME		3:30:00	

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ASC3 COORDINATION PLAN DATA

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ACTION PLAN 25

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

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	23	10:00
2	100	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

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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.
4. New Coordination Patterns for signal reconstruction and addition of south leg 12-16-2020, Lee Engineering.

Intersection No.:	
Intersection Name:	DENNIS CHAVEZ & UNSER
Revision Date	11/28/2023

NONE

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:				EB		SB	E-N	WB
Min Grn				8		16	3	8
Walk:						7		7
Ped Clr:						16		35
Veh Ext:				3.0		3.0	1.5	3.0
Veh Ext2:				3.0		3.0	1.5	3.0
Max 1:				36		24	16	36
Max 2:								
Max 3:								
Yellow:				5.0		4.0	3.0	5.0
Red Clr				1.5		1.5	0.5	1.5

Recall Data

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

Flash Mode:	ALL RED
Start Up Mode:	ALL RED
Time:	8 SEC.
First Phases:	4 & 8
Start In:	GREEN
Overlap Phases:	

NOTES:	
	1. Intersection turned on, 11/5/10.
	2. Ped times and clearance times as per standard, 10/4/13.
	3. Startup phases adjusted to phases 4 and 8.
	4. Timing sheet updated to new format, 8/29/16.
	5. Ped Clr times updated from field measurement of crossing distance, Lee Eng, 11-28-

ASC3 COORDINATION PLAN DATA

5/30/2025 7:56 AM

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	120s	STD (COS)	111
OFFSET VAL	40%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	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	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	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

5/30/2025 7:56 AM

COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	0-5		
CYCLE	110s	STD (COS)	151
OFFSET VAL	53%		
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
DIMMING ENABLE	NO		

ASC3 COORDINATION PLAN DATA

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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

5/30/2025 7:56 AM

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.
4. Updated offsets all action plans Lee Engineering 11/29/2023

Intersection No.: 373

CENTRAC: 1

Intersection Name: RIO BRAVO - COORS

Revision Date: 8/30/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	N-W	SB	E-N	WB	S-E	NB	W-S	EB
Min Grn	5	24	5	8	5	24	5	8
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	20	0	22	0	19	0	22
Veh Ext:	3.0	4.0	1.5	4.0	3.0	4.0	2.0	4.0
Veh Ext2:	1.5	4.0	1.5	3.0	2.0	4.0	2.0	3.0
Max 1:	16	42	16	24	24	36	20	28
Max 2:	16	42	16	24	28	36	20	28
Max 3:								
Yellow:	3.5	4.5	3.5	5.0	3.5	4.5	3.5	5.0
Red Clr	1.0	1.5	1.5	1.0	1.0	1.5	1.5	1.5

Recall Data

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

Flash Mode: ALL RED

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

Overlap Phases:

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection upgraded to 6 phase operation with EB & WB operating as split phasing, also with N-W phase added. NB & SB peds added.
2. Intersection upgraded to 8 phase operation.
3. Timing sheet updated, 4/17/03.
4. TOD - Step 1 - 6:30 am, 4 & 8 min recall, phase 5 max II.
5. TOD - Step 2 - 9:00 am, 4 & 8 min recall.
6. TOD - Step 3 - 8:00 pm, 4 & 8 min recall off.
7. TOD - Step 4 - 6:30 am, 4 & 8 min recall.
8. TOD - Step 5 - 8:00 pm, 4 & 8 min recall off.
9. Clearance intervals updated to NMDOT standard by BB, 10/14/13.
10. Timing sheet revised to current version of timing sheet, 8/30/16.

ASC3 COORDINATION PLAN DATA

5/30/2025 10:34 AM

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			X	X		

26.4 33.6 18 42 28.8 31.2 18 42

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

5/30/2025 10:34 AM

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			X	X	X	

CLOCK / CALENDAR DATA (MM 5-1)

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

ACTION PLAN 21 (MM 5-2)

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

ACTION PLAN 23

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

ACTION PLAN 25

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

ASC3 COORDINATION PLAN DATA

5/30/2025 10:34 AM

ACTION PLAN 100

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

DAY PLAN/EVENT 1 (MM 5-3)

EVENT	ACTION PLAN	START TIME
1	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	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		

ASC3 COORDINATION PLAN DATA

5/30/2025 10:34 AM

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:

2/28/2018 Coord sheet created. A.F.

APPENDIX D
GROWTH RATES AND HISTORICAL VOLUMES

Historical Traffic Volumes

Year	Average Annual Daily Traffic (AADT)							
	NM 500		98th Street		Blake Road	Unser Boulevard	Coors Boulevard	
	East of Loris Drive	118th Street	Colobel Avenue	North of Blake Road	Silver Tree Drive	North of NM 500	North of NM 500	South of NM 500
2012	14,302	25,474	-	-	-	-	21,530	18,742
2013	14,086	26,056	-	-	-	-	22,218	16,644
2014	14,014	28,877	14,530	14,530	-	15,878	22,105	16,559
2015	14,127	29,111	17,529	17,529	13,938	15,807	22,284	16,693
2016	-	26,447	22,084	-	14,133	-	-	-
2017	13,860	10,713	21,907	17,197	14,416	15,508	21,863	27,599
2018	13,749	10,627	21,732	17,059	14,618	15,384	21,688	19,979
2019	21,817	18,255	21,884	17,178	14,793	15,492	24,274	20,119
2020	17,824	16,316	17,879	14,034	11,524	12,657	18,713	16,437
2021	20,302	19,281	20,364	15,985	13,114	14,416	22,094	19,086
2022	21,652	20,066	10,858	16,353	13,258	14,748	20,496	19,525
2023	22,193	20,568	11,129	16,762	14,146	15,117	21,008	20,013
Average Annual Growth Rate*	**10% [6%]**	**14% [-4%]**	**-13% [-6%]**	**-0.4% [-1%]**	**-1% [0.2%]**	**-0.3% [-1%]**	**-1% [-1%]**	**0% [2%]**

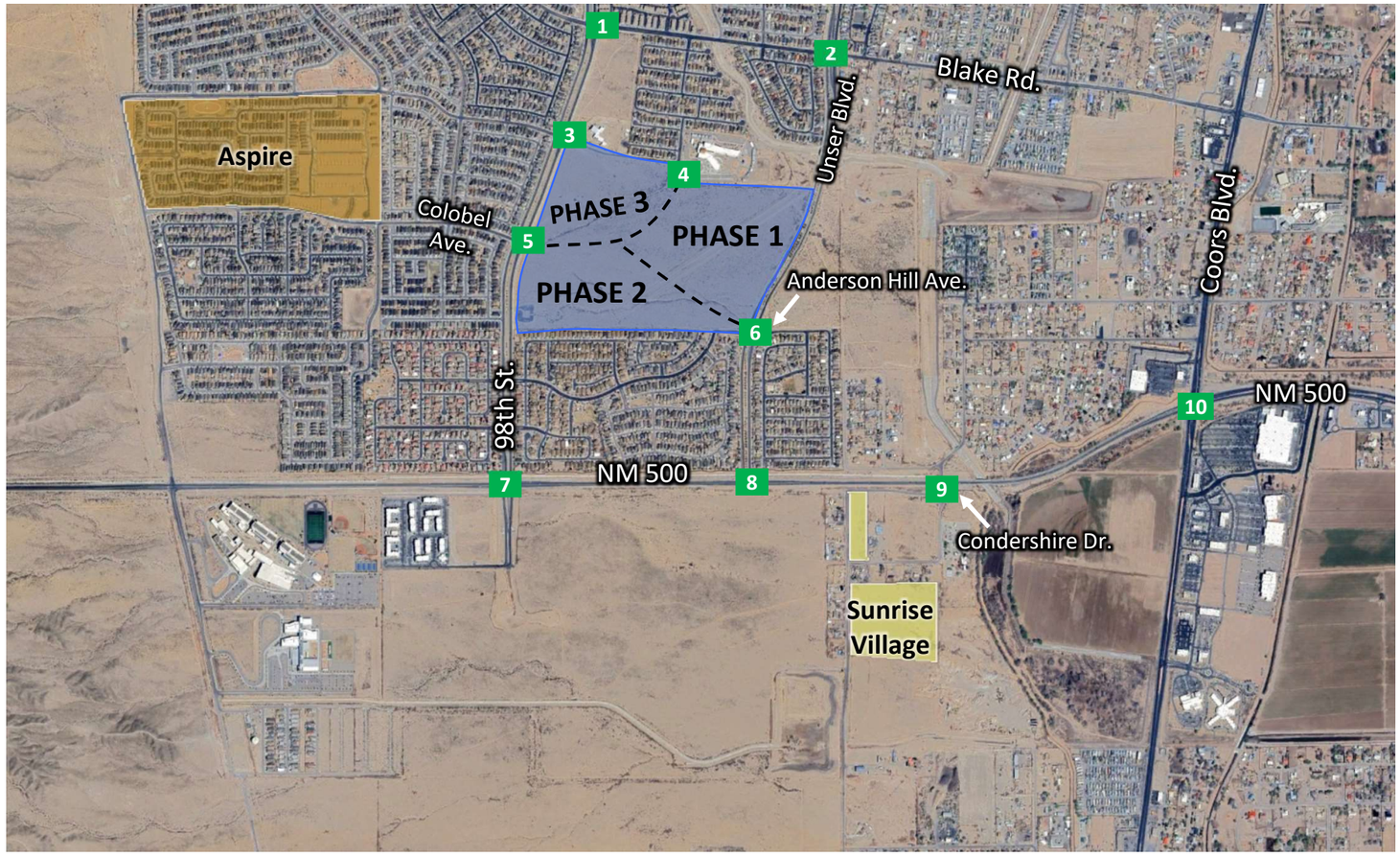
*Five-year growth [eight-year growth]

Source: NMDOT MS2

Yearly Growth Rates (MRCOG Travel Demand Model)

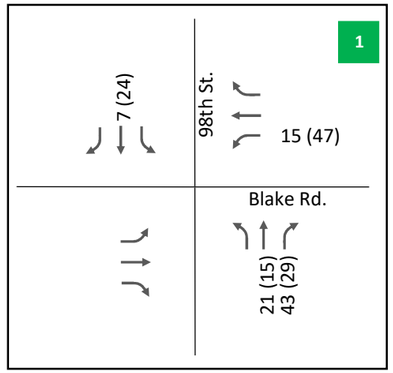
Street	Segment Begin	Segment End	Direction	Period	MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Annual Growth Rate	Average Annual Growth
NM 500	Loris Drive	Coors Boulevard	WB	AM PH	647	813	0.96%	0.44%
				PM PH	1451	1630	0.49%	
	Coors Boulevard	Loris Drive	EB	AM PH	1359	1549	0.55%	
				PM PH	789	1044	1.17%	
	East of Unser Boulevard	Unser Boulevard	WB	AM PH	548	531	-0.13%	
				PM PH	1035	846	-0.84%	
	Unser Boulevard	East of Unser Boulevard	EB	AM PH	907	771	-0.68%	
				PM PH	662	637	-0.16%	
	Unser Boulevard	98th Street	WB	AM PH	421	372	-0.51%	
				PM PH	646	607	-0.26%	
	98th Street	Unser Boulevard	EB	AM PH	556	546	-0.08%	
				PM PH	481	472	-0.08%	
	98th Street	East of 118th Street	WB	AM PH	285	265	-0.31%	
				PM PH	141	253	2.46%	
	East of 118th Street	98th Street	EB	AM PH	83	220	4.13%	
				PM PH	305	328	0.30%	
Unser Boulevard	NM 500	Anderson Hill Avenue	NB	AM PH	201	413	3.05%	2.05%
				PM PH	469	777	2.12%	
	Anderson Hill Avenue	NM 500	SB	AM PH	425	673	1.94%	
				PM PH	261	521	2.92%	
	Amole Arroyo Trail	Blake Road	NB	AM PH	354	495	1.41%	
				PM PH	340	630	2.60%	
	Blake Road	Amole Arroyo Trail	SB	AM PH	284	499	2.37%	
				PM PH	360	585	2.05%	
	Blake Road	South of Gibson Boulevard	NB	AM PH	375	488	1.11%	
				PM PH	522	769	1.63%	
	South of Gibson Boulevard	Blake Road	SB	AM PH	440	677	1.81%	
				PM PH	392	577	1.63%	
Blake Road	Joel Street	Unser Boulevard	WB	AM PH	145	403	4.34%	3.96%
				PM PH	626	1127	2.48%	
	Unser Boulevard	Joel Street	EB	AM PH	605	1041	2.29%	
				PM PH	209	558	4.17%	
	Unser Boulevard	Silver Tree Drive	WB	AM PH	61	269	6.41%	
				PM PH	380	785	3.07%	
	Silver Tree Drive	Unser Boulevard	EB	AM PH	386	723	2.65%	
				PM PH	113	364	4.99%	
	Silver Tree Drive	98th Street	WB	AM PH	61	269	6.41%	
				PM PH	380	785	3.07%	
	98th Street	Silver Tree Drive	EB	AM PH	386	723	2.65%	
				PM PH	113	364	4.99%	
Coors Boulevard	Lamonica Road	NM 500	NB	AM PH	967	996	0.12%	0.78%
				PM PH	1151	1327	0.59%	
	NM 500	Lamonica Road	SB	AM PH	971	1097	0.51%	
				PM PH	1091	1149	0.22%	
	NM 500	Barcelona Road	NB	AM PH	990	1238	0.93%	
				PM PH	1494	2049	1.33%	
	Barcelona Road	NM 500	SB	AM PH	1352	1935	1.51%	
				PM PH	1140	1461	1.04%	
98th Street	NM 500	Rio Clara Avenue	NB	AM PH	346	278	-0.91%	0.55%
				PM PH	756	692	-0.37%	
	Rio Clara Avenue	NM 500	SB	AM PH	684	609	-0.48%	
				PM PH	428	369	-0.62%	
	Amole Mesa Avenue	Blake Road	NB	AM PH	342	506	1.64%	
				PM PH	382	395	0.14%	
	Blake Road	Amole Mesa Avenue	SB	AM PH	271	337	0.92%	
				PM PH	413	568	1.34%	
	Blake Road	Gibson Boulevard	NB	AM PH	331	471	1.48%	
				PM PH	677	858	0.99%	
	Gibson Boulevard	Blake Road	SB	AM PH	585	756	1.08%	
				PM PH	440	609	1.36%	

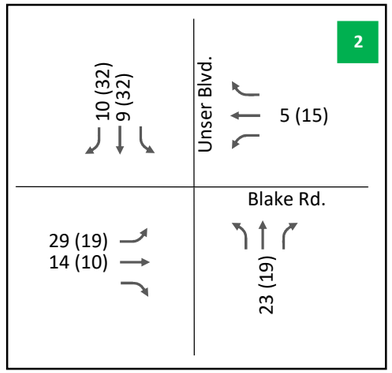
APPENDIX E
ADJACENT SITE DEVELOPMENTS

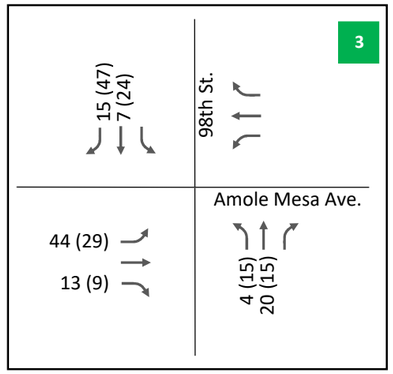


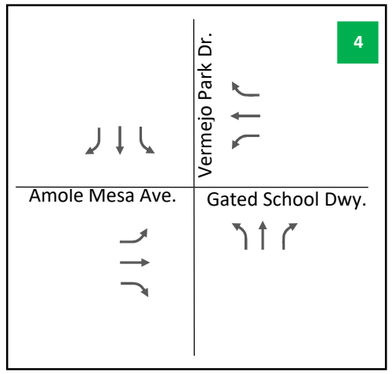
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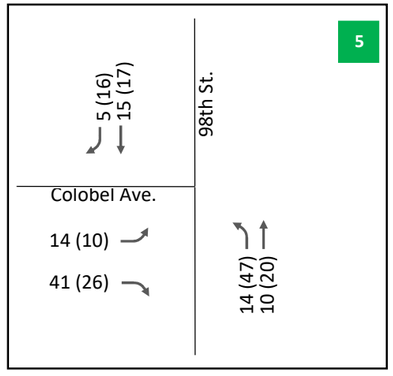
#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

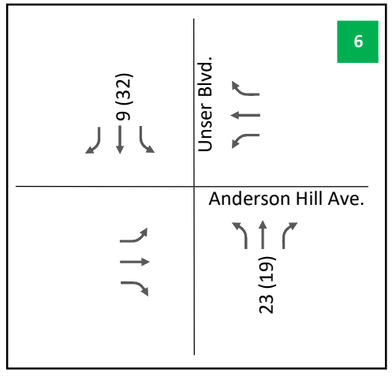


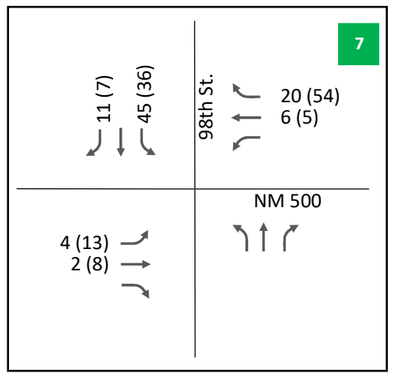


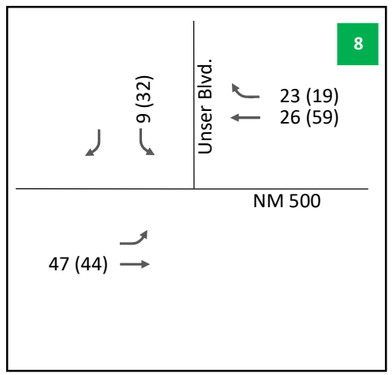


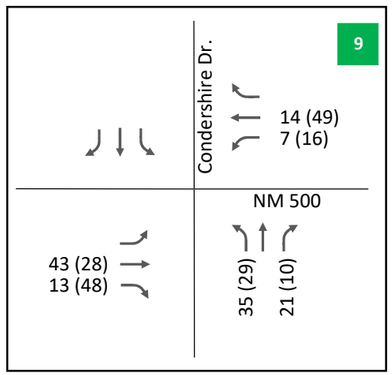


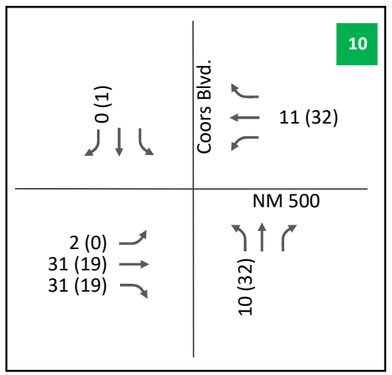








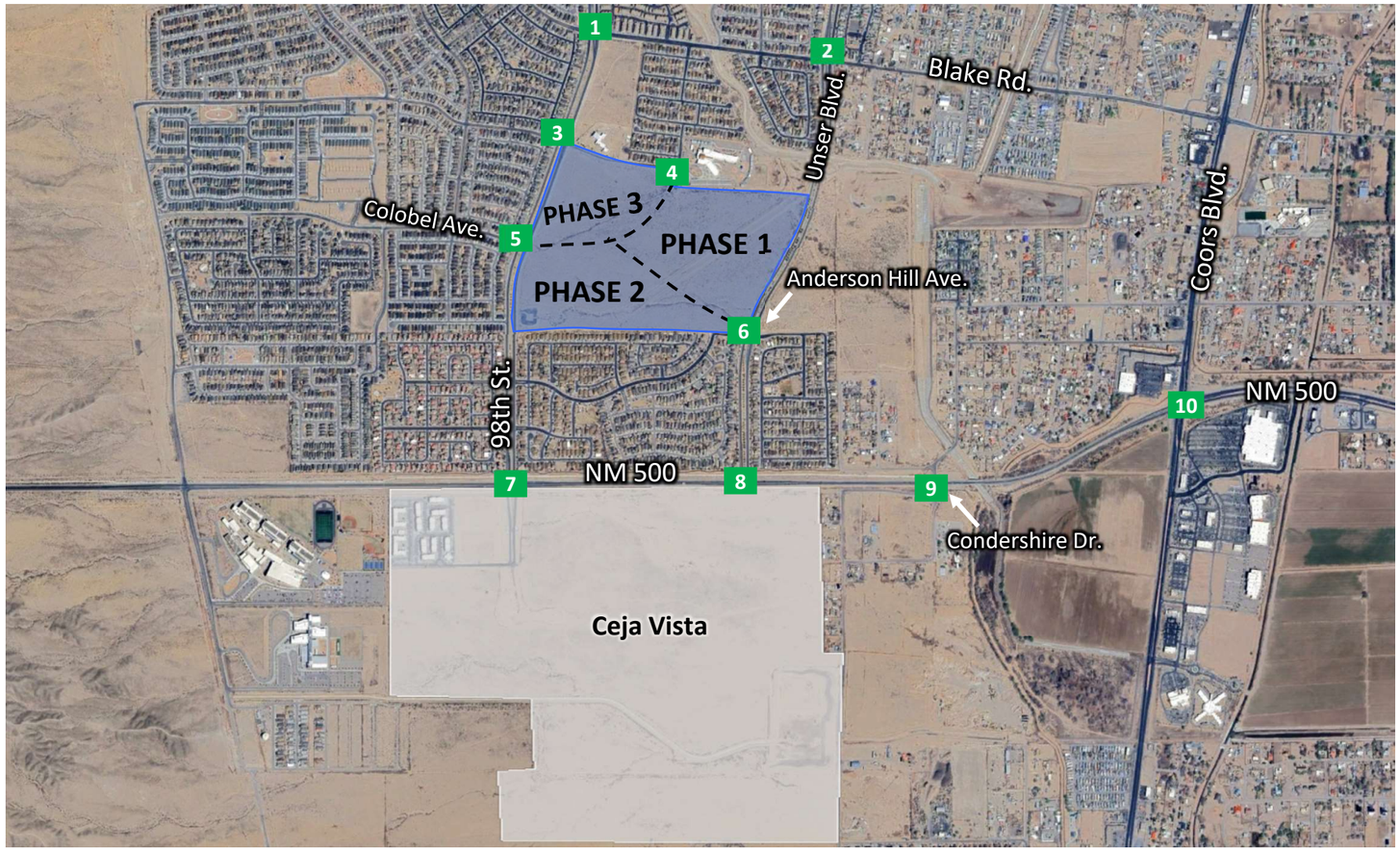




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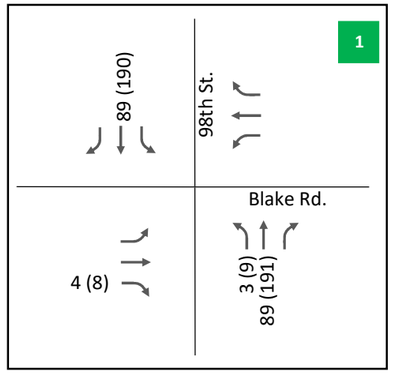
2026 Site-Adjacent Development Traffic

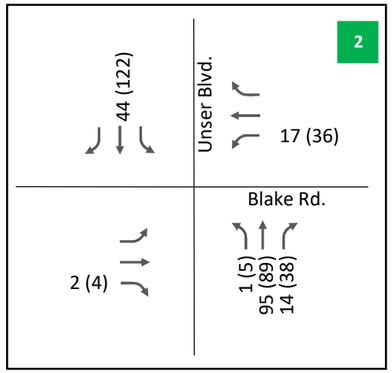
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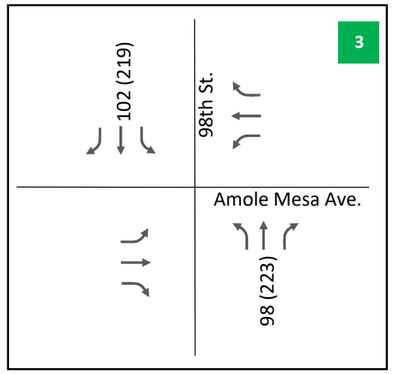


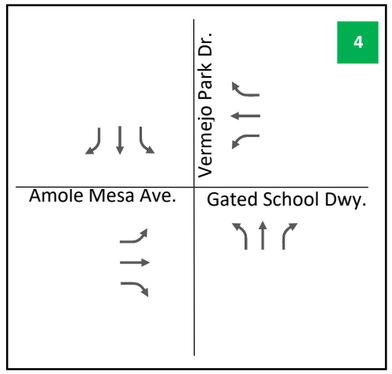
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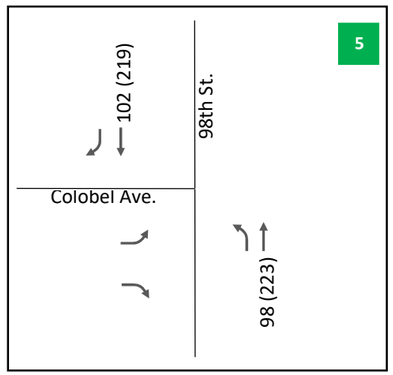
#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

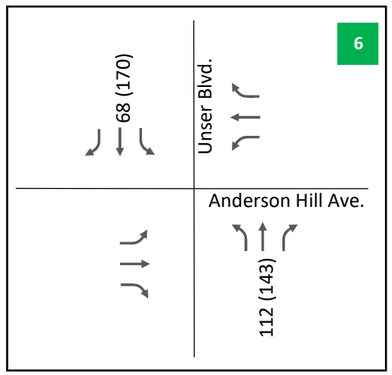


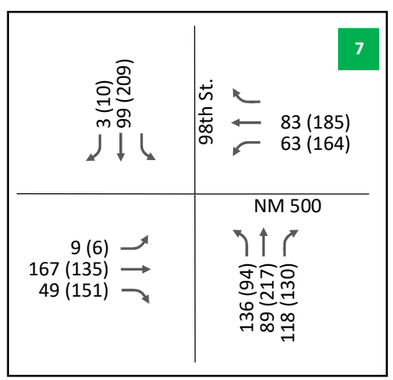


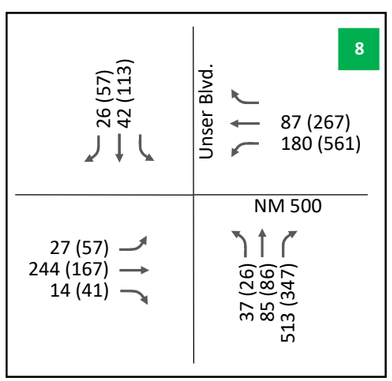


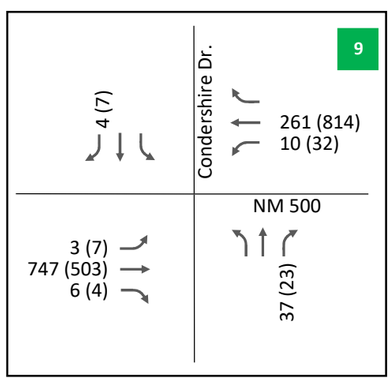


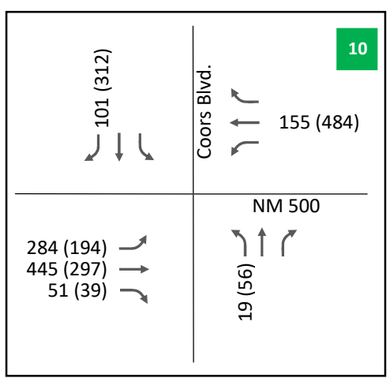










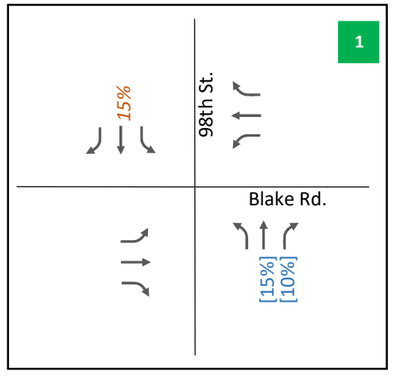


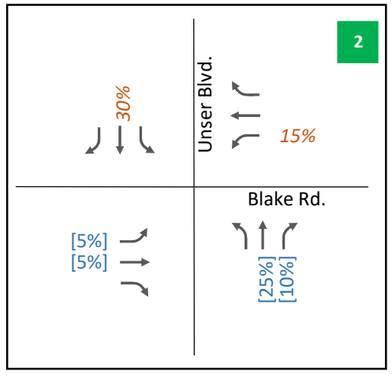
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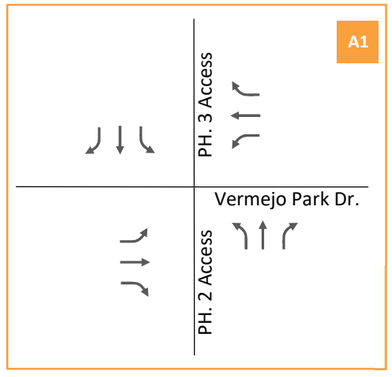
2036 Site-Adjacent Development Traffic, Ceja Vista

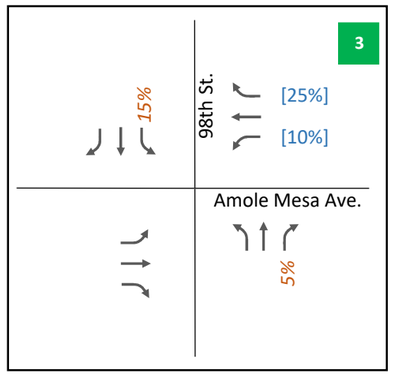
LEE ENGINEERING

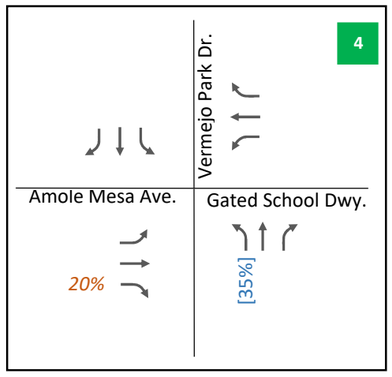
APPENDIX F
SITE TRIP DISTRIBUTION

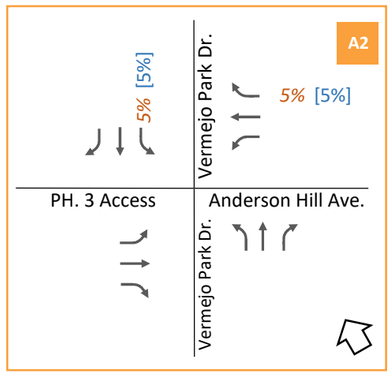


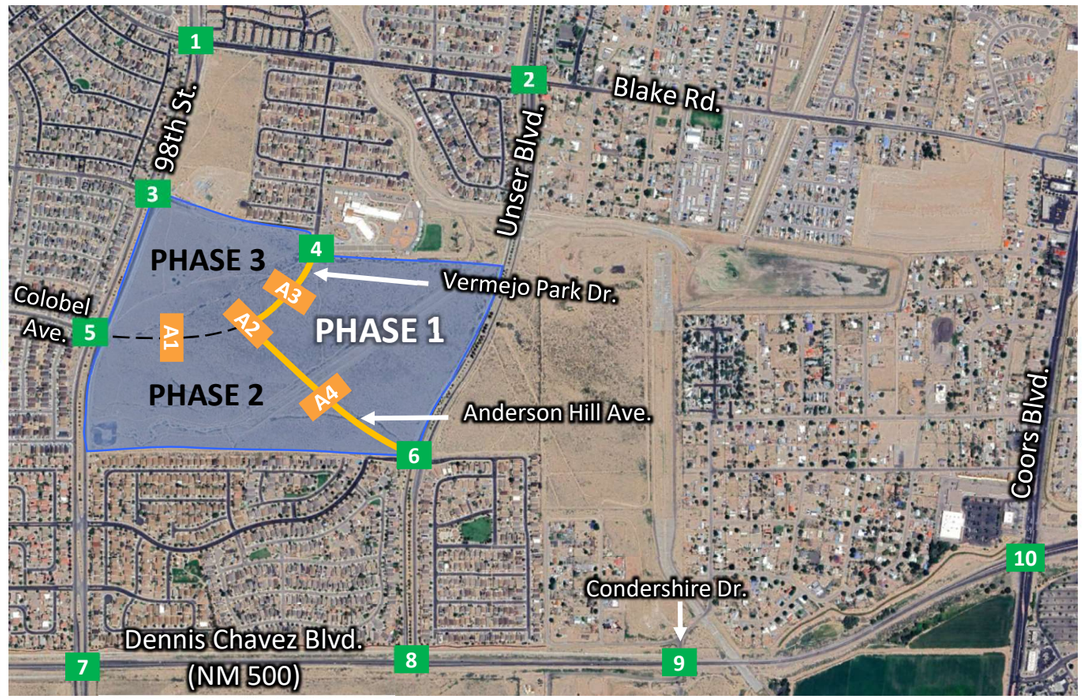


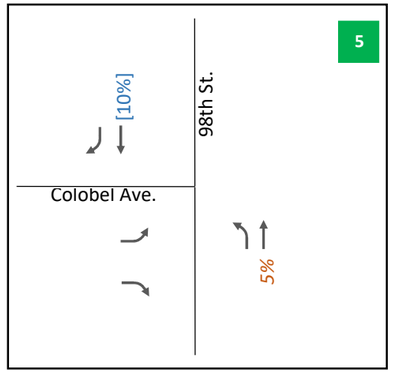


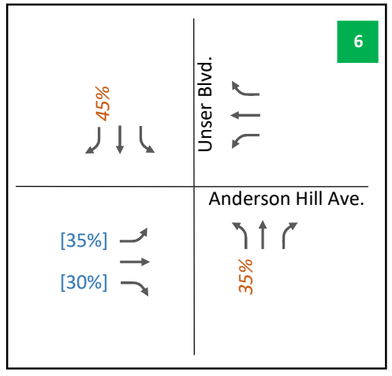


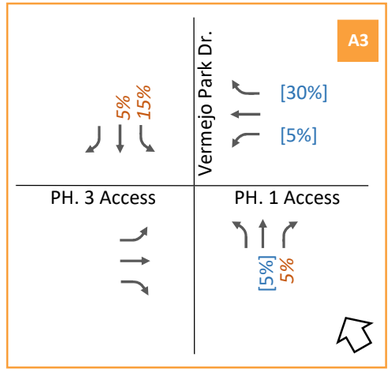


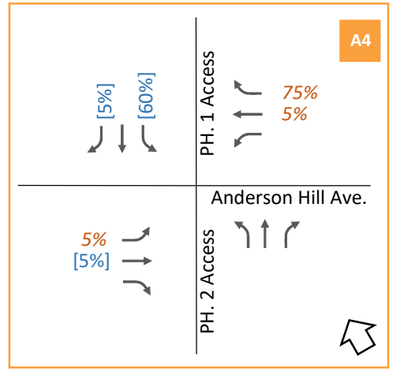


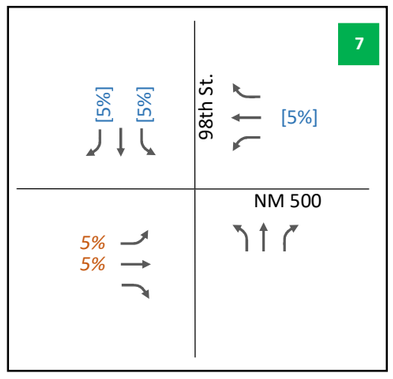


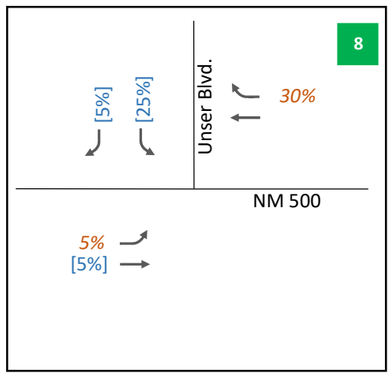


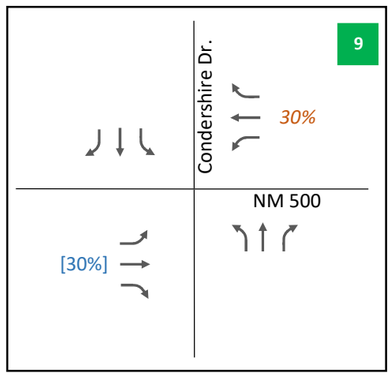


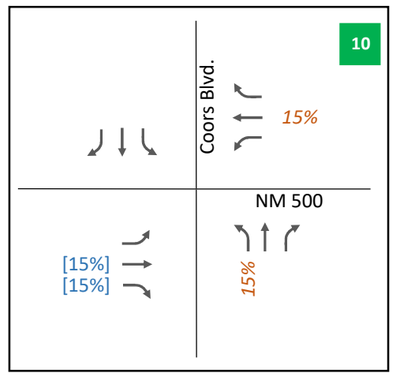












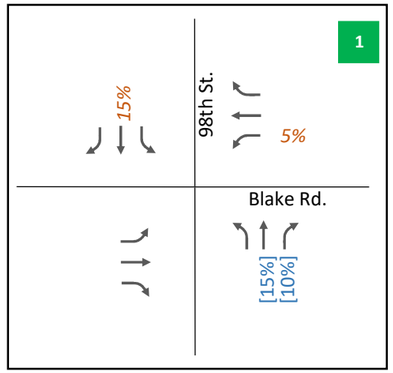
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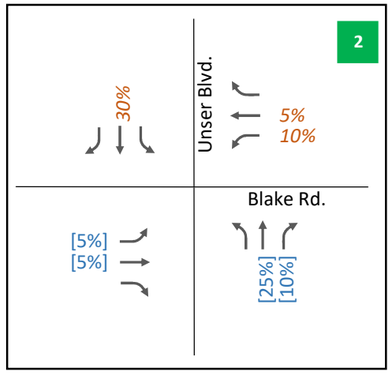
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[XX%]	*Outbound Peak Hour Trip Percentages*
	Intersection Approach Movement

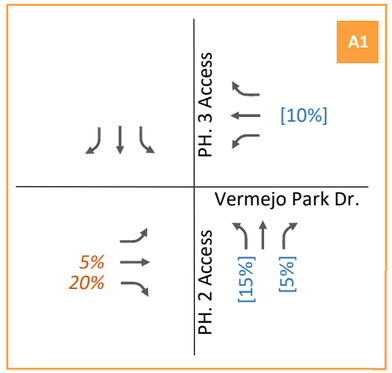
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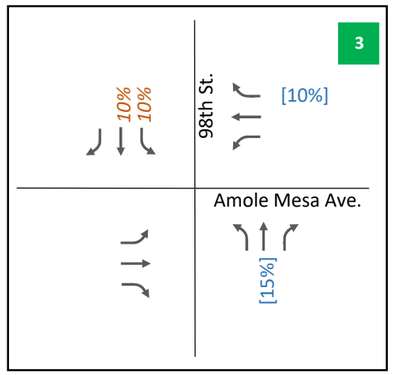
Site Traffic Distribution, Phase 1

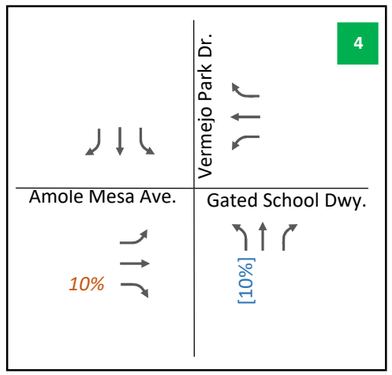
LEE ENGINEERING

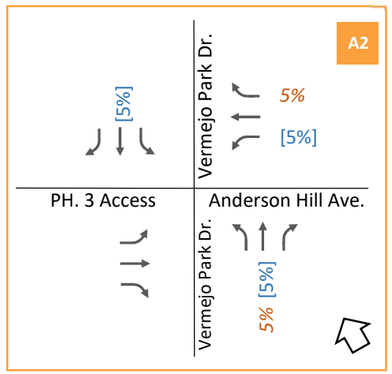


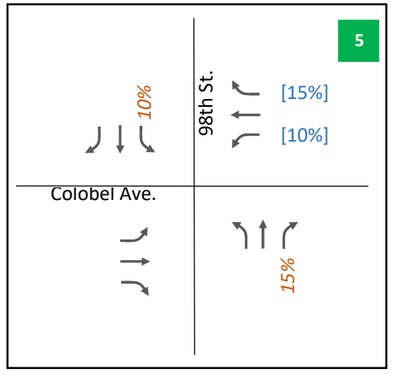


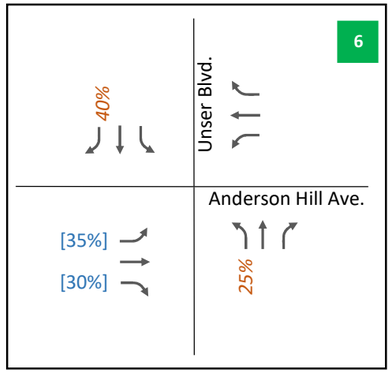


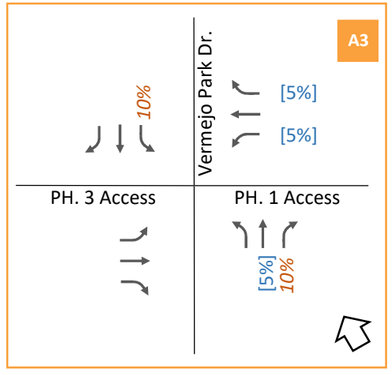


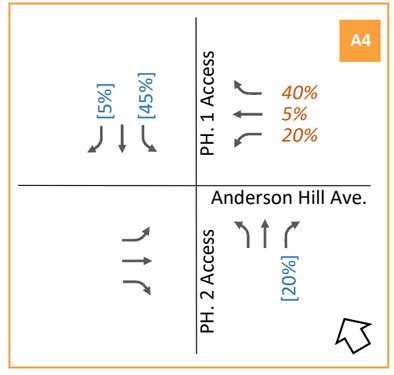


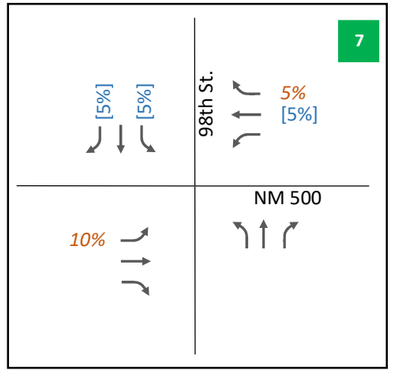


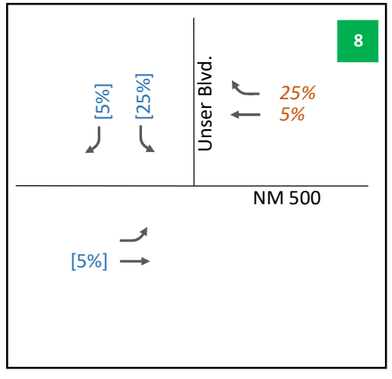


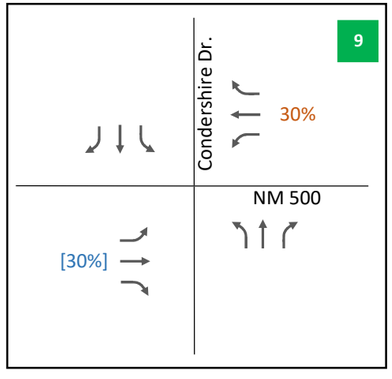


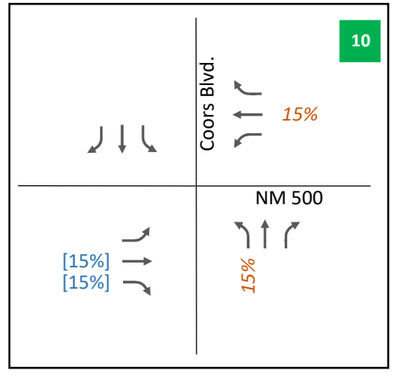


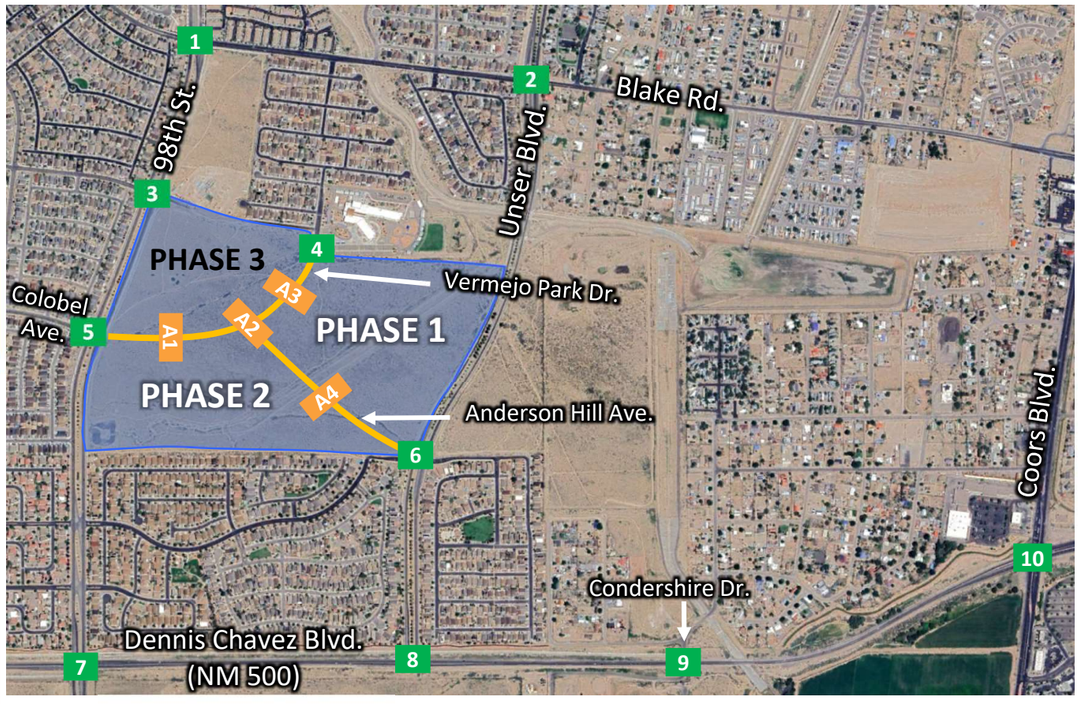












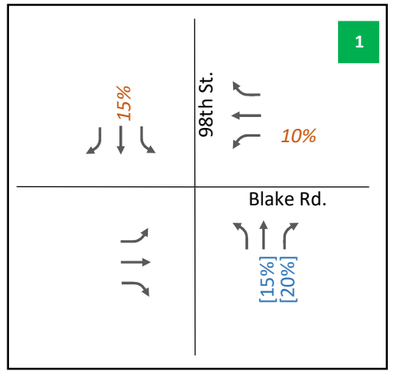
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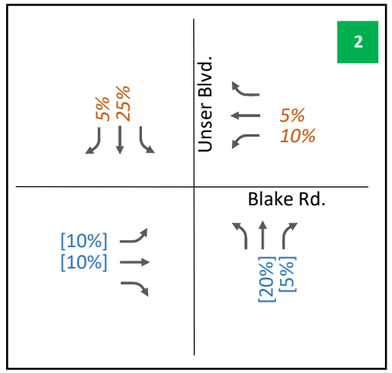
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XX%	*Inbound Peak Hour Trip Percentages*
[XX%]	*Outbound Peak Hour Trip Percentages*
	Intersection Approach Movement

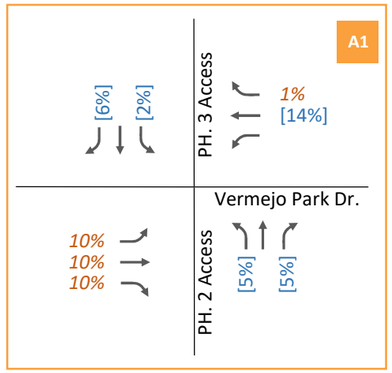
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Site Traffic Distribution, Phase 1 & 2

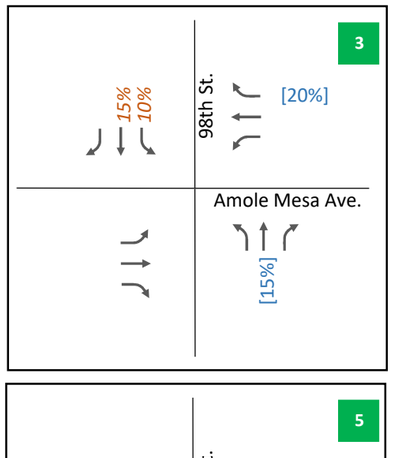
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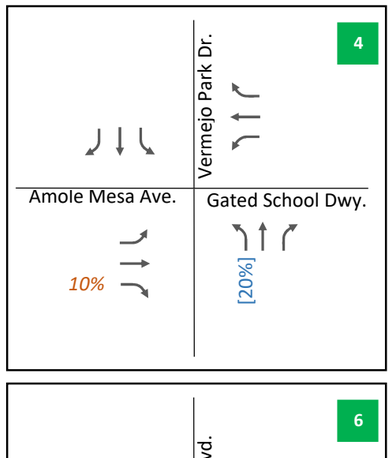


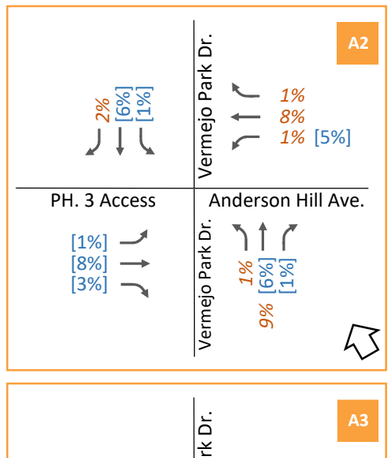


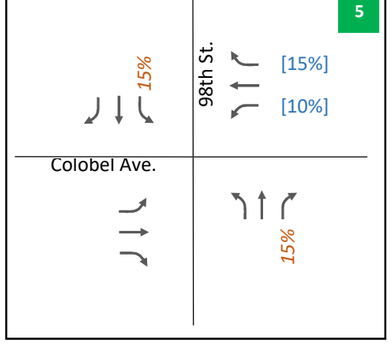


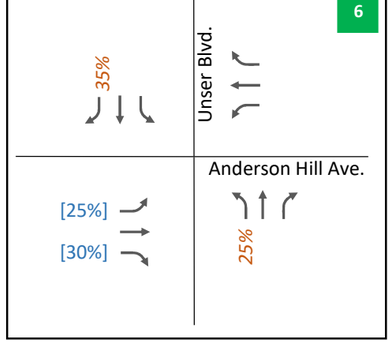


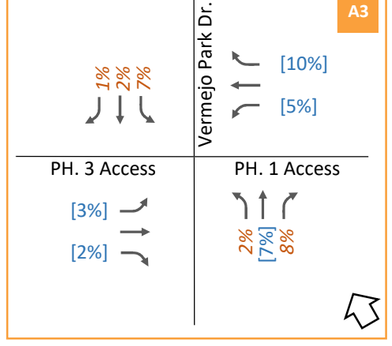


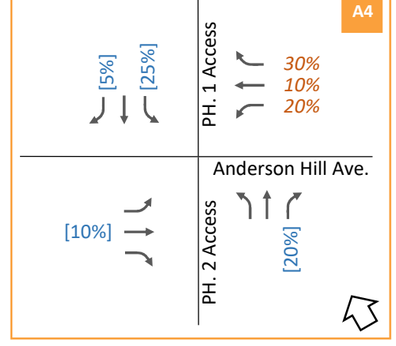


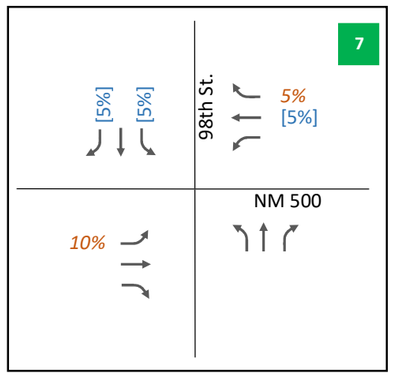


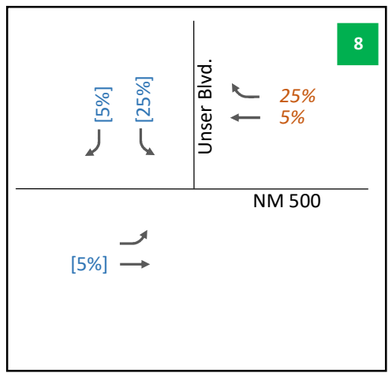


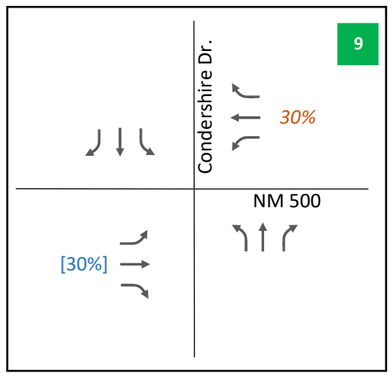


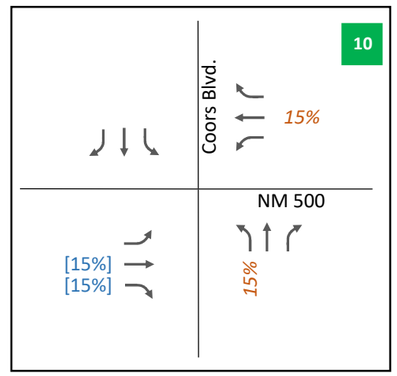












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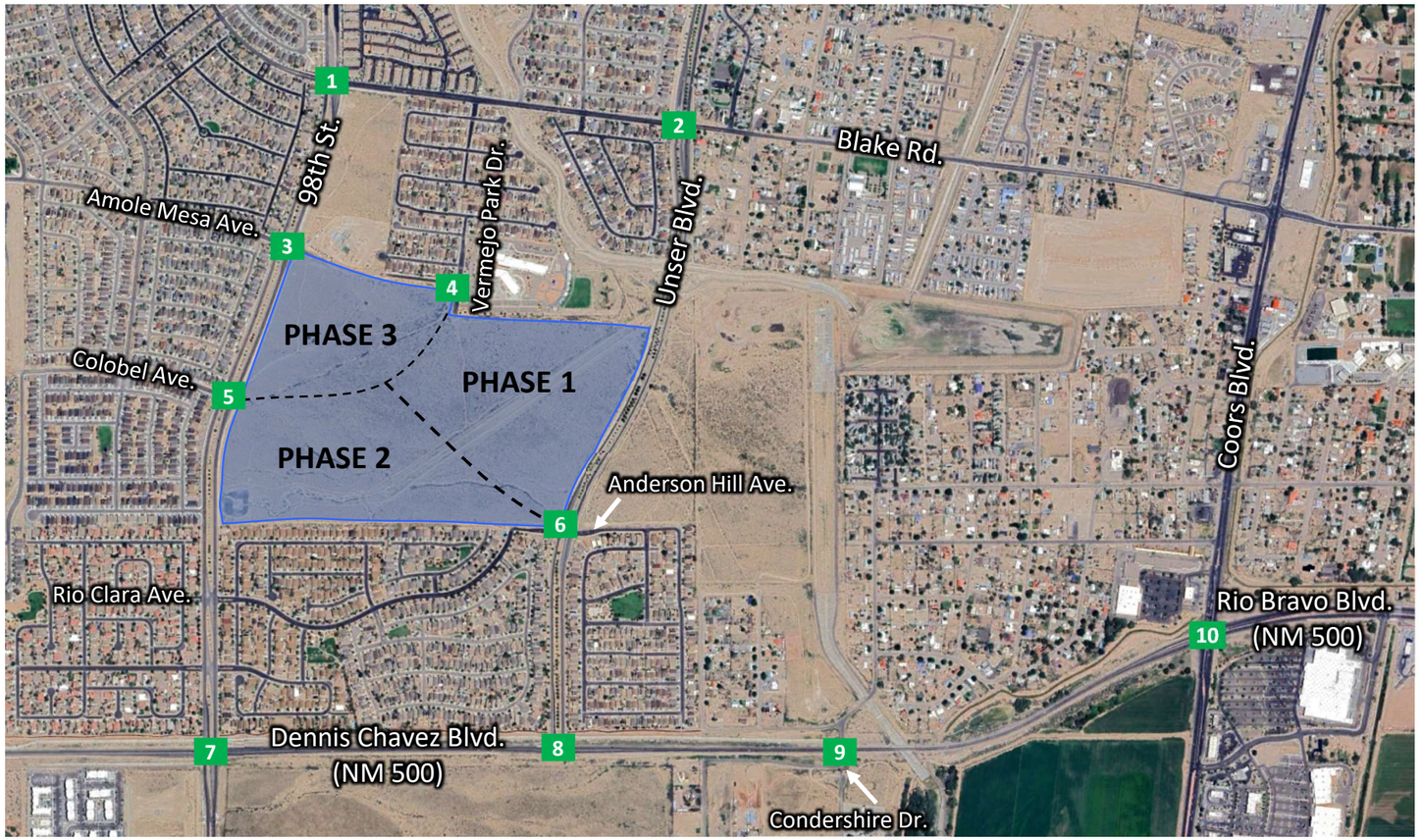
# #	Intersection Identifier
XX%	*Inbound Peak Hour Trip Percentages*
[XX%]	*Outbound Peak Hour Trip Percentages*
	Intersection Approach Movement

Not to scale

Site Traffic Distribution, Phase 1, 2, & 3

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APPENDIX G
BACKGROUND (NON-SITE) TRAFFIC VOLUMES



LEGEND

#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

1

	98th St.	
		60 (103)
3 (19)		36 (84)
270 (353)		87 (166)
69 (73)		
	Blake Rd.	
15 (11)	28 (46)	
86 (51)	364 (445)	
58 (56)	208 (114)	

2

	Unser Blvd.	
		240 (178)
84 (206)		137 (246)
464 (468)		39 (45)
228 (241)		
	Blake Rd.	
197 (130)	29 (74)	
289 (188)	370 (426)	
46 (49)	53 (39)	

3

	98th St.	
		21 (56)
68 (150)		1 (68)
312 (352)		11 (41)
14 (41)		
	Amole Mesa Ave.	
211 (132)	36 (84)	
7 (32)	358 (405)	
100 (64)	8 (39)	

4

	Vermejo Park Dr.	
		0 (1)
20 (40)		0 (0)
5 (58)		0 (0)
0 (0)		
Amole Mesa Ave.	Gated School Dwy.	
11 (39)	12 (102)	
0 (1)	4 (75)	
16 (59)	0 (0)	

5

	98th St.	
45 (138)		
367 (338)		
Colobel Ave.		
118 (86)	48 (128)	
133 (57)	282 (440)	

6

	Unser Blvd.	
		81 (53)
31 (76)		3 (2)
476 (439)		51 (18)
33 (71)		
	Anderson Hill Ave.	
91 (41)	18 (59)	
0 (5)	287 (474)	
85 (31)	27 (45)	

7

	98th St.	
		142 (449)
167 (71)		335 (339)
7 (14)		18 (42)
423 (285)		
	NM 500	
131 (174)	10 (5)	
454 (402)	20 (17)	
10 (13)	51 (25)	

8

	Unser Blvd.	
		292 (488)
89 (37)		406 (793)
525 (423)		
	NM 500	
58 (102)		
870 (611)		

9

	Condershire Dr.	
		4 (3)
35 (31)		599 (1185)
0 (2)		13 (22)
5 (2)		
	NM 500	
7 (19)	64 (66)	
1337 (928)	1 (3)	
50 (86)	41 (21)	

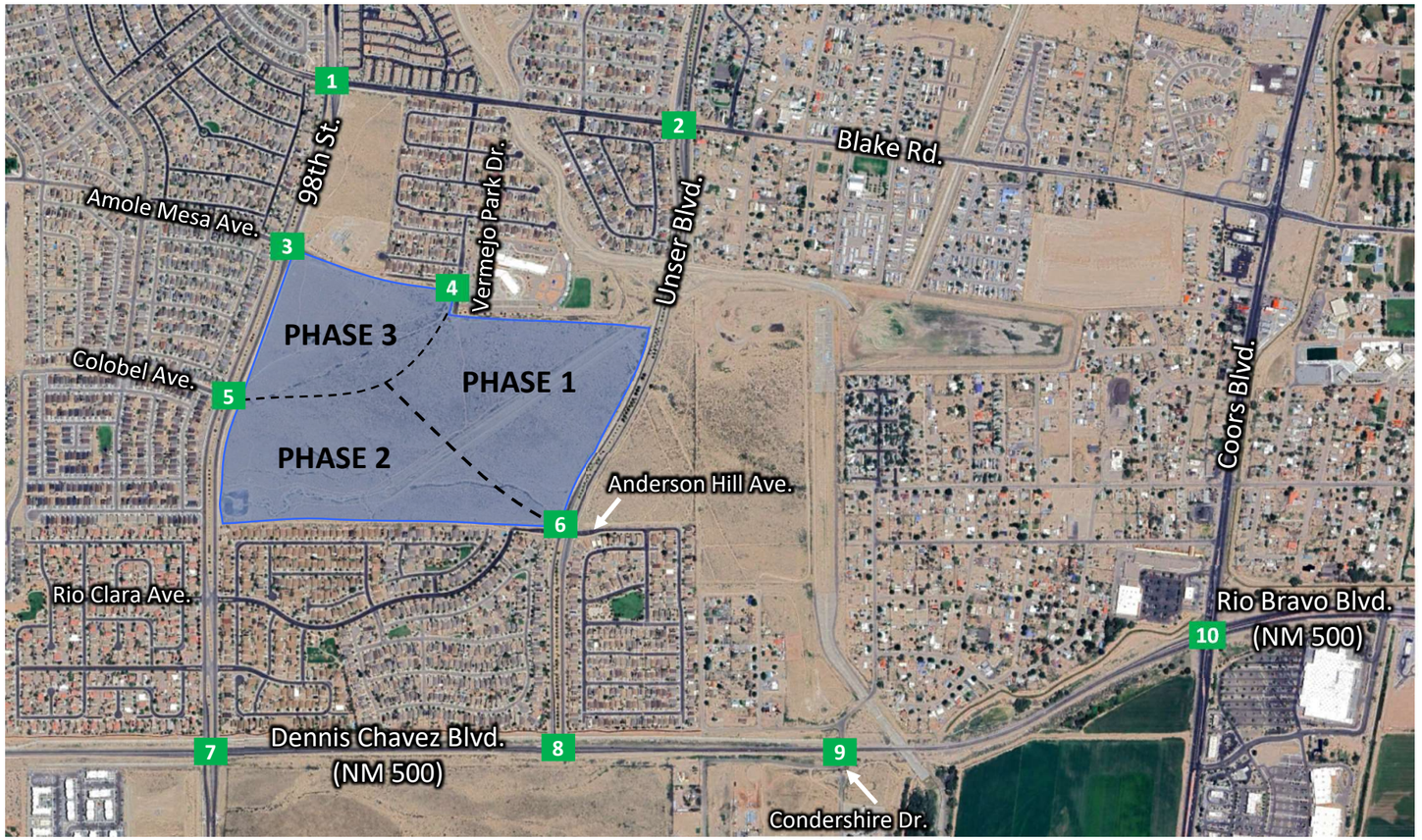
10

	Coors Blvd.	
		243 (492)
29 (81)		300 (721)
540 (741)		108 (156)
430 (286)		
	NM 500	
64 (58)	288 (409)	
827 (331)	663 (750)	
493 (561)	140 (77)	

Not to scale

Opening Year 2029 Background (Non-Site) Volumes

LEE ENGINEERING



LEGEND

#	Intersection Identifier
XX (XX)	AM (PM) Peak-Hour Volume
	Intersection Approach Movement

1

	98th St.	
3 (20)		62 (106)
278 (363)		37 (86)
71 (75)		89 (169)
	Blake Rd.	
15 (11)		28 (47)
89 (52)		374 (458)
60 (58)		212 (116)

2

	Unser Blvd.	
87 (211)		247 (184)
478 (481)		141 (253)
235 (248)		40 (46)
	Blake Rd.	
202 (134)		30 (77)
297 (194)		381 (438)
47 (50)		55 (40)

3

	98th St.	
70 (153)		22 (58)
321 (362)		1 (70)
14 (43)		11 (43)
	Amole Mesa Ave.	
216 (135)		37 (86)
8 (33)		368 (416)
103 (66)		9 (40)

4

	Vermejo Park Dr.	
21 (42)		0 (1)
5 (60)		0 (0)
0 (0)		0 (0)
Amole Mesa Ave.		Gated School Dwy.
11 (40)		12 (105)
0 (1)		4 (78)
16 (61)		0 (0)

5

	98th St.	
47 (142)		
378 (347)		
Colobel Ave.		
121 (89)		49 (130)
136 (58)		290 (453)

6

	Unser Blvd.	
32 (79)		83 (55)
490 (451)		3 (2)
34 (73)		52 (19)
	Anderson Hill Ave.	
94 (43)		19 (61)
0 (5)		295 (488)
87 (32)		27 (46)

7

	98th St.	
172 (73)		146 (461)
8 (14)		345 (349)
434 (293)		19 (44)
	NM 500	
135 (179)		10 (5)
468 (414)		21 (17)
10 (13)		52 (26)

8

	Unser Blvd.	
92 (38)		300 (502)
540 (434)		417 (816)
	NM 500	
60 (105)		
894 (628)		

9

	Condershire Dr.	
36 (32)		4 (3)
0 (2)		616 (1219)
5 (2)		14 (23)
	NM 500	
8 (20)		65 (67)
1376 (955)		1 (3)
51 (87)		42 (21)

10

	Coors Blvd.	
30 (83)		250 (507)
557 (763)		308 (742)
443 (294)		112 (161)
	NM 500	
65 (60)		296 (420)
851 (340)		683 (773)
507 (578)		144 (80)

Not to scale

Opening Year 2031 Background (Non-Site) Volumes

LEE ENGINEERING

APPENDIX H
AUXILIARY LANE ANALYSIS

Auxiliary Lane Analysis

Analysis Year	Location	Turning Movement	Posted Speed (mph)	DPM Table 7.4.67 Turning Volume per Hour	Turning Volume (vph) AM (PM)	Warrant Result	DPM Table 7.4.68 Minimum Storage Length (ft)*	DPM Tables 7.4.68/70 Lane Transition Length (ft)
Phase 1 Opening Year (2026)	98th Street and Amole Mesa Avenue	WBL	30	40	24 (50)	Warranted, but not recommended	80	150 Reverse Curve
		WBR	30	50	53 (77)	Warranted, but not recommended	240	150 Reverse Curve
	Amole Mesa Avenue and Vermejo Park Drive	EBR	30	50	24 (89)	Warranted, but not recommended	240	150 Reverse Curve
		NBL	25	50	58 (130)	Warranted, but not recommended	80	150 Reverse Curve
	Unser Boulevard and Anderson Hill Avenue	EBR	25	60	121 (57)	Warranted, but not recommended	240	150 Reverse Curve
		SBR	40	50	51 (147)	Required	240 - 350	300 - 150 Reverse Curve
	Site Access A1	-	-	-	-	-	-	-
	Site Access A2	-	-	-	-	-	-	-
	Site Access A3	WBL	25	50	7 (5)	Not Required	-	-
		WBR	25	60	40 (28)	Not Required	-	-
		NBR	25	60	2 (8)	Not Required	-	-
		SBL	25	50	7 (24)	Not Required	-	-
	Site Access A4	WBL	25	50	81 (57)	Warranted, but not recommended	80	150 Reverse Curve
		WBR	25	60	7 (5)	Not Required	-	-
		NBR	25	60	37 (123)	Warranted, but not recommended	240	150 Reverse Curve
		SBL	25	50	2 (8)	Not Required	-	-
Phase 2 Opening Year (2029)	98th Street and Amole Mesa Avenue	WBL	30	40	11 (41)	Warranted, but not recommended	80	150 Reverse Curve
		WBR	30	50	43 (72)	Warranted, but not recommended	240	150 Reverse Curve
	Amole Mesa Avenue and Vermejo Park Drive	EBR	30	50	24 (87)	Warranted, but not recommended	240	150 Reverse Curve
		NBL	25	50	34 (118)	Warranted, but not recommended	80	150 Reverse Curve
	98th Street and Colobel Avenue	WBL	25	50	22 (16)	Not Required	-	-
		WBR	25	60	34 (24)	Not Required	-	-
		NBR	30	50	12 (41)	Not Required, but recommended	240	150 Reverse Curve
		SBL	30	40	8 (27)	Not Required, but recommended	80	150 Reverse Curve
	Unser Boulevard and Anderson Hill Avenue	EBR	25	60	153 (79)	Warranted, but not recommended	240	150 Reverse Curve
		SBR	40	50	63 (184)	Required	240 - 350	300 -150 Reverse Curve
	Site Access A1	EBR	25	60	16 (54)	Not Required	-	-
		NBL	25	50	34 (24)	Not Required	-	-
		NBR	25	60	11 (8)	Not Required	-	-
	Site Access A2	NBL	25	50	11 (8)	Not Required	-	-
		NBR	25	60	4 (14)	Not Required	-	-
	Site Access A3	WBL	25	50	11 (8)	Not Required	-	-
		WBR	25	60	11 (8)	Not Required	-	-
		NBR	25	60	8 (28)	Not Required	-	-
		SBL	25	50	8 (28)	Not Required	-	-
	Site Access A4	EBR	25	60	45 (32)	Not Required	-	-
		WBL	25	50	102 (71)	Warranted, but not recommended	80	150 Reverse Curve
		WBR	25	60	11 (8)	Not Required	-	-
		NBL	25	50	16 (53)	Warranted, but not recommended	80	150 Reverse Curve
		NBR	25	60	32 (108)	Warranted, but not recommended	240	150 Reverse Curve
Phase 3 Opening Year (2031)	98th Street and Amole Mesa Avenue**	WBL	30	40	11 (43)	Required	80	150 Reverse Curve
		WBR	30	50	82 (100)	Warranted, but not recommended	240	150 Reverse Curve
	Amole Mesa Avenue and Vermejo Park Drive	EBR	30	50	26 (97)	Warranted, but not recommended	240	150 Reverse Curve
		NBL	25	50	72 (147)	Warranted, but not recommended	80	150 Reverse Curve
	98th Street and Colobel Avenue	WBL	25	50	30 (21)	Not Required	-	-
		WBR	25	60	45 (32)	Not Required	-	-
		NBR	30	50	16 (54)	Required	240	150 Reverse Curve
		SBL	30	40	16 (55)	Required	80	150 Reverse Curve
	Unser Boulevard and Anderson Hill Avenue	EBR	25	60	177 (96)	Warranted, but not recommended	240	150 Reverse Curve
		SBR	40	50	69 (206)	Required	240 - 350	300 -150 Reverse Curve
	Site Access A1	EBL	25	50	11 (36)	Not Required	-	-
		EBR	25	60	10 (37)	Not Required	-	-
		WBR	25	60	1 (4)	Not Required	-	-
		NBL	25	50	15 (10)	Not Required	-	-
		NBR	25	60	15 (11)	Not Required	-	-
		SBL	25	50	6 (4)	Not Required	-	-
		SBR	25	60	18 (13)	Not Required	-	-
	Site Access A2	EBL	25	50	1 (4)	Not Required	-	-
		EBR	25	60	3 (2)	Not Required	-	-
		WBL	25	50	3 (3)	Not Required	-	-
		WBR	25	60	2 (7)	Not Required	-	-
		NBL	25	50	16 (15)	Not Required	-	-
		NBR	25	60	1 (4)	Not Required	-	-
		SBL	25	50	3 (2)	Not Required	-	-
		SBR	25	60	9 (6)	Not Required	-	-
	Site Access A3	EBL	25	50	9 (6)	Not Required	-	-
		EBR	25	60	6 (5)	Not Required	-	-
		WBL	25	50	15 (11)	Not Required	-	-
		WBR	25	60	30 (21)	Not Required	-	-
		NBL	25	50	2 (7)	Not Required	-	-
		NBR	25	60	9 (29)	Not Required	-	-
		SBL	25	50	7 (25)	Not Required	-	-
		SBR	25	60	1 (4)	Not Required	-	-
	Site Access A4	EBR	25	60	60 (42)	Warranted, but not recommended	240	150 Reverse Curve
		WBL	25	50	76 (53)	Warranted, but not recommended	80	150 Reverse Curve
		WBR	25	60	15 (11)	Not Required	-	-
		NBL	25	50	21 (72)	Warranted, but not recommended	80	150 Reverse Curve
		NBR	25	60	32 (109)	Warranted, but not recommended	240	150 Reverse Curve

Notes:

* Left-turn storage lengths were determined using the *Arizona Department of Transportation Traffic Engineering Guidelines and Processes* Table 430-2. According to the guidelines, the "desirable" braking distance is based on the assumption that a vehicle will have lost a few miles per hour through retardation by the vehicle's engine and braking will begin when the vehicle is fully into the turn lane. The desirable braking distance for a roadway with a posted speed limit of 30 mph is 80 feet.

** Auxiliary lane recommendations are presented for Phase 3 at the intersection of 98th Street and Amole Mesa Avenue due to the future potential need for a traffic signal.

APPENDIX I
INTERSECTION SIGHT DISTANCE CALCULATIONS

98th Street and Colobel Avenue (Vermejo Park Drive extension)

Scenario:	Right Turn from the Minor Road
Type of Vehicle:	Passenger Car
# Lanes Crossing:	1
Speed Limit (mph):	30
Median?	Yes
Enter Median Width:	45
Base Time Gap:	6.5
Additional Lanes to Cross:	0
Additional Time:	0
Final Time Gap:	6.5
SIGHT DISTANCE REQUIRED	286.65
SIGHT DISTANCE REQUIRED (Rounded)	**290**

$$ISD = 1.47\ (V_{major})\ t_g$$

t_g Values				
CASE		Passenger Car	Single-Unit Truck	Combination Truck
B1	Left Turn from the Minor Road	7.5	9.5	11.5
B2	Right Turn from the Minor Road	6.5	8.5	10.5
B3	Crossing Maneuver from the Minor Road			
F	Left Turn from the Major Road	5.5	6.5	7.5

CASE B1 - For a stopped vehicle to turn left onto a 2-lane highway with no median and grades 3 percent or less

For left turns onto two-way highways with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

For minor road approach grades:
+0.2 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE B2 + B3 - For a stopped vehicle to turn right onto or cross a 2-lane highway with no median and grades 3 percent or less

For crossing a major road with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed and narrow medians that cannot store the design vehicle.

For minor road approach grades:
+0.1 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE F – For a stopped vehicle to turn across one lane of opposing traffic

For left-turning vehicles that cross more than 1 opposing lane:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed.

98th Street and Colobel Avenue (Vermejo Park Drive extension)

Scenario:	Left Turn from the Minor Road
Type of Vehicle:	Passenger Car
# Lanes Crossing:	4
Speed Limit (mph):	30
Median?	Yes
Enter Median Width:	45
Base Time Gap:	7.5
Additional Lanes to Cross:	7
Additional Time:	3.5
Final Time Gap:	11
SIGHT DISTANCE REQUIRED	485.10
SIGHT DISTANCE REQUIRED (Rounded)	**490**

$$ISD = 1.47\ (V_{major})\ t_g$$

t_g Values				
CASE		Passenger Car	Single-Unit Truck	Combination Truck
B1	Left Turn from the Minor Road	7.5	9.5	11.5
B2	Right Turn from the Minor Road	6.5	8.5	10.5
B3	Crossing Maneuver from the Minor Road			
F	Left Turn from the Major Road	5.5	6.5	7.5

CASE B1 - For a stopped vehicle to turn left onto a 2-lane highway with no median and grades 3 percent or less

For left turns onto two-way highways with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

For minor road approach grades:
+0.2 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE B2 + B3 - For a stopped vehicle to turn right onto or cross a 2-lane highway with no median and grades 3 percent or less

For crossing a major road with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed and narrow medians that cannot store the design vehicle.

For minor road approach grades:
+0.1 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE F – For a stopped vehicle to turn across one lane of opposing traffic

For left-turning vehicles that cross more than 1 opposing lane:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed.

Access Points
(A1, A2, A3, and A4)

Scenario:	Right Turn from the Minor Road
Type of Vehicle:	Passenger Car
# Lanes Crossing:	1
Speed Limit (mph):	25
Median?	No
	0
Base Time Gap:	6.5
Additional Lanes to Cross:	0
Additional Time:	0
Final Time Gap:	6.5
SIGHT DISTANCE REQUIRED	238.88
SIGHT DISTANCE REQUIRED (Rounded)	**240**

$$ISD = 1.47\ (V_{major})\ t_g$$

t_g Values				
CASE		Passenger Car	Single-Unit Truck	Combination Truck
B1	Left Turn from the Minor Road	7.5	9.5	11.5
B2	Right Turn from the Minor Road	6.5	8.5	10.5
B3	Crossing Maneuver from the Minor Road			
F	Left Turn from the Major Road	5.5	6.5	7.5

CASE B1 - For a stopped vehicle to turn left onto a 2-lane highway with no median and grades 3 percent or less

For left turns onto two-way highways with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

For minor road approach grades:
+0.2 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE B2 + B3 - For a stopped vehicle to turn right onto or cross a 2-lane highway with no median and grades 3 percent or less

For crossing a major road with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed and narrow medians that cannot store the design vehicle.

For minor road approach grades:
+0.1 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE F – For a stopped vehicle to turn across one lane of opposing traffic

For left-turning vehicles that cross more than 1 opposing lane:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed.

Access Points
(A1, A2, A3, and A4)

Scenario:	Left Turn from the Minor Road
Type of Vehicle:	Passenger Car
# Lanes Crossing:	1
Speed Limit (mph):	25
Median?	No
	0
Base Time Gap:	7.5
Additional Lanes to Cross:	0
Additional Time:	0
Final Time Gap:	7.5
SIGHT DISTANCE REQUIRED	275.63
SIGHT DISTANCE REQUIRED (Rounded)	**280**

$$ISD = 1.47\ (V_{major})\ t_g$$

t_g Values				
CASE		Passenger Car	Single-Unit Truck	Combination Truck
B1	Left Turn from the Minor Road	7.5	9.5	11.5
B2	Right Turn from the Minor Road	6.5	8.5	10.5
B3	Crossing Maneuver from the Minor Road			
F	Left Turn from the Major Road	5.5	6.5	7.5

CASE B1 - For a stopped vehicle to turn left onto a 2-lane highway with no median and grades 3 percent or less

For left turns onto two-way highways with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

For minor road approach grades:
+0.2 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE B2 + B3 - For a stopped vehicle to turn right onto or cross a 2-lane highway with no median and grades 3 percent or less

For crossing a major road with more than 2 lanes:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed and narrow medians that cannot store the design vehicle.

For minor road approach grades:
+0.1 seconds for each percent grade
if the approach grade is an upgrade that exceeds 3 percent.

CASE F – For a stopped vehicle to turn across one lane of opposing traffic

For left-turning vehicles that cross more than 1 opposing lane:
+0.5 seconds for passenger cars
+0.7 seconds for trucks
for each additional lane to be crossed.

APPENDIX J
HCM ANALYSIS OUTPUT SHEETS

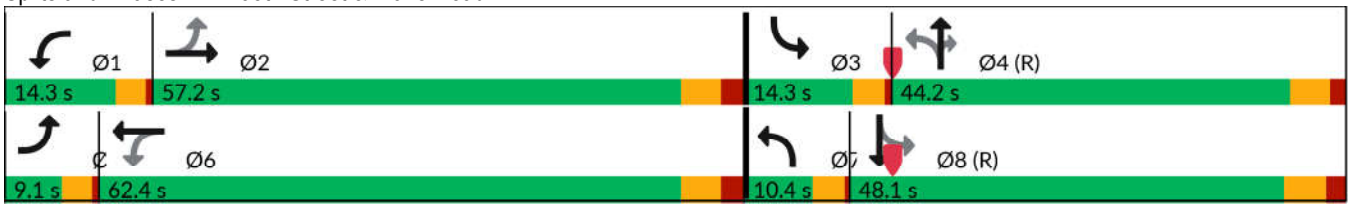
CABQ-OWNED INTERSECTIONS

EXISTING 2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	81	55	68	34	57	26	323	155	65	248	3
Future Volume (vph)	14	81	55	68	34	57	26	323	155	65	248	3
Satd. Flow (prot)	1770	1749	0	1770	1688	0	1770	3539	1583	1770	3532	0
Flt Permitted	0.695			0.412			0.589			0.536		
Satd. Flow (perm)	1295	1749	0	767	1688	0	1097	3539	1583	998	3532	0
Satd. Flow (RTOR)		31			60				163		1	
Lane Group Flow (vph)	15	143	0	72	96	0	27	340	163	68	264	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	21.1	14.4		27.2	21.1		92.1	86.3	86.3	94.5	88.2	
Actuated g/C Ratio	0.16	0.11		0.21	0.16		0.71	0.66	0.66	0.73	0.68	
v/c Ratio	0.07	0.65		0.32	0.30		0.03	0.14	0.15	0.09	0.11	
Control Delay (s/veh)	37.1	56.2		43.0	22.1		6.6	10.0	2.1	6.5	9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	37.1	56.2		43.0	22.1		6.6	10.0	2.1	6.5	9.2	
LOS	D	E		D	C		A	B	A	A	A	
Approach Delay (s/veh)		54.4			31.1			7.4			8.6	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	10	92		50	25		6	55	0	15	42	
Queue Length 95th (ft)	27	156		86	75		18	95	31	36	73	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	233	707		243	766		827	2348	1105	799	2397	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.20		0.30	0.13		0.03	0.14	0.15	0.09	0.11	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 45.4%	ICU Level of Service A
Analysis Period (min) 15	

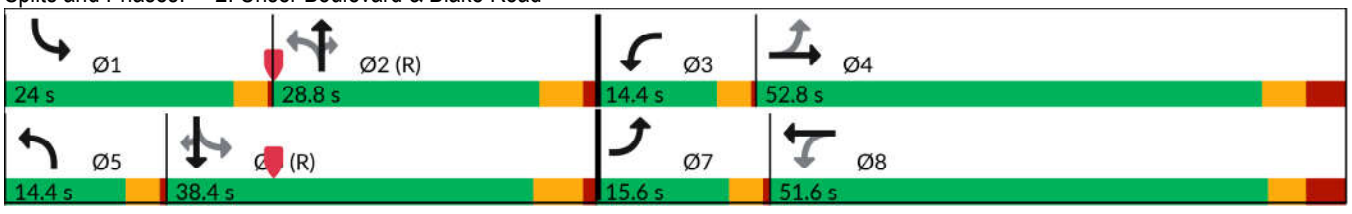
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	259	43	37	124	226	27	327	50	215	429	70
Future Volume (vph)	158	259	43	37	124	226	27	327	50	215	429	70
Satd. Flow (prot)	1770	1824	0	1770	1682	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.210			0.506			0.491			0.475		
Satd. Flow (perm)	391	1824	0	943	1682	0	915	3539	1583	885	3539	1583
Satd. Flow (RTOR)		8			87				136			105
Lane Group Flow (vph)	166	318	0	39	369	0	28	344	53	226	452	74
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	46.2	36.2		37.2	28.0		56.0	49.5	49.5	66.8	59.4	59.4
Actuated g/C Ratio	0.39	0.30		0.31	0.23		0.47	0.41	0.41	0.56	0.50	0.50
v/c Ratio	0.59	0.57		0.12	0.81		0.06	0.24	0.07	0.39	0.26	0.09
Control Delay (s/veh)	32.5	38.2		21.0	45.8		16.3	26.5	0.2	17.6	20.6	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.5	38.2		21.0	45.8		16.3	26.5	0.2	17.6	20.6	2.2
LOS	C	D		C	D		B	C	A	B	C	A
Approach Delay (s/veh)		36.3			43.4			22.6			17.9	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	85	209		19	212		10	90	0	86	110	0
Queue Length 95th (ft)	116	274		35	292		29	158	0	162	178	16
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	289	693		408	679		548	1459	732	643	1751	836
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	0.57	0.46		0.10	0.54		0.05	0.24	0.07	0.35	0.26	0.09

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 28.2	Intersection LOS: C
Intersection Capacity Utilization 71.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	7	82	10	1	20	30	318	8	13	287	50
Future Vol, veh/h	157	7	82	10	1	20	30	318	8	13	287	50
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	165	7	86	11	1	21	32	335	8	14	302	53
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	12.7	10.5	12.5	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	96%	0%	32%	100%	0%	0%
Vol Thru, %	0%	100%	93%	4%	0%	3%	0%	100%	66%
Vol Right, %	0%	0%	7%	0%	100%	65%	0%	0%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	212	114	164	82	31	13	191	146
LT Vol	30	0	0	157	0	10	13	0	0
Through Vol	0	212	106	7	0	1	0	191	96
RT Vol	0	0	8	0	82	20	0	0	50
Lane Flow Rate	32	223	120	173	86	33	14	201	153
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.062	0.405	0.216	0.35	0.147	0.065	0.027	0.367	0.269
Departure Headway (Hd)	7.04	6.532	6.482	7.303	6.122	7.169	7.065	6.557	6.313
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	549	551	490	583	496	505	546	566
Service Time	4.811	4.303	4.253	5.077	3.895	4.966	4.836	4.328	4.084
HCM Lane V/C Ratio	0.063	0.406	0.218	0.353	0.148	0.067	0.028	0.368	0.27
HCM Control Delay, s/veh	10.3	13.7	11	14	10	10.5	10	13.1	11.4
HCM Lane LOS	B	B	B	B	A	B	A	B	B
HCM 95th-tile Q	0.2	1.9	0.8	1.6	0.5	0.2	0.1	1.7	1.1

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	10	0	15	0	0	0	11	4	0	0	5	19
Future Vol, veh/h	10	0	15	0	0	0	11	4	0	0	5	19
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	16	0	0	0	12	4	0	0	5	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	43	43	15	33	53	4	25	0	0	4	0	0
Stage 1	15	15	-	27	27	-	-	-	-	-	-	-
Stage 2	27	27	-	5	25	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	960	849	1064	975	839	1079	1589	-	-	1617	-	-
Stage 1	1005	883	-	990	872	-	-	-	-	-	-	-
Stage 2	990	872	-	1017	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	953	843	1064	953	833	1079	1589	-	-	1617	-	-
Mov Cap-2 Maneuver	953	843	-	953	833	-	-	-	-	-	-	-
Stage 1	1005	883	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1002	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.63	0	5.34	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	1017	-	1617	-	-
HCM Lane V/C Ratio	0.007	-	-	0.026	-	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	87	32	256	332	38
Future Vol, veh/h	98	87	32	256	332	38
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	92	34	269	349	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	572	195	389	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	451	814	1166	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	814	1166	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.27	0.91	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1166	-	629	-	-
HCM Lane V/C Ratio	0.029	-	0.31	-	-
HCM Control Delay (s/veh)	8.2	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

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	86	0	80	48	3	76	17	249	25	31	440	29
Future Vol, veh/h	86	0	80	48	3	76	17	249	25	31	440	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	115	-	-	0	-	100	300	-	145	365	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	0	84	51	3	80	18	262	26	33	463	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	712	868	247	595	857	131	494	0	0	288	0	0
Stage 1	544	544	-	298	298	-	-	-	-	-	-	-
Stage 2	168	324	-	297	559	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	320	289	753	388	293	894	1066	-	-	1270	-	-
Stage 1	491	517	-	686	666	-	-	-	-	-	-	-
Stage 2	817	648	-	687	509	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	276	277	753	330	281	894	1066	-	-	1270	-	-
Mov Cap-2 Maneuver	377	375	-	433	374	-	-	-	-	-	-	-
Stage 1	478	504	-	675	654	-	-	-	-	-	-	-
Stage 2	728	637	-	595	496	-	-	-	-	-	-	-

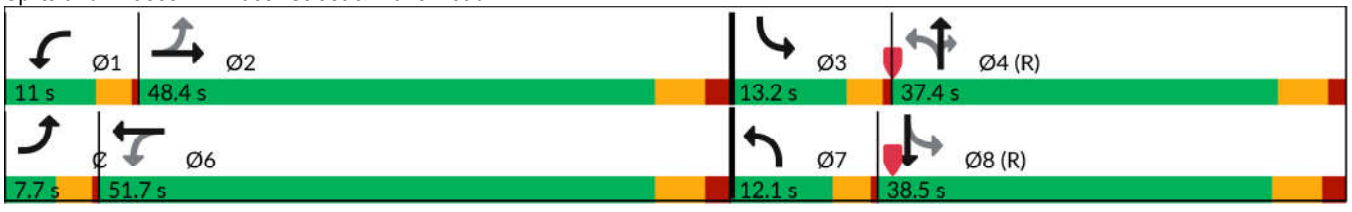
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.1	11.48	0.49	0.49
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1066	-	-	377	753	433	849	1270	-	-
HCM Lane V/C Ratio	0.017	-	-	0.24	0.112	0.117	0.098	0.026	-	-
HCM Control Delay (s/veh)	8.4	-	-	17.6	10.4	14.4	9.7	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0.4	0.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	48	53	112	79	97	43	405	80	69	310	18
Future Volume (vph)	10	48	53	112	79	97	43	405	80	69	310	18
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3511	0
Flt Permitted	0.644			0.554			0.550			0.501		
Satd. Flow (perm)	1200	1716	0	1032	1708	0	1025	3539	1583	933	3511	0
Satd. Flow (RTOR)		54			68				99		5	
Lane Group Flow (vph)	10	103	0	114	180	0	44	413	82	70	334	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.1	11.4		24.7	20.7		75.0	69.0	69.0	76.0	69.0	
Actuated g/C Ratio	0.16	0.10		0.22	0.19		0.68	0.63	0.63	0.69	0.63	
v/c Ratio	0.05	0.46		0.41	0.48		0.06	0.19	0.08	0.10	0.15	
Control Delay (s/veh)	32.3	30.1		39.4	29.2		5.5	9.7	1.7	5.6	9.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	32.3	30.1		39.4	29.2		5.5	9.7	1.7	5.6	9.3	
LOS	C	C		D	C		A	A	A	A	A	
Approach Delay (s/veh)		30.3			33.2			8.1			8.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	6	33		68	69		8	60	0	12	46	
Queue Length 95th (ft)	19	82		112	141		22	101	16	31	81	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	218	694		281	749		783	2219	1029	738	2202	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.15		0.41	0.24		0.06	0.19	0.08	0.09	0.15	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 42.9%	ICU Level of Service A
Analysis Period (min) 15	

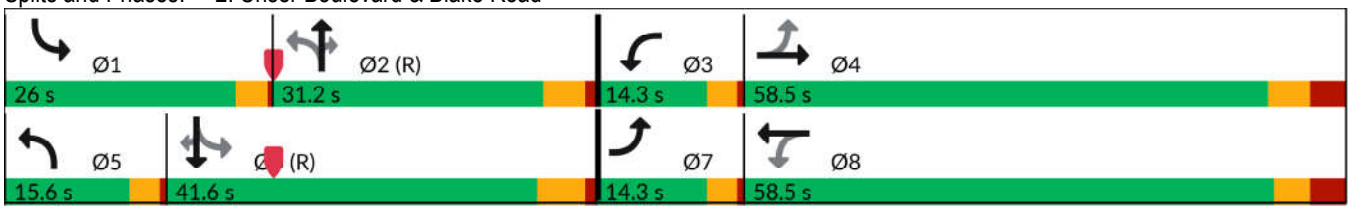
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	168	46	42	218	168	70	383	37	227	411	164
Future Volume (vph)	105	168	46	42	218	168	70	383	37	227	411	164
Satd. Flow (prot)	1770	1803	0	1770	1742	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.209			0.606			0.507			0.443		
Satd. Flow (perm)	389	1803	0	1129	1742	0	944	3539	1583	825	3539	1583
Satd. Flow (RTOR)		13			35				126			167
Lane Group Flow (vph)	107	218	0	43	393	0	71	391	38	232	419	167
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	50.6	38.7		43.8	34.3		62.1	54.0	54.0	72.3	61.8	61.8
Actuated g/C Ratio	0.39	0.30		0.34	0.26		0.48	0.42	0.42	0.56	0.48	0.48
v/c Ratio	0.43	0.40		0.11	0.81		0.14	0.27	0.05	0.42	0.25	0.20
Control Delay (s/veh)	28.9	35.4		22.2	53.3		17.3	28.6	0.1	19.2	23.5	4.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.9	35.4		22.2	53.3		17.3	28.6	0.1	19.2	23.5	4.6
LOS	C	D		C	D		B	C	A	B	C	A
Approach Delay (s/veh)		33.3			50.3			24.8			18.4	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)	57	139		22	287		27	112	0	97	111	0
Queue Length 95th (ft)	84	191		40	366		62	191	0	178	181	48
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	265	715		474	711		566	1471	731	622	1681	839
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	0.40	0.30		0.09	0.55		0.13	0.27	0.05	0.37	0.25	0.20

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 70.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	30	52	39	64	53	65	367	37	39	309	97
Future Vol, veh/h	97	30	52	39	64	53	65	367	37	39	309	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	31	53	40	65	54	66	374	38	40	315	99
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	13.8	15.1	15.2	14.7
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	76%	0%	25%	100%	0%	0%
Vol Thru, %	0%	100%	77%	24%	0%	41%	0%	100%	52%
Vol Right, %	0%	0%	23%	0%	100%	34%	0%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	245	159	127	52	156	39	206	200
LT Vol	65	0	0	97	0	39	39	0	0
Through Vol	0	245	122	30	0	64	0	206	103
RT Vol	0	0	37	0	52	53	0	0	97
Lane Flow Rate	66	250	163	130	53	159	40	210	204
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.144	0.507	0.322	0.305	0.109	0.353	0.087	0.43	0.398
Departure Headway (Hd)	7.818	7.306	7.14	8.473	7.375	7.978	7.883	7.371	7.023
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	458	492	502	424	484	450	454	488	512
Service Time	5.574	5.062	4.896	6.24	5.141	5.742	5.641	5.129	4.781
HCM Lane V/C Ratio	0.144	0.508	0.325	0.307	0.11	0.353	0.088	0.43	0.398
HCM Control Delay, s/veh	11.9	17.4	13.3	14.9	11	15.1	11.4	15.6	14.4
HCM Lane LOS	B	C	B	B	B	C	B	C	B
HCM 95th-tile Q	0.5	2.8	1.4	1.3	0.4	1.6	0.3	2.1	1.9

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	37	1	56	0	0	1	96	71	0	0	55	38
Future Vol, veh/h	37	1	56	0	0	1	96	71	0	0	55	38
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	1	57	0	0	1	98	72	0	0	56	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	344	344	76	325	363	72	95	0	0	72	0	0
Stage 1	76	76	-	268	268	-	-	-	-	-	-	-
Stage 2	268	268	-	57	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	579	986	628	564	990	1499	-	-	1528	-	-
Stage 1	934	832	-	737	687	-	-	-	-	-	-	-
Stage 2	737	687	-	955	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	539	986	550	526	990	1499	-	-	1528	-	-
Mov Cap-2 Maneuver	568	539	-	550	526	-	-	-	-	-	-	-
Stage 1	934	832	-	687	640	-	-	-	-	-	-	-
Stage 2	686	640	-	899	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.42	8.64	4.35	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1035	-	-	759	990	1528	-	-
HCM Lane V/C Ratio	0.065	-	-	0.126	0.001	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.4	8.6	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	29	76	396	302	115
Future Vol, veh/h	72	29	76	396	302	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	0	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	30	78	404	308	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	724	213	426	0	-	0
Stage 1	367	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	361	792	1130	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	792	1130	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.76	1.36	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1130	-	514	-	-
HCM Lane V/C Ratio	0.069	-	0.201	-	-
HCM Control Delay (s/veh)	8.4	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	5	29	17	2	50	56	429	42	67	383	72
Future Vol, veh/h	39	5	29	17	2	50	56	429	42	67	383	72
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	115	-	-	0	-	100	300	-	145	365	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	5	30	17	2	51	57	438	43	68	391	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	898	1159	232	887	1153	219	464	0	0	481	0	0
Stage 1	564	564	-	552	552	-	-	-	-	-	-	-
Stage 2	334	595	-	335	601	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	234	194	770	239	196	785	1093	-	-	1078	-	-
Stage 1	477	507	-	485	513	-	-	-	-	-	-	-
Stage 2	653	491	-	653	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	173	770	200	174	785	1093	-	-	1078	-	-
Mov Cap-2 Maneuver	305	275	-	315	278	-	-	-	-	-	-	-
Stage 1	447	474	-	460	486	-	-	-	-	-	-	-
Stage 2	577	465	-	582	457	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.18	11.97	0.9	1.1
HCM LOS	C	B		

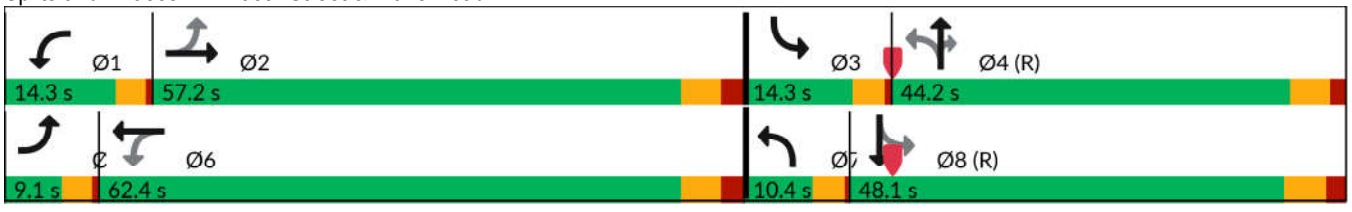
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1093	-	-	305	609	315	734	1078	-	-
HCM Lane V/C Ratio	0.052	-	-	0.131	0.057	0.055	0.072	0.063	-	-
HCM Control Delay (s/veh)	8.5	-	-	18.6	11.3	17.1	10.3	8.6	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0.2	0.2	0.2	-	-

OPENING YEAR (2026) BACKGROUND

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	82	56	84	35	58	26	349	200	66	259	3
Future Volume (vph)	14	82	56	84	35	58	26	349	200	66	259	3
Satd. Flow (prot)	1770	1749	0	1770	1688	0	1770	3539	1583	1770	3532	0
Flt Permitted	0.692			0.409			0.577			0.511		
Satd. Flow (perm)	1289	1749	0	762	1688	0	1075	3539	1583	952	3532	0
Satd. Flow (RTOR)		31			63				217		1	
Lane Group Flow (vph)	15	150	0	91	101	0	28	379	217	72	285	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	22.5	14.9		30.1	24.0		89.1	83.2	83.2	91.6	85.2	
Actuated g/C Ratio	0.17	0.11		0.23	0.18		0.69	0.64	0.64	0.70	0.66	
v/c Ratio	0.06	0.66		0.37	0.28		0.04	0.17	0.20	0.10	0.12	
Control Delay (s/veh)	36.3	57.0		43.0	21.2		7.0	10.9	2.1	6.9	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.3	57.0		43.0	21.2		7.0	10.9	2.1	6.9	9.9	
LOS	D	E		D	C		A	B	A	A	A	
Approach Delay (s/veh)		55.1			31.6			7.7			9.3	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	98		62	26		6	66	0	16	47	
Queue Length 95th (ft)	27	163		103	77		19	108	36	38	80	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	248	707		260	768		787	2266	1091	748	2316	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.21		0.35	0.13		0.04	0.17	0.20	0.10	0.12	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

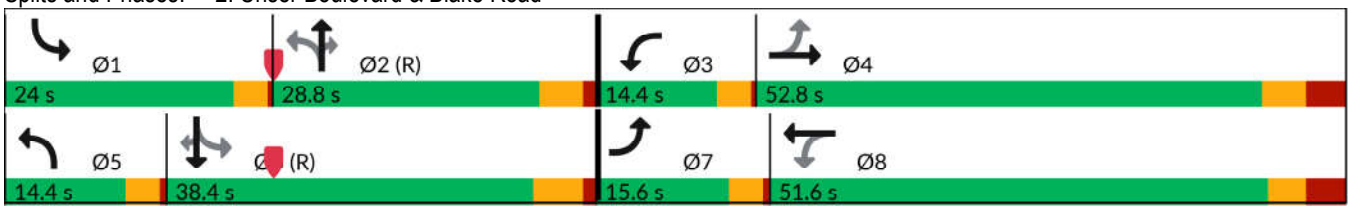
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	277	44	38	131	229	27	355	51	218	444	81
Future Volume (vph)	189	277	44	38	131	229	27	355	51	218	444	81
Satd. Flow (prot)	1770	1824	0	1770	1684	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.194			0.449			0.476			0.438		
Satd. Flow (perm)	361	1824	0	836	1684	0	887	3539	1583	816	3539	1583
Satd. Flow (RTOR)		8			84				136			105
Lane Group Flow (vph)	205	349	0	41	391	0	29	386	55	237	483	88
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	48.6	36.9		39.0	29.9		52.9	46.3	46.3	64.4	56.9	56.9
Actuated g/C Ratio	0.41	0.31		0.33	0.25		0.44	0.39	0.39	0.54	0.47	0.47
v/c Ratio	0.72	0.62		0.13	0.81		0.07	0.28	0.08	0.44	0.29	0.11
Control Delay (s/veh)	37.7	39.1		19.9	45.7		17.7	29.2	0.2	19.5	22.4	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.7	39.1		19.9	45.7		17.7	29.2	0.2	19.5	22.4	3.8
LOS	D	D		B	D		B	C	A	B	C	A
Approach Delay (s/veh)		38.6			43.3			25.1			19.5	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	105	230		19	230		10	106	0	95	123	0
Queue Length 95th (ft)	136	292		35	307		31	186	0	177	198	27
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	288	693		393	678		514	1365	694	601	1679	806
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	0.71	0.50		0.10	0.58		0.06	0.28	0.08	0.39	0.29	0.11

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 29.9	Intersection LOS: C
Intersection Capacity Utilization 73.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



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	203	7	96	10	1	20	34	343	8	13	298	66
Future Vol, veh/h	203	7	96	10	1	20	34	343	8	13	298	66
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	221	8	104	11	1	22	37	373	9	14	324	72
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	15.6	11.3	14.7	14.1
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	32%	100%	0%	0%
Vol Thru, %	0%	100%	93%	3%	0%	3%	0%	100%	60%
Vol Right, %	0%	0%	7%	0%	100%	65%	0%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	229	122	210	96	31	13	199	165
LT Vol	34	0	0	203	0	10	13	0	0
Through Vol	0	229	114	7	0	1	0	199	99
RT Vol	0	0	8	0	96	20	0	0	66
Lane Flow Rate	37	249	133	228	104	34	14	216	180
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.078	0.49	0.261	0.492	0.19	0.074	0.03	0.428	0.342
Departure Headway (Hd)	7.614	7.103	7.056	7.754	6.565	7.905	7.649	7.138	6.853
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	507	509	466	547	453	469	505	525
Service Time	5.347	4.836	4.79	5.487	4.297	5.653	5.384	4.873	4.587
HCM Lane V/C Ratio	0.079	0.491	0.261	0.489	0.19	0.075	0.03	0.428	0.343
HCM Control Delay, s/veh	11	16.5	12.3	17.8	10.8	11.3	10.6	15.1	13.1
HCM Lane LOS	B	C	B	C	B	B	B	C	B
HCM 95th-tile Q	0.3	2.7	1	2.7	0.7	0.2	0.1	2.1	1.5

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	10	0	15	0	0	0	11	4	0	0	5	19
Future Vol, veh/h	10	0	15	0	0	0	11	4	0	0	5	19
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	16	0	0	0	12	4	0	0	5	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	44	44	16	34	54	4	26	0	0	4	0	0
Stage 1	16	16	-	28	28	-	-	-	-	-	-	-
Stage 2	28	28	-	5	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	958	848	1064	973	837	1079	1588	-	-	1617	-	-
Stage 1	1004	882	-	989	872	-	-	-	-	-	-	-
Stage 2	989	872	-	1017	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	951	841	1064	951	831	1079	1588	-	-	1617	-	-
Mov Cap-2 Maneuver	951	841	-	951	831	-	-	-	-	-	-	-
Stage 1	1004	882	-	981	865	-	-	-	-	-	-	-
Stage 2	981	865	-	1001	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.64	0	5.34	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	1015	-	1617	-	-
HCM Lane V/C Ratio	0.008	-	-	0.027	-	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.6	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	113	129	46	270	352	44
Future Vol, veh/h	113	129	46	270	352	44
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	140	50	293	383	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	653	215	430	0	-	0
Stage 1	407	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	400	790	1125	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	790	1125	-	-	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.37	1.22	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1125	-	608	-	-
HCM Lane V/C Ratio	0.044	-	0.433	-	-
HCM Control Delay (s/veh)	8.3	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-

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	87	0	81	49	3	77	17	276	25	31	456	29
Future Vol, veh/h	87	0	81	49	3	77	17	276	25	31	456	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	115	-	-	0	-	100	300	-	145	365	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	0	88	53	3	84	18	300	27	34	496	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	943	264	652	932	150	527	0	0	327	0	0
Stage 1	579	579	-	337	337	-	-	-	-	-	-	-
Stage 2	189	364	-	315	595	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	291	261	735	353	265	870	1036	-	-	1229	-	-
Stage 1	468	499	-	651	640	-	-	-	-	-	-	-
Stage 2	795	622	-	670	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	249	249	735	297	253	870	1036	-	-	1229	-	-
Mov Cap-2 Maneuver	354	353	-	405	352	-	-	-	-	-	-	-
Stage 1	455	485	-	639	628	-	-	-	-	-	-	-
Stage 2	702	611	-	574	477	-	-	-	-	-	-	-

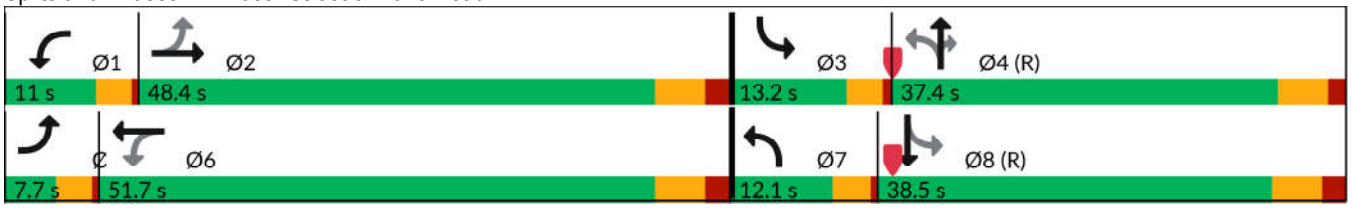
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.86	11.91	0.46	0.48
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1036	-	-	354	735	405	824	1229	-	-
HCM Lane V/C Ratio	0.018	-	-	0.267	0.12	0.131	0.106	0.027	-	-
HCM Control Delay (s/veh)	8.5	-	-	18.9	10.6	15.2	9.9	8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.4	0.4	0.4	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	49	54	161	80	98	44	426	110	70	339	18
Future Volume (vph)	10	49	54	161	80	98	44	426	110	70	339	18
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3511	0
Flt Permitted	0.636			0.539			0.522			0.470		
Satd. Flow (perm)	1185	1716	0	1004	1708	0	972	3539	1583	875	3511	0
Satd. Flow (RTOR)		59			69				120		5	
Lane Group Flow (vph)	11	112	0	175	194	0	48	463	120	76	388	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.4	11.7		25.2	21.2		74.5	68.3	68.3	75.5	68.4	
Actuated g/C Ratio	0.17	0.11		0.23	0.19		0.68	0.62	0.62	0.69	0.62	
v/c Ratio	0.05	0.48		0.62	0.51		0.07	0.21	0.12	0.12	0.18	
Control Delay (s/veh)	31.9	29.9		46.6	30.4		5.8	10.2	2.4	5.9	9.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.9	29.9		46.6	30.4		5.8	10.2	2.4	5.9	9.8	
LOS	C	C		D	C		A	B	A	A	A	
Approach Delay (s/veh)		30.1			38.1			8.4			9.1	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	6	36		109	78		8	68	0	14	55	
Queue Length 95th (ft)	20	86		161	153		24	117	27	34	96	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	221	697		281	749		744	2198	1028	697	2183	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.16		0.62	0.26		0.06	0.21	0.12	0.11	0.18	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 17.2	Intersection LOS: B
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

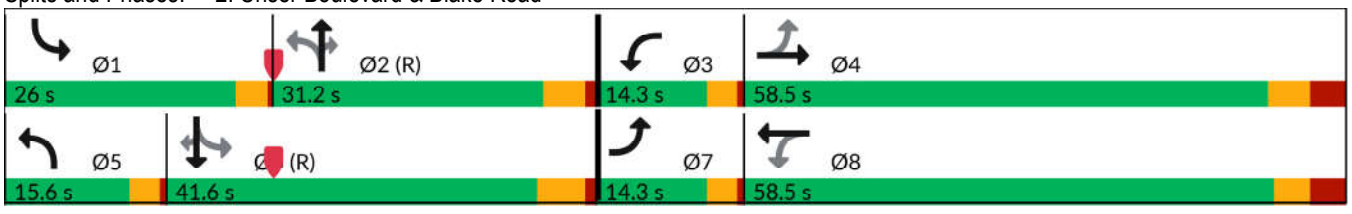
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	181	47	43	236	171	71	408	38	230	449	198
Future Volume (vph)	126	181	47	43	236	171	71	408	38	230	449	198
Satd. Flow (prot)	1770	1805	0	1770	1745	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.191			0.581			0.474			0.388		
Satd. Flow (perm)	356	1805	0	1082	1745	0	883	3539	1583	723	3539	1583
Satd. Flow (RTOR)		12			33				126			215
Lane Group Flow (vph)	137	248	0	47	443	0	77	443	41	250	488	215
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	55.3	43.4		47.8	38.3		56.3	47.8	47.8	67.6	56.7	56.7
Actuated g/C Ratio	0.43	0.33		0.37	0.29		0.43	0.37	0.37	0.52	0.44	0.44
v/c Ratio	0.53	0.41		0.11	0.82		0.18	0.34	0.06	0.51	0.32	0.27
Control Delay (s/veh)	29.0	32.9		19.8	51.9		20.1	33.9	0.2	23.3	27.4	4.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	32.9		19.8	51.9		20.1	33.9	0.2	23.3	27.4	4.9
LOS	C	C		B	D		C	C	A	C	C	A
Approach Delay (s/veh)		31.5			48.8			29.5			21.3	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	70	154		23	324		32	142	0	116	144	0
Queue Length 95th (ft)	97	207		40	405		71	233	0	204	225	57
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	268	717		495	711		498	1300	661	557	1543	811
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	0.51	0.35		0.09	0.62		0.15	0.34	0.06	0.45	0.32	0.27

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.5	Intersection LOS: C
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



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	127	30	62	40	65	54	81	388	38	40	338	145
Future Vol, veh/h	127	30	62	40	65	54	81	388	38	40	338	145
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	138	33	67	43	71	59	88	422	41	43	367	158
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	18	18.9	20.5	21.1
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	81%	0%	25%	100%	0%	0%
Vol Thru, %	0%	100%	77%	19%	0%	41%	0%	100%	44%
Vol Right, %	0%	0%	23%	0%	100%	34%	0%	0%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	259	167	157	62	159	40	225	258
LT Vol	81	0	0	127	0	40	40	0	0
Through Vol	0	259	129	30	0	65	0	225	113
RT Vol	0	0	38	0	62	54	0	0	145
Lane Flow Rate	88	281	182	171	67	173	43	245	280
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.216	0.648	0.411	0.452	0.158	0.439	0.106	0.563	0.612
Departure Headway (Hd)	8.812	8.295	8.131	9.545	8.414	9.153	8.796	8.279	7.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	436	444	377	426	394	408	436	459
Service Time	6.56	6.042	5.878	7.3	6.168	6.91	6.546	6.028	5.621
HCM Lane V/C Ratio	0.216	0.644	0.41	0.454	0.157	0.439	0.105	0.562	0.61
HCM Control Delay, s/veh	14	25.1	16.5	20	12.8	18.9	12.6	21.2	22.3
HCM Lane LOS	B	D	C	C	B	C	B	C	C
HCM 95th-tile Q	0.8	4.5	2	2.3	0.6	2.2	0.4	3.4	4

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1	57	0	0	1	97	72	0	0	56	39
Future Vol, veh/h	38	1	57	0	0	1	97	72	0	0	56	39
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1	62	0	0	1	105	78	0	0	61	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	371	82	351	392	78	103	0	0	78	0	0
Stage 1	82	82	-	289	289	-	-	-	-	-	-	-
Stage 2	289	289	-	61	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	586	559	978	604	544	982	1489	-	-	1520	-	-
Stage 1	926	827	-	719	673	-	-	-	-	-	-	-
Stage 2	719	673	-	950	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	542	517	978	523	503	982	1489	-	-	1520	-	-
Mov Cap-2 Maneuver	542	517	-	523	503	-	-	-	-	-	-	-
Stage 1	926	827	-	665	623	-	-	-	-	-	-	-
Stage 2	665	623	-	888	810	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.7	8.67	4.36	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	736	982	1520	-	-
HCM Lane V/C Ratio	0.071	-	-	0.142	0.001	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.7	8.7	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	55	124	422	324	133
Future Vol, veh/h	83	55	124	422	324	133
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	60	135	459	352	145

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	923	248	497	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	269	752	1063	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	235	752	1063	-	-	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.66	2.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	457	-	-
HCM Lane V/C Ratio	0.127	-	0.328	-	-
HCM Control Delay (s/veh)	8.9	-	16.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	5	29	17	2	51	57	454	43	68	421	73
Future Vol, veh/h	40	5	29	17	2	51	57	454	43	68	421	73
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	115	-	-	0	-	100	300	-	145	365	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	5	32	18	2	55	62	493	47	74	458	79

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1017	1309	268	997	1302	247	537	0	0	540	0	0
Stage 1	645	645	-	617	617	-	-	-	-	-	-	-
Stage 2	372	664	-	379	685	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	192	158	730	198	160	753	1027	-	-	1024	-	-
Stage 1	427	466	-	444	479	-	-	-	-	-	-	-
Stage 2	621	456	-	615	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	138	730	162	139	753	1027	-	-	1024	-	-
Mov Cap-2 Maneuver	265	240	-	277	243	-	-	-	-	-	-	-
Stage 1	396	432	-	417	450	-	-	-	-	-	-	-
Stage 2	538	429	-	539	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.95	12.64	0.9	1.06
HCM LOS	C	B		

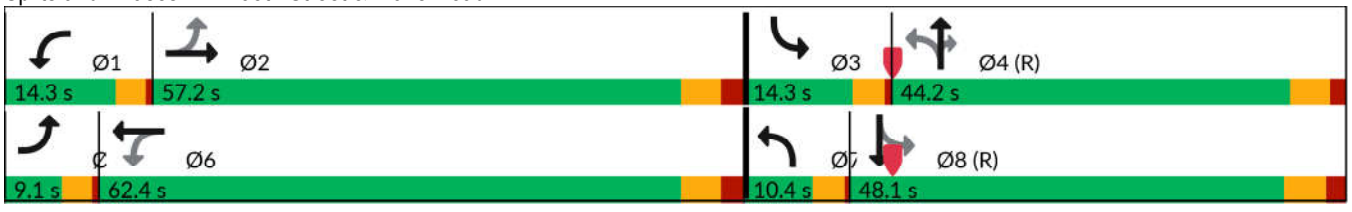
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	265	561	277	698	1024	-	-
HCM Lane V/C Ratio	0.06	-	-	0.164	0.066	0.067	0.083	0.072	-	-
HCM Control Delay (s/veh)	8.7	-	-	21.3	11.9	18.9	10.6	8.8	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.2	0.2	0.3	0.2	-	-

OPENING YEAR (2026) TOTAL

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	82	56	84	35	58	26	369	213	66	266	3
Future Volume (vph)	14	82	56	84	35	58	26	369	213	66	266	3
Satd. Flow (prot)	1770	1749	0	1770	1688	0	1770	3539	1583	1770	3532	0
Flt Permitted	0.692			0.409			0.573			0.498		
Satd. Flow (perm)	1289	1749	0	762	1688	0	1067	3539	1583	928	3532	0
Satd. Flow (RTOR)		31			63				232		1	
Lane Group Flow (vph)	15	150	0	91	101	0	28	401	232	72	292	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	22.5	14.9		30.1	24.0		89.1	83.2	83.2	91.6	85.2	
Actuated g/C Ratio	0.17	0.11		0.23	0.18		0.69	0.64	0.64	0.70	0.66	
v/c Ratio	0.06	0.66		0.37	0.28		0.04	0.18	0.21	0.10	0.13	
Control Delay (s/veh)	36.3	57.0		43.0	21.2		7.0	11.0	2.1	6.9	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.3	57.0		43.0	21.2		7.0	11.0	2.1	6.9	9.9	
LOS	D	E		D	C		A	B	A	A	A	
Approach Delay (s/veh)		55.1			31.6			7.7			9.3	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	98		62	26		6	70	0	16	48	
Queue Length 95th (ft)	27	163		103	77		19	114	37	38	81	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	248	707		260	768		782	2266	1096	732	2316	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.21		0.35	0.13		0.04	0.18	0.21	0.10	0.13	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 17.1	Intersection LOS: B
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

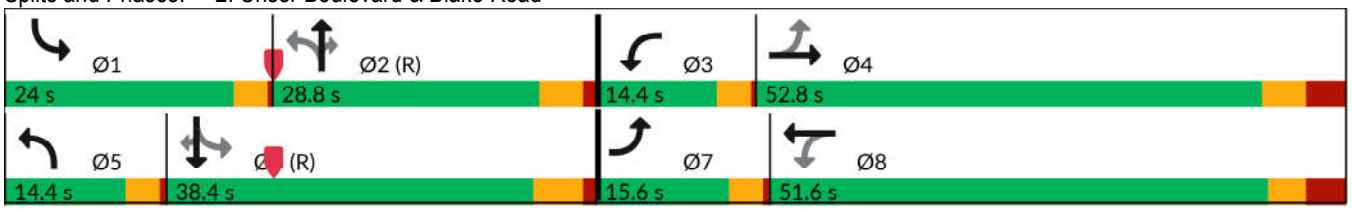
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	283	44	45	131	229	27	388	66	218	459	81
Future Volume (vph)	196	283	44	45	131	229	27	388	66	218	459	81
Satd. Flow (prot)	1770	1825	0	1770	1684	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.194			0.433			0.469			0.411		
Satd. Flow (perm)	361	1825	0	807	1684	0	874	3539	1583	766	3539	1583
Satd. Flow (RTOR)		8			84				136			105
Lane Group Flow (vph)	213	356	0	49	391	0	29	422	72	237	499	88
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	48.6	36.7		39.3	29.9		52.8	46.2	46.2	64.4	56.9	56.9
Actuated g/C Ratio	0.41	0.31		0.33	0.25		0.44	0.39	0.39	0.54	0.47	0.47
v/c Ratio	0.75	0.63		0.16	0.81		0.07	0.31	0.10	0.46	0.30	0.11
Control Delay (s/veh)	39.6	39.9		20.4	45.7		17.7	29.6	0.3	19.9	22.5	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.6	39.9		20.4	45.7		17.7	29.6	0.3	19.9	22.5	3.8
LOS	D	D		C	D		B	C	A	B	C	A
Approach Delay (s/veh)		39.7			42.9			24.9			19.7	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	110	236		23	230		10	117	0	95	127	0
Queue Length 95th (ft)	141	301		40	307		31	203	0	177	204	27
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	288	693		385	678		508	1362	693	582	1677	805
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	0.74	0.51		0.13	0.58		0.06	0.31	0.10	0.41	0.30	0.11

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	203	7	96	24	1	53	34	343	10	20	298	66
Future Vol, veh/h	203	7	96	24	1	53	34	343	10	20	298	66
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	221	8	104	26	1	58	37	373	11	22	324	72
Number of Lanes	0	1	1	0	1	1	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, s/veh	16.4	11.7	15.5	14.8
HCM LOS	C	B	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	96%	0%	100%	0%	0%
Vol Thru, %	0%	100%	92%	3%	0%	4%	0%	0%	100%	60%
Vol Right, %	0%	0%	8%	0%	100%	0%	100%	0%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	229	124	210	96	25	53	20	199	165
LT Vol	34	0	0	203	0	24	0	20	0	0
Through Vol	0	229	114	7	0	1	0	0	199	99
RT Vol	0	0	10	0	96	0	53	0	0	66
Lane Flow Rate	37	249	135	228	104	27	58	22	216	180
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.081	0.509	0.275	0.507	0.198	0.067	0.122	0.048	0.444	0.355
Departure Headway (Hd)	7.882	7.371	7.314	8.004	6.814	8.815	7.619	7.907	7.396	7.111
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	454	490	491	450	526	406	470	453	486	505
Service Time	5.633	5.122	5.065	5.758	4.568	6.582	5.385	5.659	5.148	4.863
HCM Lane V/C Ratio	0.081	0.508	0.275	0.507	0.198	0.067	0.123	0.049	0.444	0.356
HCM Control Delay, s/veh	11.3	17.6	12.8	18.8	11.3	12.2	11.4	11.1	16	13.8
HCM Lane LOS	B	C	B	C	B	B	B	B	C	B
HCM 95th-tile Q	0.3	2.8	1.1	2.8	0.7	0.2	0.4	0.2	2.2	1.6

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	24	0	0	0	58	4	0	0	5	19
Future Vol, veh/h	10	0	24	0	0	0	58	4	0	0	5	19
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	26	0	0	0	63	4	0	0	5	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	146	146	16	136	157	4	26	0	0	4	0	0
Stage 1	16	16	-	130	130	-	-	-	-	-	-	-
Stage 2	130	130	-	5	26	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	822	745	1064	835	735	1079	1588	-	-	1617	-	-
Stage 1	1004	882	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	1017	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	790	716	1064	782	706	1079	1588	-	-	1617	-	-
Mov Cap-2 Maneuver	790	716	-	782	706	-	-	-	-	-	-	-
Stage 1	1004	882	-	838	757	-	-	-	-	-	-	-
Stage 2	838	757	-	992	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.81	0	6.89	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	790	1064	-	1617	-	-
HCM Lane V/C Ratio	0.04	-	-	0.014	0.025	-	-	-	-
HCM Control Delay (s/veh)	7.4	-	-	9.6	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	113	129	46	272	366	44
Future Vol, veh/h	113	129	46	272	366	44
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	140	50	296	398	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	670	223	446	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	391	781	1111	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	373	781	1111	-	-	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.64	1.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1111	-	599	-	-
HCM Lane V/C Ratio	0.045	-	0.439	-	-
HCM Control Delay (s/veh)	8.4	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-

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	135	0	121	49	3	77	34	276	25	31	456	51
Future Vol, veh/h	135	0	121	49	3	77	34	276	25	31	456	51
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	0	132	53	3	84	37	300	27	34	496	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	789	964	248	689	992	150	551	0	0	327	0	0
Stage 1	563	563	-	374	374	-	-	-	-	-	-	-
Stage 2	226	401	-	315	618	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	281	254	752	332	244	870	1015	-	-	1229	-	-
Stage 1	478	507	-	619	616	-	-	-	-	-	-	-
Stage 2	757	599	-	670	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	238	752	257	229	870	1015	-	-	1229	-	-
Mov Cap-2 Maneuver	347	344	-	364	327	-	-	-	-	-	-	-
Stage 1	465	493	-	597	594	-	-	-	-	-	-	-
Stage 2	655	577	-	538	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.13	12.45	0.88	0.46
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1015	-	-	347	752	364	819	1229	-	-
HCM Lane V/C Ratio	0.036	-	-	0.423	0.175	0.146	0.106	0.027	-	-
HCM Control Delay (s/veh)	8.7	-	-	22.8	10.8	16.6	9.9	8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.6	0.5	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	7	0	40	0	7	2	7	2	0
Future Vol, veh/h	0	0	0	7	0	40	0	7	2	7	2	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	43	0	8	2	8	2	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	25	27	2	26	26	9	2	0	0	10	0	0
Stage 1	17	17	-	9	9	-	-	-	-	-	-	-
Stage 2	8	10	-	17	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	866	1082	984	867	1073	1620	-	-	1610	-	-
Stage 1	1002	881	-	1013	888	-	-	-	-	-	-	-
Stage 2	1014	887	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	941	862	1082	980	863	1073	1620	-	-	1610	-	-
Mov Cap-2 Maneuver	941	862	-	980	863	-	-	-	-	-	-	-
Stage 1	997	877	-	1013	888	-	-	-	-	-	-	-
Stage 2	973	887	-	997	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.57	0	5.64
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	1058	1400	-	-
HCM Lane V/C Ratio	-	-	-	-	0.048	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	81	0	7	2	7	0	0	2	37
Future Vol, veh/h	0	0	0	81	0	7	2	7	0	0	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	88	0	8	2	8	0	0	2	40

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	14	54	8	34	34	22	42	0	0	8	0	0
Stage 1	12	12	-	22	22	-	-	-	-	-	-	-
Stage 2	2	42	-	12	12	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	837	1075	972	858	1055	1567	-	-	1613	-	-
Stage 1	1009	886	-	996	877	-	-	-	-	-	-	-
Stage 2	1021	860	-	1009	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	836	1075	971	857	1055	1567	-	-	1613	-	-
Mov Cap-2 Maneuver	993	836	-	971	857	-	-	-	-	-	-	-
Stage 1	1007	884	-	996	877	-	-	-	-	-	-	-
Stage 2	1013	860	-	1007	884	-	-	-	-	-	-	-

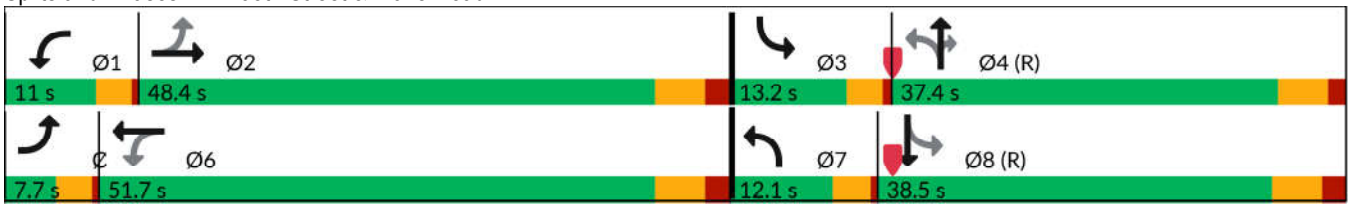
Approach	EB	WB	SE	NW
HCM Control Delay, s/v	0	9.08	1.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1613	-	-	-	977	400	-	-
HCM Lane V/C Ratio	-	-	-	-	0.098	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	0	9.1	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	49	54	161	80	98	44	440	119	70	363	18
Future Volume (vph)	10	49	54	161	80	98	44	440	119	70	363	18
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.636			0.539			0.509			0.462		
Satd. Flow (perm)	1185	1716	0	1004	1708	0	948	3539	1583	861	3514	0
Satd. Flow (RTOR)		59			69				127		5	
Lane Group Flow (vph)	11	112	0	175	194	0	48	478	129	76	415	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.4	11.7		25.2	21.2		74.5	68.3	68.3	75.5	68.4	
Actuated g/C Ratio	0.17	0.11		0.23	0.19		0.68	0.62	0.62	0.69	0.62	
v/c Ratio	0.05	0.48		0.62	0.51		0.07	0.22	0.13	0.12	0.19	
Control Delay (s/veh)	31.9	29.9		46.6	30.4		5.8	10.3	2.4	5.9	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.9	29.9		46.6	30.4		5.8	10.3	2.4	5.9	9.9	
LOS	C	C		D	C		A	B	A	A	A	
Approach Delay (s/veh)		30.1			38.1			8.4			9.3	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	6	36		109	78		8	71	1	14	60	
Queue Length 95th (ft)	20	86		161	153		24	122	28	34	103	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	221	697		281	749		729	2198	1031	688	2185	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.16		0.62	0.26		0.07	0.22	0.13	0.11	0.19	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

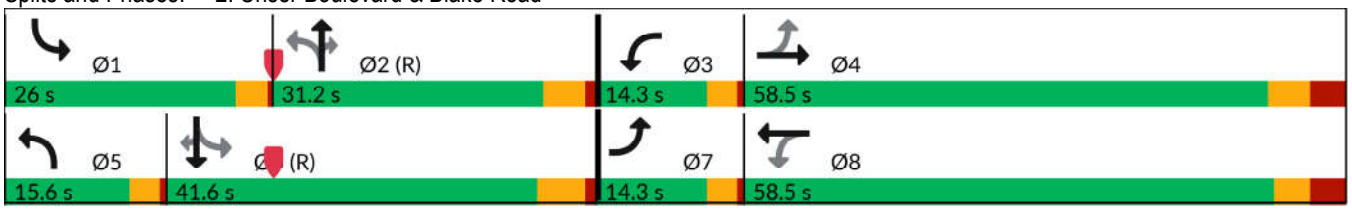
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	185	47	68	236	171	71	431	49	230	498	198
Future Volume (vph)	131	185	47	68	236	171	71	431	49	230	498	198
Satd. Flow (prot)	1770	1807	0	1770	1745	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.191			0.557			0.450			0.370		
Satd. Flow (perm)	356	1807	0	1038	1745	0	838	3539	1583	689	3539	1583
Satd. Flow (RTOR)		12			33				126			215
Lane Group Flow (vph)	142	252	0	74	443	0	77	468	53	250	541	215
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	54.9	42.4		49.1	38.3		56.2	47.6	47.6	67.5	56.6	56.6
Actuated g/C Ratio	0.42	0.33		0.38	0.29		0.43	0.37	0.37	0.52	0.44	0.44
v/c Ratio	0.55	0.42		0.17	0.82		0.19	0.36	0.08	0.52	0.35	0.27
Control Delay (s/veh)	29.6	34.1		21.0	51.9		20.2	34.3	0.2	23.7	28.0	4.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.6	34.1		21.0	51.9		20.2	34.3	0.2	23.7	28.0	4.9
LOS	C	C		C	D		C	C	A	C	C	A
Approach Delay (s/veh)		32.5			47.5			29.4			22.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	72	159		36	324		32	151	0	116	163	0
Queue Length 95th (ft)	100	214		57	405		71	247	0	204	251	57
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	267	716		481	711		481	1296	659	545	1540	810
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	0.53	0.35		0.15	0.62		0.16	0.36	0.08	0.46	0.35	0.27

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.6	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



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	127	30	62	50	65	77	81	388	46	64	338	145
Future Vol, veh/h	127	30	62	50	65	77	81	388	46	64	338	145
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	138	33	67	54	71	84	88	422	50	70	367	158
Number of Lanes	0	1	1	0	1	1	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, s/veh	18.4	15.8	21.3	21.5
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	81%	0%	43%	0%	100%	0%	0%
Vol Thru, %	0%	100%	74%	19%	0%	57%	0%	0%	100%	44%
Vol Right, %	0%	0%	26%	0%	100%	0%	100%	0%	0%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	259	175	157	62	115	77	64	225	258
LT Vol	81	0	0	127	0	50	0	64	0	0
Through Vol	0	259	129	30	0	65	0	0	225	113
RT Vol	0	0	46	0	62	0	77	0	0	145
Lane Flow Rate	88	281	191	171	67	125	84	70	245	280
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.219	0.661	0.438	0.459	0.16	0.335	0.203	0.172	0.572	0.623
Departure Headway (Hd)	8.975	8.46	8.271	9.69	8.567	9.652	8.717	8.925	8.41	8.004
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	400	427	435	372	418	372	412	402	429	451
Service Time	6.727	6.211	6.022	7.45	6.326	7.41	6.475	6.676	6.16	5.754
HCM Lane V/C Ratio	0.22	0.658	0.439	0.46	0.16	0.336	0.204	0.174	0.571	0.621
HCM Control Delay, s/veh	14.2	26.3	17.3	20.5	13	17.2	13.7	13.5	21.9	23.2
HCM Lane LOS	B	D	C	C	B	C	B	B	C	C
HCM 95th-tile Q	0.8	4.6	2.2	2.3	0.6	1.4	0.8	0.6	3.5	4.1

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1	89	0	0	1	130	72	0	0	56	39
Future Vol, veh/h	38	1	89	0	0	1	130	72	0	0	56	39
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	1	97	0	0	1	141	78	0	0	61	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	443	443	82	422	464	78	103	0	0	78	0	0
Stage 1	82	82	-	361	361	-	-	-	-	-	-	-
Stage 2	361	361	-	61	103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	525	509	978	542	495	982	1489	-	-	1520	-	-
Stage 1	926	827	-	658	626	-	-	-	-	-	-	-
Stage 2	658	626	-	950	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	475	461	978	441	448	982	1489	-	-	1520	-	-
Mov Cap-2 Maneuver	475	461	-	441	448	-	-	-	-	-	-	-
Stage 1	926	827	-	595	566	-	-	-	-	-	-	-
Stage 2	594	566	-	855	810	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.38	8.67	4.94	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	474	978	982	1520	-	-
HCM Lane V/C Ratio	0.095	-	-	0.089	0.099	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	13.3	9.1	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	55	124	430	334	133
Future Vol, veh/h	83	55	124	430	334	133
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	60	135	467	363	145

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	939	254	508	0	-	0
Stage 1	435	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	263	746	1053	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	229	746	1053	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.88	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1053	-	452	-	-
HCM Lane V/C Ratio	0.128	-	0.332	-	-
HCM Control Delay (s/veh)	8.9	-	16.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	1.4	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	5	57	17	2	51	114	454	43	68	421	147
Future Vol, veh/h	74	5	57	17	2	51	114	454	43	68	421	147
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	5	62	18	2	55	124	493	47	74	458	160

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1101	1393	229	1121	1507	247	617	0	0	540	0	0
Stage 1	605	605	-	741	741	-	-	-	-	-	-	-
Stage 2	496	788	-	379	765	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	140	774	161	120	753	959	-	-	1024	-	-
Stage 1	451	485	-	374	421	-	-	-	-	-	-	-
Stage 2	524	400	-	615	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	113	774	117	97	753	959	-	-	1024	-	-
Mov Cap-2 Maneuver	229	203	-	215	180	-	-	-	-	-	-	-
Stage 1	419	450	-	326	366	-	-	-	-	-	-	-
Stage 2	421	349	-	518	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21	13.87	1.74	0.94
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	959	-	-	229	631	215	673	1024	-	-
HCM Lane V/C Ratio	0.129	-	-	0.352	0.107	0.086	0.086	0.072	-	-
HCM Control Delay (s/veh)	9.3	-	-	29.1	11.4	23.3	10.9	8.8	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	1.5	0.4	0.3	0.3	0.2	-	-

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	0	0	0	5	0	28	0	5	8	24	8	0
Future Vol, veh/h	0	0	0	5	0	28	0	5	8	24	8	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	30	0	5	9	26	9	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	66	75	9	71	71	10	9	0	0	14	0	0
Stage 1	61	61	-	10	10	-	-	-	-	-	-	-
Stage 2	5	14	-	61	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	927	815	1073	921	820	1072	1611	-	-	1604	-	-
Stage 1	950	844	-	1011	887	-	-	-	-	-	-	-
Stage 2	1017	884	-	950	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	886	802	1073	906	806	1072	1611	-	-	1604	-	-
Mov Cap-2 Maneuver	886	802	-	906	806	-	-	-	-	-	-	-
Stage 1	935	830	-	1011	887	-	-	-	-	-	-	-
Stage 2	988	884	-	935	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.58	0	5.46
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	-	1043	1350	-	-
HCM Lane V/C Ratio	-	-	-	-	0.034	0.016	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	5	8	5	0	0	8	123
Future Vol, veh/h	0	0	0	57	0	5	8	5	0	0	8	123
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	0	5	9	5	0	0	9	134

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	32	165	5	98	98	76	142	0	0	5	0	0
Stage 1	23	23	-	76	76	-	-	-	-	-	-	-
Stage 2	9	142	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	976	727	1078	884	792	986	1440	-	-	1616	-	-
Stage 1	995	876	-	934	832	-	-	-	-	-	-	-
Stage 2	1013	779	-	995	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	965	723	1078	878	787	986	1440	-	-	1616	-	-
Mov Cap-2 Maneuver	965	723	-	878	787	-	-	-	-	-	-	-
Stage 1	989	871	-	934	832	-	-	-	-	-	-	-
Stage 2	1007	779	-	989	871	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	0	9.4	4.62	0
HCM LOS	A	A		

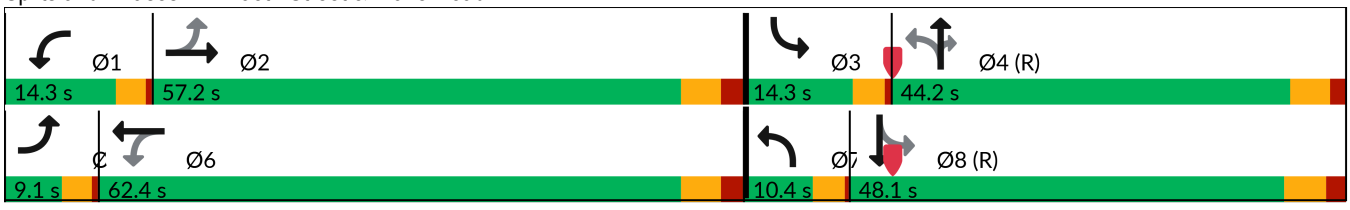
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1616	-	-	-	886	1108	-	-
HCM Lane V/C Ratio	-	-	-	-	0.076	0.006	-	-
HCM Control Delay (s/veh)	0	-	-	0	9.4	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

OPENING YEAR (2029) BACKGROUND

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	86	58	87	36	60	28	384	221	69	277	3
Future Volume (vph)	15	86	58	87	36	60	28	384	221	69	277	3
Satd. Flow (prot)	1770	1749	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.690			0.399			0.567			0.488		
Satd. Flow (perm)	1285	1749	0	743	1688	0	1056	3539	1583	909	3536	0
Satd. Flow (RTOR)		31			65				233		1	
Lane Group Flow (vph)	16	156	0	95	104	0	30	417	240	75	304	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	22.9	15.2		30.6	24.5		88.5	82.6	82.6	91.1	84.7	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.68	0.64	0.64	0.70	0.65	
v/c Ratio	0.07	0.67		0.38	0.28		0.04	0.19	0.22	0.11	0.13	
Control Delay (s/veh)	35.9	57.6		42.9	20.9		7.1	11.3	2.3	7.2	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.9	57.6		42.9	20.9		7.1	11.3	2.3	7.2	10.2	
LOS	D	E		D	C		A	B	A	A	B	
Approach Delay (s/veh)		55.6			31.4			8.0			9.6	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	103		65	26		7	74	2	18	52	
Queue Length 95th (ft)	28	169		105	78		20	120	40	40	86	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	251	707		260	769		770	2249	1091	717	2304	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.22		0.37	0.14		0.04	0.19	0.22	0.10	0.13	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 46.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	295	46	46	137	240	29	403	68	228	479	84
Future Volume (vph)	204	295	46	46	137	240	29	403	68	228	479	84
Satd. Flow (prot)	1770	1825	0	1770	1686	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.188			0.420			0.459			0.392		
Satd. Flow (perm)	350	1825	0	782	1686	0	855	3539	1583	730	3539	1583
Satd. Flow (RTOR)		8			84				136			105
Lane Group Flow (vph)	222	371	0	50	410	0	32	438	74	248	521	91
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	50.2	38.2		40.8	31.4		50.6	43.9	43.9	62.8	55.2	55.2
Actuated g/C Ratio	0.42	0.32		0.34	0.26		0.42	0.37	0.37	0.52	0.46	0.46
v/c Ratio	0.78	0.63		0.16	0.82		0.08	0.34	0.11	0.49	0.32	0.12
Control Delay (s/veh)	40.9	38.8		19.5	45.4		18.7	31.6	0.3	21.5	23.8	4.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.9	38.8		19.5	45.4		18.7	31.6	0.3	21.5	23.8	4.2
LOS	D	D		B	D		B	C	A	C	C	A
Approach Delay (s/veh)		39.6			42.6			26.6			21.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	112	243		23	242		12	128	0	104	138	0
Queue Length 95th (ft)	143	310		40	322		34	217	1	190	219	29
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	289	696		388	679		484	1294	665	561	1627	784
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	0.77	0.53		0.13	0.60		0.07	0.34	0.11	0.44	0.32	0.12

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.8	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



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	211	7	100	25	1	54	36	358	10	21	312	68
Future Vol, veh/h	211	7	100	25	1	54	36	358	10	21	312	68
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	229	8	109	27	1	59	39	389	11	23	339	74
Number of Lanes	0	1	1	0	1	1	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, s/veh	17.4	12	16.5	15.6
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	96%	0%	100%	0%	0%
Vol Thru, %	0%	100%	92%	3%	0%	4%	0%	0%	100%	60%
Vol Right, %	0%	0%	8%	0%	100%	0%	100%	0%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	239	129	218	100	26	54	21	208	172
LT Vol	36	0	0	211	0	25	0	21	0	0
Through Vol	0	239	119	7	0	1	0	0	208	104
RT Vol	0	0	10	0	100	0	54	0	0	68
Lane Flow Rate	39	259	141	237	109	28	59	23	226	187
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.087	0.542	0.292	0.537	0.21	0.071	0.128	0.051	0.474	0.377
Departure Headway (Hd)	8.034	7.523	7.468	8.163	6.971	9.031	7.832	8.062	7.55	7.267
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	480	481	441	514	396	457	444	477	494
Service Time	5.792	5.28	5.225	5.92	4.728	6.803	5.603	5.82	5.308	5.025
HCM Lane V/C Ratio	0.088	0.54	0.293	0.537	0.212	0.071	0.129	0.052	0.474	0.379
HCM Control Delay, s/veh	11.6	18.9	13.3	20.1	11.6	12.5	11.8	11.3	17	14.4
HCM Lane LOS	B	C	B	C	B	B	B	B	C	B
HCM 95th-tile Q	0.3	3.2	1.2	3.1	0.8	0.2	0.4	0.2	2.5	1.7

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	25	0	0	0	59	4	0	0	5	20
Future Vol, veh/h	11	0	25	0	0	0	59	4	0	0	5	20
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	27	0	0	0	64	4	0	0	5	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	149	149	16	138	160	4	27	0	0	4	0	0
Stage 1	16	16	-	133	133	-	-	-	-	-	-	-
Stage 2	133	133	-	5	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	819	743	1063	833	732	1079	1587	-	-	1617	-	-
Stage 1	1003	882	-	871	787	-	-	-	-	-	-	-
Stage 2	871	787	-	1017	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	713	1063	778	703	1079	1587	-	-	1617	-	-
Mov Cap-2 Maneuver	786	713	-	778	703	-	-	-	-	-	-	-
Stage 1	1003	882	-	836	755	-	-	-	-	-	-	-
Stage 2	836	755	-	991	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.84	0	6.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	786	1063	-	1617	-	-
HCM Lane V/C Ratio	0.04	-	-	0.015	0.026	-	-	-	-
HCM Control Delay (s/veh)	7.4	-	-	9.7	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	133	48	284	381	45
Future Vol, veh/h	118	133	48	284	381	45
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	145	52	309	414	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	697	232	463	0	-	0
Stage 1	439	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	375	771	1095	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	771	1095	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.42	1.22	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1095	-	585	-	-
HCM Lane V/C Ratio	0.048	-	0.466	-	-
HCM Control Delay (s/veh)	8.5	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	0	125	51	3	81	35	287	27	33	476	53
Future Vol, veh/h	139	0	125	51	3	81	35	287	27	33	476	53
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	0	136	55	3	88	38	312	29	36	517	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	823	1007	259	718	1035	156	575	0	0	341	0	0
Stage 1	589	589	-	388	388	-	-	-	-	-	-	-
Stage 2	234	417	-	330	647	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	266	240	740	316	231	862	994	-	-	1214	-	-
Stage 1	461	494	-	607	607	-	-	-	-	-	-	-
Stage 2	748	589	-	657	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	220	224	740	241	215	862	994	-	-	1214	-	-
Mov Cap-2 Maneuver	332	331	-	349	314	-	-	-	-	-	-	-
Stage 1	448	479	-	584	584	-	-	-	-	-	-	-
Stage 2	643	567	-	520	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.14	12.74	0.88	0.47
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	332	740	349	811	1214	-	-
HCM Lane V/C Ratio	0.038	-	-	0.455	0.184	0.159	0.113	0.03	-	-
HCM Control Delay (s/veh)	8.8	-	-	24.6	11	17.2	10	8.1	-	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.7	0.6	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	7	0	40	0	7	2	7	2	0
Future Vol, veh/h	0	0	0	7	0	40	0	7	2	7	2	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	43	0	8	2	8	2	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	25	27	2	26	26	9	2	0	0	10	0	0
Stage 1	17	17	-	9	9	-	-	-	-	-	-	-
Stage 2	8	10	-	17	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	866	1082	984	867	1073	1620	-	-	1610	-	-
Stage 1	1002	881	-	1013	888	-	-	-	-	-	-	-
Stage 2	1014	887	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	941	862	1082	980	863	1073	1620	-	-	1610	-	-
Mov Cap-2 Maneuver	941	862	-	980	863	-	-	-	-	-	-	-
Stage 1	997	877	-	1013	888	-	-	-	-	-	-	-
Stage 2	973	887	-	997	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.57	0	5.64
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	-	1058	1400	-	-
HCM Lane V/C Ratio	-	-	-	-	0.048	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	81	0	7	2	7	0	0	2	37
Future Vol, veh/h	0	0	0	81	0	7	2	7	0	0	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	88	0	8	2	8	0	0	2	40

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	14	54	8	34	34	22	42	0	0	8	0	0
Stage 1	12	12	-	22	22	-	-	-	-	-	-	-
Stage 2	2	42	-	12	12	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1002	837	1075	972	858	1055	1567	-	-	1613	-	-
Stage 1	1009	886	-	996	877	-	-	-	-	-	-	-
Stage 2	1021	860	-	1009	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	836	1075	971	857	1055	1567	-	-	1613	-	-
Mov Cap-2 Maneuver	993	836	-	971	857	-	-	-	-	-	-	-
Stage 1	1007	884	-	996	877	-	-	-	-	-	-	-
Stage 2	1013	860	-	1007	884	-	-	-	-	-	-	-

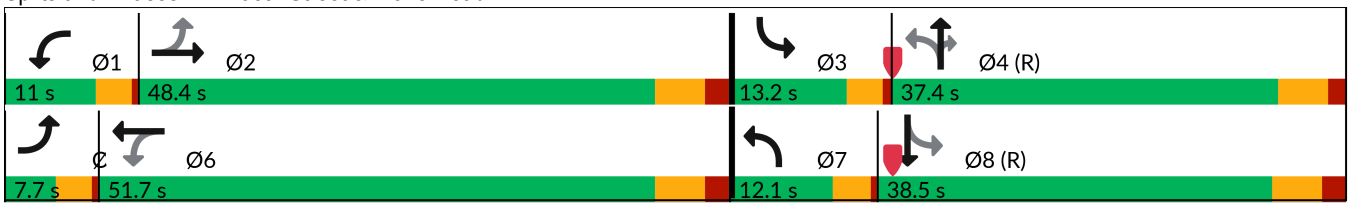
Approach	EB	WB	SE	NW
HCM Control Delay, s/v	0	9.08	1.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1613	-	-	-	977	400	-	-
HCM Lane V/C Ratio	-	-	-	-	0.098	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	0	9.1	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	51	56	166	84	103	46	459	123	73	377	19
Future Volume (vph)	11	51	56	166	84	103	46	459	123	73	377	19
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.630			0.530			0.501			0.449		
Satd. Flow (perm)	1174	1716	0	987	1708	0	933	3539	1583	836	3514	0
Satd. Flow (RTOR)		59			69				127		5	
Lane Group Flow (vph)	12	116	0	180	203	0	50	499	134	79	431	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.6	11.9		25.4	21.4		74.2	68.0	68.0	75.3	68.1	
Actuated g/C Ratio	0.17	0.11		0.23	0.19		0.67	0.62	0.62	0.68	0.62	
v/c Ratio	0.05	0.49		0.64	0.52		0.07	0.23	0.13	0.13	0.20	
Control Delay (s/veh)	31.6	30.5		47.3	31.2		6.0	10.5	2.7	6.1	10.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.6	30.5		47.3	31.2		6.0	10.5	2.7	6.1	10.1	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		30.6			38.8			8.7			9.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	7	39		112	85		9	75	2	14	62	
Queue Length 95th (ft)	21	88		163	159		26	130	31	37	109	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	221	697		281	749		717	2188	1027	671	2176	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.17		0.64	0.27		0.07	0.23	0.13	0.12	0.20	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	192	49	70	246	178	74	449	50	241	517	206
Future Volume (vph)	135	192	49	70	246	178	74	449	50	241	517	206
Satd. Flow (prot)	1770	1807	0	1770	1745	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.185			0.549			0.429			0.348		
Satd. Flow (perm)	345	1807	0	1023	1745	0	799	3539	1583	648	3539	1583
Satd. Flow (RTOR)		12			33				126			224
Lane Group Flow (vph)	147	262	0	76	460	0	80	488	54	262	562	224
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	56.3	43.8		50.5	39.7		54.1	45.4	45.4	66.1	53.4	53.4
Actuated g/C Ratio	0.43	0.34		0.39	0.31		0.42	0.35	0.35	0.51	0.41	0.41
v/c Ratio	0.56	0.42		0.17	0.83		0.21	0.40	0.09	0.56	0.39	0.29
Control Delay (s/veh)	29.4	33.3		20.3	51.4		21.3	36.4	0.3	25.5	30.0	5.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.4	33.3		20.3	51.4		21.3	36.4	0.3	25.5	30.0	5.0
LOS	C	C		C	D		C	D	A	C	C	A
Approach Delay (s/veh)		31.9			47.0			31.3			23.5	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	74	164		37	337		34	163	0	126	174	0
Queue Length 95th (ft)	101	220		57	419		74	264	0	219	266	60
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	267	717		486	711		452	1235	634	525	1452	781
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	0.55	0.37		0.16	0.65		0.18	0.40	0.09	0.50	0.39	0.29

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 31.5	Intersection LOS: C
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	22.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	32	64	51	68	79	84	405	47	65	352	150
Future Vol, veh/h	132	32	64	51	68	79	84	405	47	65	352	150
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	35	70	55	74	86	91	440	51	71	383	163
Number of Lanes	0	1	1	0	1	1	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, s/veh	19.7	16.6	23.7	23.9
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	0%	43%	0%	100%	0%	0%
Vol Thru, %	0%	100%	74%	20%	0%	57%	0%	0%	100%	44%
Vol Right, %	0%	0%	26%	0%	100%	0%	100%	0%	0%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	270	182	164	64	119	79	65	235	267
LT Vol	84	0	0	132	0	51	0	65	0	0
Through Vol	0	270	135	32	0	68	0	0	235	117
RT Vol	0	0	47	0	64	0	79	0	0	150
Lane Flow Rate	91	293	198	178	70	129	86	71	255	291
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.233	0.708	0.467	0.493	0.171	0.357	0.215	0.18	0.612	0.665
Departure Headway (Hd)	9.205	8.689	8.502	9.953	8.83	9.93	8.997	9.158	8.642	8.236
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	390	417	423	362	406	362	398	391	418	439
Service Time	6.967	6.451	6.264	7.723	6.599	7.702	6.768	6.919	6.402	5.997
HCM Lane V/C Ratio	0.233	0.703	0.468	0.492	0.172	0.356	0.216	0.182	0.61	0.663
HCM Control Delay, s/veh	14.8	30	18.5	22.1	13.4	18.2	14.2	13.9	24.2	26
HCM Lane LOS	B	D	C	C	B	C	B	B	C	D
HCM 95th-tile Q	0.9	5.4	2.4	2.6	0.6	1.6	0.8	0.6	4	4.7

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	1	91	0	0	1	135	75	0	0	58	40
Future Vol, veh/h	39	1	91	0	0	1	135	75	0	0	58	40
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1	99	0	0	1	147	82	0	0	63	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	460	460	85	439	482	82	107	0	0	82	0	0
Stage 1	85	85	-	375	375	-	-	-	-	-	-	-
Stage 2	375	375	-	64	107	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	498	974	528	484	978	1484	-	-	1516	-	-
Stage 1	923	825	-	646	617	-	-	-	-	-	-	-
Stage 2	646	617	-	947	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	449	974	427	436	978	1484	-	-	1516	-	-
Mov Cap-2 Maneuver	461	449	-	427	436	-	-	-	-	-	-	-
Stage 1	923	825	-	582	556	-	-	-	-	-	-	-
Stage 2	582	556	-	850	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.49	8.68	4.94	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	460	974	978	1516	-	-
HCM Lane V/C Ratio	0.099	-	-	0.094	0.102	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	13.6	9.1	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	57	128	448	348	138
Future Vol, veh/h	86	57	128	448	348	138
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	62	139	487	378	150

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	975	264	528	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	249	734	1035	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	734	1035	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.67	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1035	-	438	-	-
HCM Lane V/C Ratio	0.134	-	0.355	-	-
HCM Control Delay (s/veh)	9	-	17.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.6	-	-

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	75	5	59	18	2	53	116	474	45	71	439	150
Future Vol, veh/h	75	5	59	18	2	53	116	474	45	71	439	150
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	5	64	20	2	58	126	515	49	77	477	163

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1142	1448	239	1163	1562	258	640	0	0	564	0	0
Stage 1	632	632	-	767	767	-	-	-	-	-	-	-
Stage 2	511	816	-	396	795	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	155	130	763	150	111	741	940	-	-	1004	-	-
Stage 1	435	472	-	361	409	-	-	-	-	-	-	-
Stage 2	514	389	-	601	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	113	104	763	107	89	741	940	-	-	1004	-	-
Mov Cap-2 Maneuver	216	192	-	204	169	-	-	-	-	-	-	-
Stage 1	402	436	-	312	354	-	-	-	-	-	-	-
Stage 2	408	336	-	502	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.23	14.33	1.72	0.96
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	940	-	-	216	619	204	660	1004	-	-
HCM Lane V/C Ratio	0.134	-	-	0.377	0.112	0.096	0.091	0.077	-	-
HCM Control Delay (s/veh)	9.4	-	-	31.3	11.6	24.5	11	8.9	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.7	0.4	0.3	0.3	0.2	-	-

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	0	0	0	5	0	28	0	5	8	24	8	0
Future Vol, veh/h	0	0	0	5	0	28	0	5	8	24	8	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	0	30	0	5	9	26	9	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	66	75	9	71	71	10	9	0	0	14	0	0
Stage 1	61	61	-	10	10	-	-	-	-	-	-	-
Stage 2	5	14	-	61	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	927	815	1073	921	820	1072	1611	-	-	1604	-	-
Stage 1	950	844	-	1011	887	-	-	-	-	-	-	-
Stage 2	1017	884	-	950	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	886	802	1073	906	806	1072	1611	-	-	1604	-	-
Mov Cap-2 Maneuver	886	802	-	906	806	-	-	-	-	-	-	-
Stage 1	935	830	-	1011	887	-	-	-	-	-	-	-
Stage 2	988	884	-	935	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.58	0	5.46
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	-	1043	1350	-	-
HCM Lane V/C Ratio	-	-	-	-	0.034	0.016	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	57	0	5	8	5	0	0	8	123
Future Vol, veh/h	0	0	0	57	0	5	8	5	0	0	8	123
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	62	0	5	9	5	0	0	9	134

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	32	165	5	98	98	76	142	0	0	5	0	0
Stage 1	23	23	-	76	76	-	-	-	-	-	-	-
Stage 2	9	142	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	976	727	1078	884	792	986	1440	-	-	1616	-	-
Stage 1	995	876	-	934	832	-	-	-	-	-	-	-
Stage 2	1013	779	-	995	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	965	723	1078	878	787	986	1440	-	-	1616	-	-
Mov Cap-2 Maneuver	965	723	-	878	787	-	-	-	-	-	-	-
Stage 1	989	871	-	934	832	-	-	-	-	-	-	-
Stage 2	1007	779	-	989	871	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	0	9.4	4.62	0
HCM LOS	A	A		

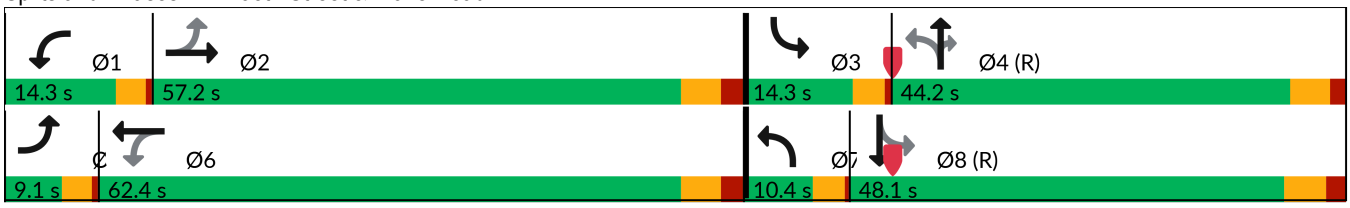
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1616	-	-	-	886	1108	-	-
HCM Lane V/C Ratio	-	-	-	-	0.076	0.006	-	-
HCM Control Delay (s/veh)	0	-	-	0	9.4	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

OPENING YEAR (2029) TOTAL

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	86	58	91	36	60	28	398	230	69	282	3
Future Volume (vph)	15	86	58	91	36	60	28	398	230	69	282	3
Satd. Flow (prot)	1770	1749	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.690			0.399			0.563			0.478		
Satd. Flow (perm)	1285	1749	0	743	1688	0	1049	3539	1583	890	3536	0
Satd. Flow (RTOR)		31			65				233		1	
Lane Group Flow (vph)	16	156	0	99	104	0	30	433	250	75	310	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	22.9	15.2		30.8	24.6		88.4	82.5	82.5	91.0	84.6	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.68	0.63	0.63	0.70	0.65	
v/c Ratio	0.07	0.67		0.40	0.28		0.04	0.19	0.23	0.11	0.13	
Control Delay (s/veh)	35.9	57.6		43.2	20.9		7.2	11.4	2.6	7.2	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.9	57.6		43.2	20.9		7.2	11.4	2.6	7.2	10.2	
LOS	D	E		D	C		A	B	A	A	B	
Approach Delay (s/veh)		55.6			31.8			8.1			9.6	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	103		67	26		7	78	5	18	53	
Queue Length 95th (ft)	28	169		110	78		20	125	45	40	87	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	251	707		261	769		764	2246	1089	704	2301	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.22		0.38	0.14		0.04	0.19	0.23	0.11	0.13	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

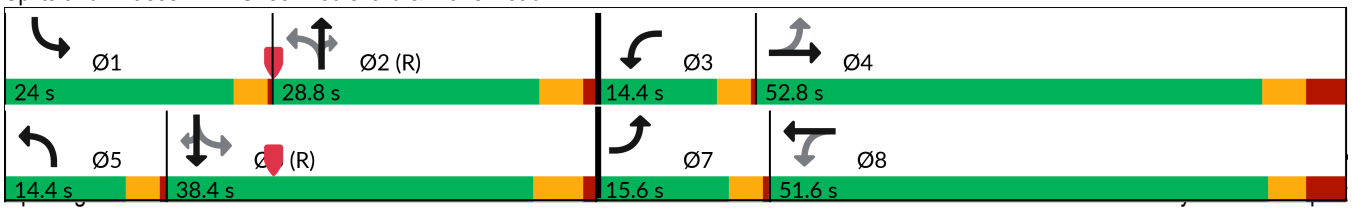
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	300	46	47	141	240	29	427	75	228	488	84
Future Volume (vph)	208	300	46	47	141	240	29	427	75	228	488	84
Satd. Flow (prot)	1770	1825	0	1770	1686	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.188			0.418			0.455			0.372		
Satd. Flow (perm)	350	1825	0	779	1686	0	848	3539	1583	693	3539	1583
Satd. Flow (RTOR)		7			81				136			105
Lane Group Flow (vph)	226	376	0	51	414	0	32	464	82	248	530	91
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	50.7	38.7		41.3	31.8		50.1	43.4	43.4	62.3	54.7	54.7
Actuated g/C Ratio	0.42	0.32		0.34	0.27		0.42	0.36	0.36	0.52	0.46	0.46
v/c Ratio	0.78	0.63		0.16	0.82		0.08	0.36	0.12	0.51	0.33	0.12
Control Delay (s/veh)	41.4	38.6		19.3	45.7		18.9	32.4	1.3	22.1	24.2	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.4	38.6		19.3	45.7		18.9	32.4	1.3	22.1	24.2	4.3
LOS	D	D		B	D		B	C	A	C	C	A
Approach Delay (s/veh)		39.7			42.8			27.2			21.5	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	113	246		23	246		12	137	0	105	143	0
Queue Length 95th (ft)	#146	314		40	326		34	232	8	191	224	29
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	290	697		389	677		477	1278	658	545	1613	778
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	0.78	0.54		0.13	0.61		0.07	0.36	0.12	0.46	0.33	0.12

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 31.1	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	211	7	100	11	1	43	36	392	8	22	320	68
Future Vol, veh/h	211	7	100	11	1	43	36	392	8	22	320	68
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	229	8	109	12	1	47	39	426	9	24	348	74
Number of Lanes	0	1	1	0	1	1	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, s/veh	17.4	11.7	17.3	15.6
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	92%	0%	100%	0%	0%
Vol Thru, %	0%	100%	94%	3%	0%	8%	0%	0%	100%	61%
Vol Right, %	0%	0%	6%	0%	100%	0%	100%	0%	0%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	261	139	218	100	12	43	22	213	175
LT Vol	36	0	0	211	0	11	0	22	0	0
Through Vol	0	261	131	7	0	1	0	0	213	107
RT Vol	0	0	8	0	100	0	43	0	0	68
Lane Flow Rate	39	284	151	237	109	13	47	24	232	190
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.086	0.586	0.309	0.537	0.21	0.033	0.103	0.053	0.484	0.381
Departure Headway (Hd)	7.938	7.427	7.386	8.159	6.968	9.119	7.942	8.019	7.508	7.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	486	487	443	514	392	450	446	480	497
Service Time	5.687	5.177	5.135	5.91	4.719	6.888	5.711	5.769	5.258	4.979
HCM Lane V/C Ratio	0.086	0.584	0.31	0.535	0.212	0.033	0.104	0.054	0.483	0.382
HCM Control Delay, s/veh	11.4	20.2	13.4	20	11.6	12.2	11.6	11.2	17.1	14.4
HCM Lane LOS	B	C	B	C	B	B	B	B	C	B
HCM 95th-tile Q	0.3	3.7	1.3	3.1	0.8	0.1	0.3	0.2	2.6	1.8

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	24	0	0	0	34	4	0	0	5	20
Future Vol, veh/h	11	0	24	0	0	0	34	4	0	0	5	20
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	26	0	0	0	37	4	0	0	5	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	95	95	16	84	105	4	27	0	0	4	0	0
Stage 1	16	16	-	78	78	-	-	-	-	-	-	-
Stage 2	78	78	-	5	27	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	889	795	1063	903	785	1079	1587	-	-	1617	-	-
Stage 1	1003	882	-	931	830	-	-	-	-	-	-	-
Stage 2	931	830	-	1017	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	868	777	1063	860	766	1079	1587	-	-	1617	-	-
Mov Cap-2 Maneuver	868	777	-	860	766	-	-	-	-	-	-	-
Stage 1	1003	882	-	909	811	-	-	-	-	-	-	-
Stage 2	909	811	-	992	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	0	6.55	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	868	1063	-	1617	-	-
HCM Lane V/C Ratio	0.023	-	-	0.014	0.025	-	-	-	-
HCM Control Delay (s/veh)	7.3	-	-	9.2	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	0	133	22	0	34	48	282	12	8	367	45
Future Vol, veh/h	118	0	133	22	0	34	48	282	12	8	367	45
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	0	145	24	0	37	52	307	13	9	399	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	865	224	628	876	153	448	0	0	320	0	0
Stage 1	441	441	-	411	411	-	-	-	-	-	-	-
Stage 2	258	424	-	217	465	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	327	290	779	368	286	865	1109	-	-	1237	-	-
Stage 1	565	575	-	589	593	-	-	-	-	-	-	-
Stage 2	725	585	-	765	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	296	275	779	283	270	865	1109	-	-	1237	-	-
Mov Cap-2 Maneuver	409	381	-	387	366	-	-	-	-	-	-	-
Stage 1	561	571	-	561	565	-	-	-	-	-	-	-
Stage 2	661	558	-	619	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.96	11.9	1.18	0.15
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	547	582	1237	-	-
HCM Lane V/C Ratio	0.047	-	-	0.499	0.105	0.007	-	-
HCM Control Delay (s/veh)	8.4	-	-	18	11.9	7.9	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	170	0	153	51	3	81	38	287	27	33	476	63
Future Vol, veh/h	170	0	153	51	3	81	38	287	27	33	476	63
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	185	0	166	55	3	88	41	312	29	36	517	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	1013	259	725	1052	156	586	0	0	341	0	0
Stage 1	589	589	-	395	395	-	-	-	-	-	-	-
Stage 2	240	424	-	330	658	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	263	237	740	313	225	862	985	-	-	1214	-	-
Stage 1	461	494	-	602	603	-	-	-	-	-	-	-
Stage 2	742	585	-	657	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	217	221	740	225	209	862	985	-	-	1214	-	-
Mov Cap-2 Maneuver	329	329	-	332	308	-	-	-	-	-	-	-
Stage 1	448	479	-	577	578	-	-	-	-	-	-	-
Stage 2	634	561	-	494	446	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.61	13.03	0.95	0.46
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	985	-	-	329	740	332	810	1214	-	-
HCM Lane V/C Ratio	0.042	-	-	0.561	0.225	0.167	0.113	0.03	-	-
HCM Control Delay (s/veh)	8.8	-	-	29	11.3	18	10	8.1	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.9	0.6	0.4	0.1	-	-

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	0	4	16	0	22	0	34	0	11	0	0	0
Future Vol, veh/h	0	4	16	0	22	0	34	0	11	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	17	0	24	0	37	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	22	0	0	37	37	13	28	46	24
Stage 1	-	-	-	-	-	-	13	13	-	24	24	-
Stage 2	-	-	-	-	-	-	24	24	-	4	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1594	-	-	968	855	1067	981	846	1053
Stage 1	-	-	-	-	-	-	1007	885	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1018	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1594	-	-	968	855	1067	970	846	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	970	846	-
Stage 1	-	-	-	-	-	-	1007	885	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1007	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.82	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	991	1591	-	-	1594	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	0	11	0	11	0	4	0	0	0
Future Vol, veh/h	0	15	0	0	11	0	11	0	4	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	12	0	12	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	16	0	0	28	28	16	28	28	12
Stage 1	-	-	-	-	-	-	16	16	-	12	12	-
Stage 2	-	-	-	-	-	-	12	12	-	16	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1601	-	-	981	865	1063	981	865	1069
Stage 1	-	-	-	-	-	-	1003	882	-	1009	886	-
Stage 2	-	-	-	-	-	-	1009	886	-	1003	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1601	-	-	981	865	1063	977	865	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	981	865	-	977	865	-
Stage 1	-	-	-	-	-	-	1003	882	-	1009	886	-
Stage 2	-	-	-	-	-	-	1009	886	-	999	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.65	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1002	1607	-	-	1601	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.7	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	11	0	11	8	8	0	0
Future Vol, veh/h	0	0	0	11	0	11	0	11	8	8	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	12	0	12	9	9	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	29	38	0	34	34	16	0	0	0	21	0	0
Stage 1	17	17	-	16	16	-	-	-	-	-	-	-
Stage 2	12	21	-	17	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	980	854	-	973	859	1063	-	-	-	1595	-	-
Stage 1	1002	881	-	1003	882	-	-	-	-	-	-	-
Stage 2	1009	878	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	963	850	-	968	854	1063	-	-	-	1595	-	-
Mov Cap-2 Maneuver	963	850	-	968	854	-	-	-	-	-	-	-
Stage 1	997	876	-	1003	882	-	-	-	-	-	-	-
Stage 2	997	878	-	997	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.64	0	7.27
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	1013	1595	-	-
HCM Lane V/C Ratio	-	-	-	-	0.024	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	45	102	0	11	0	0	0	16	4	32
Future Vol, veh/h	0	0	45	102	0	11	0	0	0	16	4	32
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	49	111	0	12	0	0	0	17	4	35

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	40	75	1	58	58	22	39	0	0	1	0	0
Stage 1	1	1	-	57	57	-	-	-	-	-	-	-
Stage 2	39	74	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	964	815	1083	939	833	1055	1571	-	-	1622	-	-
Stage 1	1022	895	-	955	848	-	-	-	-	-	-	-
Stage 2	976	833	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	806	1083	887	824	1055	1571	-	-	1622	-	-
Mov Cap-2 Maneuver	942	806	-	887	824	-	-	-	-	-	-	-
Stage 1	1022	895	-	945	838	-	-	-	-	-	-	-
Stage 2	954	824	-	976	895	-	-	-	-	-	-	-

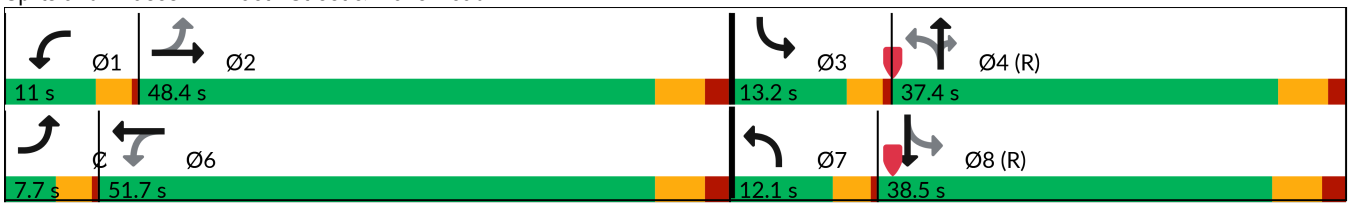
Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.48	9.63	0	2.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	470	-	-	1083	901	1571	-	-
HCM Lane V/C Ratio	0.011	-	-	0.045	0.136	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.5	9.6	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	51	56	180	84	103	46	469	130	73	394	19
Future Volume (vph)	11	51	56	180	84	103	46	469	130	73	394	19
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.630			0.530			0.490			0.443		
Satd. Flow (perm)	1174	1716	0	987	1708	0	913	3539	1583	825	3514	0
Satd. Flow (RTOR)		59			69				131		5	
Lane Group Flow (vph)	12	116	0	196	203	0	50	510	141	79	449	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.6	11.9		25.4	21.4		74.2	68.0	68.0	75.3	68.1	
Actuated g/C Ratio	0.17	0.11		0.23	0.19		0.67	0.62	0.62	0.68	0.62	
v/c Ratio	0.05	0.49		0.70	0.52		0.08	0.23	0.14	0.13	0.21	
Control Delay (s/veh)	31.6	30.5		50.7	31.2		6.0	10.6	2.8	6.1	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.6	30.5		50.7	31.2		6.0	10.6	2.8	6.1	10.2	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		30.6			40.8			8.7			9.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	7	39		123	85		9	76	3	14	65	
Queue Length 95th (ft)	21	88		177	159		26	133	33	37	114	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	221	697		281	749		704	2188	1029	664	2176	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.17		0.70	0.27		0.07	0.23	0.14	0.12	0.21	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 17.8	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	196	49	72	260	178	74	466	54	241	549	206
Future Volume (vph)	138	196	49	72	260	178	74	466	54	241	549	206
Satd. Flow (prot)	1770	1807	0	1770	1749	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.180			0.549			0.398			0.330		
Satd. Flow (perm)	335	1807	0	1023	1749	0	741	3539	1583	615	3539	1583
Satd. Flow (RTOR)		11			31				126			224
Lane Group Flow (vph)	150	266	0	78	476	0	80	507	59	262	597	224
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	57.6	45.1		51.7	40.9		52.9	44.1	44.1	64.8	52.0	52.0
Actuated g/C Ratio	0.44	0.35		0.40	0.31		0.41	0.34	0.34	0.50	0.40	0.40
v/c Ratio	0.57	0.42		0.17	0.83		0.22	0.42	0.10	0.59	0.42	0.29
Control Delay (s/veh)	29.0	32.5		19.6	51.0		22.2	37.6	0.3	27.0	31.5	5.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	32.5		19.6	51.0		22.2	37.6	0.3	27.0	31.5	5.2
LOS	C	C		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		31.2			46.6			32.3			25.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	74	166		37	350		35	174	0	128	191	0
Queue Length 95th (ft)	101	220		58	434		75	275	0	222	288	60
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	267	719		496	711		424	1201	620	506	1415	767
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	0.56	0.37		0.16	0.67		0.19	0.42	0.10	0.52	0.42	0.29

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 32.1	Intersection LOS: C
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	32	64	41	68	72	84	429	39	69	379	150
Future Vol, veh/h	132	32	64	41	68	72	84	429	39	69	379	150
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	143	35	70	45	74	78	91	466	42	75	412	163
Number of Lanes	0	1	1	0	1	1	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, s/veh	19.9	16.4	25.8	25.5
HCM LOS	C	C	D	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	0%	38%	0%	100%	0%	0%
Vol Thru, %	0%	100%	79%	20%	0%	62%	0%	0%	100%	46%
Vol Right, %	0%	0%	21%	0%	100%	0%	100%	0%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	286	182	164	64	109	72	69	253	276
LT Vol	84	0	0	132	0	41	0	69	0	0
Through Vol	0	286	143	32	0	68	0	0	253	126
RT Vol	0	0	39	0	64	0	72	0	0	150
Lane Flow Rate	91	311	198	178	70	118	78	75	275	300
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.234	0.752	0.47	0.497	0.172	0.331	0.199	0.19	0.658	0.687
Departure Headway (Hd)	9.219	8.703	8.548	10.033	8.91	10.061	9.154	9.143	8.627	8.235
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	389	417	421	358	402	357	391	392	417	439
Service Time	6.979	6.463	6.308	7.806	6.682	7.837	6.93	6.906	6.39	5.997
HCM Lane V/C Ratio	0.234	0.746	0.47	0.497	0.174	0.331	0.199	0.191	0.659	0.683
HCM Control Delay, s/veh	14.8	33.6	18.7	22.4	13.5	17.8	14.2	14.1	26.6	27.3
HCM Lane LOS	B	D	C	C	B	C	B	B	D	D
HCM 95th-tile Q	0.9	6.1	2.4	2.7	0.6	1.4	0.7	0.7	4.6	5.1

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	1	87	0	0	1	118	75	0	0	58	40
Future Vol, veh/h	39	1	87	0	0	1	118	75	0	0	58	40
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	1	95	0	0	1	128	82	0	0	63	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	423	423	85	402	445	82	107	0	0	82	0	0
Stage 1	85	85	-	338	338	-	-	-	-	-	-	-
Stage 2	338	338	-	64	107	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	541	523	974	559	508	978	1484	-	-	1516	-	-
Stage 1	923	825	-	676	641	-	-	-	-	-	-	-
Stage 2	676	641	-	947	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	494	477	974	460	464	978	1484	-	-	1516	-	-
Mov Cap-2 Maneuver	494	477	-	460	464	-	-	-	-	-	-	-
Stage 1	923	825	-	618	585	-	-	-	-	-	-	-
Stage 2	617	585	-	854	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.32	8.68	4.68	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	494	974	978	1516	-	-
HCM Lane V/C Ratio	0.086	-	-	0.088	0.097	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	13	9.1	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.3	0	0	-	-

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	86	0	57	16	0	24	128	440	41	27	338	138
Future Vol, veh/h	86	0	57	16	0	24	128	440	41	27	338	138
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	0	62	17	0	26	139	478	45	29	367	150

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1018	1302	259	999	1333	239	517	0	0	523	0	0
Stage 1	501	501	-	757	757	-	-	-	-	-	-	-
Stage 2	517	801	-	242	576	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	191	160	740	198	153	762	1045	-	-	1040	-	-
Stage 1	521	541	-	366	414	-	-	-	-	-	-	-
Stage 2	509	395	-	740	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	134	740	153	129	762	1045	-	-	1040	-	-
Mov Cap-2 Maneuver	272	235	-	243	220	-	-	-	-	-	-	-
Stage 1	506	526	-	317	359	-	-	-	-	-	-	-
Stage 2	426	342	-	659	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v22.05		14.79	1.89	0.46
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1045	-	-	364	411	1040	-	-
HCM Lane V/C Ratio	0.133	-	-	0.427	0.106	0.028	-	-
HCM Control Delay (s/veh)	9	-	-	22	14.8	8.6	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.1	0.4	0.1	-	-

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	96	5	79	18	2	53	126	474	45	71	439	184
Future Vol, veh/h	96	5	79	18	2	53	126	474	45	71	439	184
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	115	-	-	0	-	100	300	-	145	365	-	240
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	5	86	20	2	58	137	515	49	77	477	200

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1164	1470	239	1185	1621	258	677	0	0	564	0	0
Stage 1	632	632	-	789	789	-	-	-	-	-	-	-
Stage 2	533	838	-	396	832	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	150	126	763	144	102	741	910	-	-	1004	-	-
Stage 1	435	472	-	350	400	-	-	-	-	-	-	-
Stage 2	499	380	-	601	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	99	763	98	80	741	910	-	-	1004	-	-
Mov Cap-2 Maneuver	208	184	-	191	155	-	-	-	-	-	-	-
Stage 1	402	436	-	297	340	-	-	-	-	-	-	-
Stage 2	388	323	-	486	353	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.99	14.76	1.89	0.91
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	910	-	-	208	642	191	651	1004	-	-
HCM Lane V/C Ratio	0.15	-	-	0.502	0.142	0.102	0.092	0.077	-	-
HCM Control Delay (s/veh)	9.7	-	-	38.6	11.5	26	11.1	8.9	-	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.5	0.5	0.3	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	54	0	16	0	24	0	8	0	0	0
Future Vol, veh/h	0	14	54	0	16	0	24	0	8	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	59	0	17	0	26	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	74	0	0	62	62	45	33	91	17
Stage 1	-	-	-	-	-	-	45	45	-	17	17	-
Stage 2	-	-	-	-	-	-	17	17	-	15	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1526	-	-	933	829	1025	975	799	1061
Stage 1	-	-	-	-	-	-	969	858	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1005	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1526	-	-	933	829	1025	966	799	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	933	829	-	966	799	-
Stage 1	-	-	-	-	-	-	969	858	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	996	833	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.91	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	954	1600	-	-	1526	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	22	0	0	8	0	8	0	14	0	0	0
Future Vol, veh/h	0	22	0	0	8	0	8	0	14	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	0	0	9	0	9	0	15	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	24	0	0	33	33	24	33	33	9
Stage 1	-	-	-	-	-	-	24	24	-	9	9	-
Stage 2	-	-	-	-	-	-	9	9	-	24	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1591	-	-	975	860	1053	975	860	1073
Stage 1	-	-	-	-	-	-	994	875	-	1013	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	994	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1591	-	-	975	860	1053	961	860	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	860	-	961	860	-
Stage 1	-	-	-	-	-	-	994	875	-	1013	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	980	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1023	1611	-	-	1591	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.6	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	8	0	8	0	8	28	28	0	0
Future Vol, veh/h	0	0	0	8	0	8	0	8	28	28	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	0	9	0	9	30	30	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	70	100	0	85	85	24	0	0	0	39	0	0
Stage 1	61	61	-	24	24	-	-	-	-	-	-	-
Stage 2	9	39	-	61	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	922	790	-	902	805	1053	-	-	-	1571	-	-
Stage 1	950	844	-	994	875	-	-	-	-	-	-	-
Stage 2	1013	862	-	950	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	775	-	884	790	1053	-	-	-	1571	-	-
Mov Cap-2 Maneuver	897	775	-	884	790	-	-	-	-	-	-	-
Stage 1	932	828	-	994	875	-	-	-	-	-	-	-
Stage 2	1004	862	-	932	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.81	0	7.34
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	961	1571	-	-
HCM Lane V/C Ratio	-	-	-	-	0.018	0.019	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.8	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	32	71	0	8	0	0	0	53	14	108
Future Vol, veh/h	0	0	32	71	0	8	0	0	0	53	14	108
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	35	77	0	9	0	0	0	58	15	117

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	132	249	1	190	190	74	133	0	0	1	0	0
Stage 1	1	1	-	189	189	-	-	-	-	-	-	-
Stage 2	130	248	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	654	1083	770	705	988	1452	-	-	1622	-	-
Stage 1	1022	895	-	813	744	-	-	-	-	-	-	-
Stage 2	873	701	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	801	628	1083	716	677	988	1452	-	-	1622	-	-
Mov Cap-2 Maneuver	801	628	-	716	677	-	-	-	-	-	-	-
Stage 1	1022	895	-	781	715	-	-	-	-	-	-	-
Stage 2	832	674	-	989	895	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.43	10.53	0	2.21
HCM LOS	A	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	463	-	-	1083	737	1452	-	-
HCM Lane V/C Ratio	0.036	-	-	0.032	0.117	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.4	10.5	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-

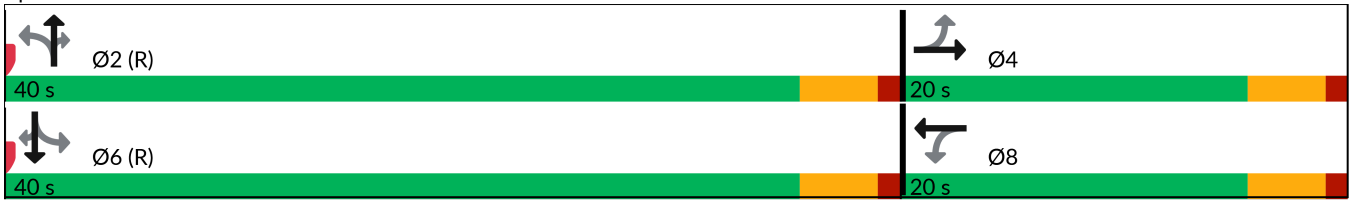
OPENING YEAR (2029) WITH MITIGATION

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	153	51	3	81	38	287	27	33	476	63
Future Volume (vph)	170	0	153	51	3	81	38	287	27	33	476	63
Satd. Flow (prot)	1770	1583	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.698			0.636			0.461			0.562		
Satd. Flow (perm)	1300	1583	0	1185	1593	0	859	3539	1583	1047	3539	1583
Satd. Flow (RTOR)		352			88				29			68
Lane Group Flow (vph)	185	166	0	55	91	0	41	312	29	36	517	68
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	12.7	12.7		12.7	12.7		38.3	38.3	38.3	38.3	38.3	38.3
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.68	0.27		0.22	0.22		0.07	0.14	0.03	0.05	0.23	0.07
Control Delay (s/veh)	33.9	1.1		20.5	6.7		5.5	5.0	2.3	3.2	3.7	1.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.9	1.1		20.5	6.7		5.5	5.0	2.3	3.2	3.7	1.0
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		18.4			11.9			4.9			3.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	60	0		16	1		5	20	0	4	30	0
Queue Length 95th (ft)	114	0		40	30		16	37	8	m13	56	m10
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	335	670		306	476		548	2258	1020	668	2258	1035
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	0.55	0.25		0.18	0.19		0.07	0.14	0.03	0.05	0.23	0.07

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

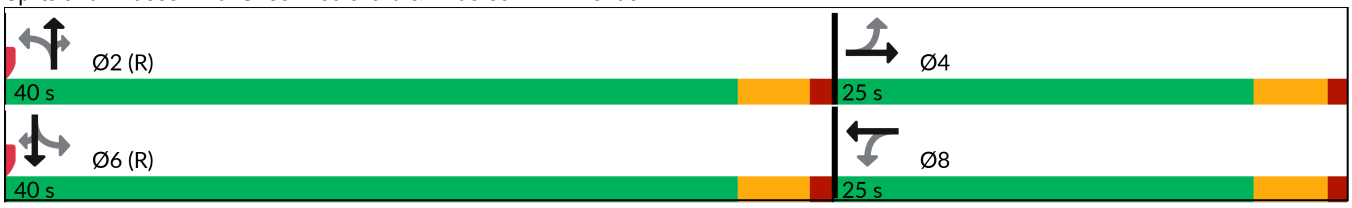
Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	5	79	18	2	53	126	474	45	71	439	184
Future Volume (vph)	96	5	79	18	2	53	126	474	45	71	439	184
Satd. Flow (prot)	1770	1598	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.718			0.698			0.479			0.462		
Satd. Flow (perm)	1337	1598	0	1300	1593	0	892	3539	1583	861	3539	1583
Satd. Flow (RTOR)		86			58				49			200
Lane Group Flow (vph)	104	91	0	20	60	0	137	515	49	77	477	200
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	10.4	10.4		10.3	10.3		48.6	48.6	48.6	48.6	48.6	48.6
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.49	0.28		0.10	0.20		0.21	0.19	0.04	0.12	0.18	0.16
Control Delay (s/veh)	31.6	8.7		22.3	8.7		5.1	3.9	1.6	2.0	2.1	1.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.6	8.7		22.3	8.7		5.1	3.9	1.6	2.0	2.1	1.0
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		20.9			12.1			3.9			1.8	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	38	2		7	1		15	29	0	5	15	0
Queue Length 95th (ft)	74	33		22	26		44	58	10	8	18	1
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	421	562		410	542		666	2644	1195	643	2644	1233
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	0.25	0.16		0.05	0.11		0.21	0.19	0.04	0.12	0.18	0.16

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 5.3	Intersection LOS: A
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue

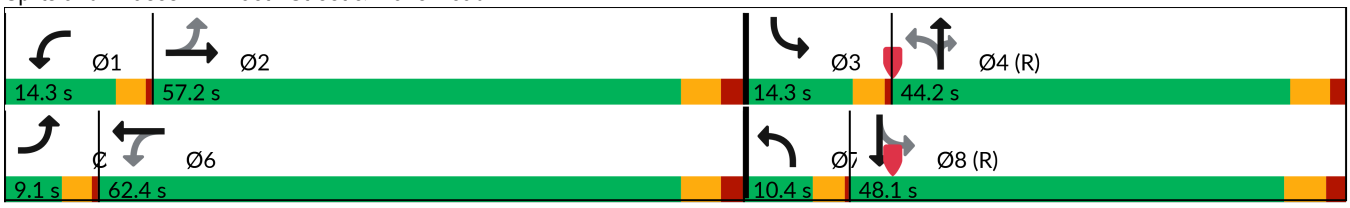


OPENING YEAR (2031) BACKGROUND

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	89	60	93	37	62	28	408	234	71	290	3
Future Volume (vph)	15	89	60	93	37	62	28	408	234	71	290	3
Satd. Flow (prot)	1770	1751	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.688			0.389			0.559			0.471		
Satd. Flow (perm)	1282	1751	0	725	1688	0	1041	3539	1583	877	3536	0
Satd. Flow (RTOR)		31			67				232		1	
Lane Group Flow (vph)	16	162	0	101	107	0	30	443	254	77	318	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	23.3	15.7		31.2	25.1		87.9	82.0	82.0	90.6	84.1	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.68	0.63	0.63	0.70	0.65	
v/c Ratio	0.06	0.68		0.40	0.28		0.04	0.20	0.23	0.12	0.14	
Control Delay (s/veh)	35.5	58.0		43.0	20.5		7.4	11.7	2.8	7.4	10.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.5	58.0		43.0	20.5		7.4	11.7	2.8	7.4	10.5	
LOS	D	E		D	C		A	B	A	A	B	
Approach Delay (s/veh)		55.9			31.4			8.4			9.9	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	107		68	27		7	82	7	18	55	
Queue Length 95th (ft)	28	175		111	79		20	130	48	41	91	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	255	708		260	770		755	2231	1083	693	2287	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.23		0.39	0.14		0.04	0.20	0.23	0.11	0.14	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 17.6	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	308	47	48	145	247	30	438	77	235	502	87
Future Volume (vph)	213	308	47	48	145	247	30	438	77	235	502	87
Satd. Flow (prot)	1770	1825	0	1770	1688	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.184			0.410			0.448			0.359		
Satd. Flow (perm)	343	1825	0	764	1688	0	835	3539	1583	669	3539	1583
Satd. Flow (RTOR)		7			81				136			105
Lane Group Flow (vph)	232	386	0	52	426	0	33	476	84	255	546	95
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	51.6	39.6		42.1	32.6		48.9	42.1	42.1	61.4	53.8	53.8
Actuated g/C Ratio	0.43	0.33		0.35	0.27		0.41	0.35	0.35	0.51	0.45	0.45
v/c Ratio	0.80	0.64		0.16	0.82		0.09	0.38	0.13	0.54	0.34	0.12
Control Delay (s/veh)	42.6	38.1		18.9	45.7		20.5	34.1	4.0	23.2	25.0	4.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.6	38.1		18.9	45.7		20.5	34.1	4.0	23.2	25.0	4.8
LOS	D	D		B	D		C	C	A	C	C	A
Approach Delay (s/veh)		39.8			42.8			29.1			22.3	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	115	251		23	255		12	154	1	110	150	0
Queue Length 95th (ft)	#155	320		40	337		m38	240	m9	199	234	33
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	291	700		390	678		464	1242	643	532	1585	767
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	0.80	0.55		0.13	0.63		0.07	0.38	0.13	0.48	0.34	0.12

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 31.9	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	216	8	103	11	1	44	37	402	9	22	329	70
Future Vol, veh/h	216	8	103	11	1	44	37	402	9	22	329	70
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	235	9	112	12	1	48	40	437	10	24	358	76
Number of Lanes	0	1	1	0	1	1	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, s/veh	18.1	11.9	18.2	16.3
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	96%	0%	92%	0%	100%	0%	0%
Vol Thru, %	0%	100%	94%	4%	0%	8%	0%	0%	100%	61%
Vol Right, %	0%	0%	6%	0%	100%	0%	100%	0%	0%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	268	143	224	103	12	44	22	219	180
LT Vol	37	0	0	216	0	11	0	22	0	0
Through Vol	0	268	134	8	0	1	0	0	219	110
RT Vol	0	0	9	0	103	0	44	0	0	70
Lane Flow Rate	40	291	155	243	112	13	48	24	238	195
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.09	0.609	0.323	0.559	0.22	0.034	0.107	0.054	0.504	0.398
Departure Headway (Hd)	8.04	7.529	7.484	8.26	7.07	9.266	8.088	8.125	7.614	7.335
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	478	480	436	507	385	441	440	472	490
Service Time	5.797	5.285	5.24	6.015	4.825	7.045	5.867	5.882	5.37	5.091
HCM Lane V/C Ratio	0.09	0.609	0.323	0.557	0.221	0.034	0.109	0.055	0.504	0.398
HCM Control Delay, s/veh	11.6	21.4	13.8	21	11.8	12.4	11.8	11.3	17.9	14.9
HCM Lane LOS	B	C	B	C	B	B	B	B	C	B
HCM 95th-tile Q	0.3	4	1.4	3.3	0.8	0.1	0.4	0.2	2.8	1.9

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	24	0	0	0	34	4	0	0	5	21
Future Vol, veh/h	11	0	24	0	0	0	34	4	0	0	5	21
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	26	0	0	0	37	4	0	0	5	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	95	95	17	84	107	4	28	0	0	4	0	0
Stage 1	17	17	-	78	78	-	-	-	-	-	-	-
Stage 2	78	78	-	5	28	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	888	795	1062	903	784	1079	1585	-	-	1617	-	-
Stage 1	1003	881	-	931	830	-	-	-	-	-	-	-
Stage 2	931	830	-	1017	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	776	1062	860	765	1079	1585	-	-	1617	-	-
Mov Cap-2 Maneuver	867	776	-	860	765	-	-	-	-	-	-	-
Stage 1	1003	881	-	909	811	-	-	-	-	-	-	-
Stage 2	909	811	-	992	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.71	0	6.55	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	867	1062	-	1617	-	-
HCM Lane V/C Ratio	0.023	-	-	0.014	0.025	-	-	-	-
HCM Control Delay (s/veh)	7.3	-	-	9.2	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	0	136	22	0	34	49	290	12	8	378	47
Future Vol, veh/h	121	0	136	22	0	34	49	290	12	8	378	47
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	148	24	0	37	53	315	13	9	411	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	718	889	231	645	901	158	462	0	0	328	0	0
Stage 1	454	454	-	422	422	-	-	-	-	-	-	-
Stage 2	264	435	-	223	479	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	316	281	771	357	276	860	1096	-	-	1228	-	-
Stage 1	555	568	-	580	587	-	-	-	-	-	-	-
Stage 2	718	579	-	759	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	266	771	273	261	860	1096	-	-	1228	-	-
Mov Cap-2 Maneuver	400	373	-	377	358	-	-	-	-	-	-	-
Stage 1	551	564	-	552	558	-	-	-	-	-	-	-
Stage 2	654	551	-	609	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.74	12.04	1.18	0.15
HCM LOS	C	B		

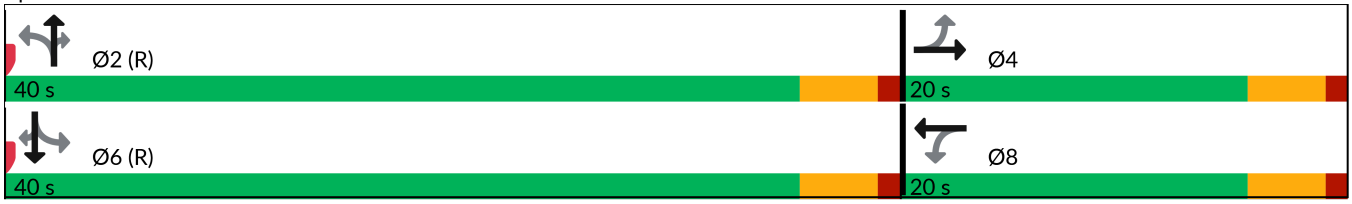
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	537	572	1228	-	-
HCM Lane V/C Ratio	0.049	-	-	0.52	0.106	0.007	-	-
HCM Control Delay (s/veh)	8.5	-	-	18.7	12	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	0	155	52	3	83	39	295	27	34	490	64
Future Volume (vph)	173	0	155	52	3	83	39	295	27	34	490	64
Satd. Flow (prot)	1770	1583	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.697			0.633			0.454			0.557		
Satd. Flow (perm)	1298	1583	0	1179	1593	0	846	3539	1583	1038	3539	1583
Satd. Flow (RTOR)		340			90				29			70
Lane Group Flow (vph)	188	168	0	57	93	0	42	321	29	37	533	70
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	12.8	12.8		12.8	12.8		38.2	38.2	38.2	38.2	38.2	38.2
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.68	0.28		0.23	0.23		0.08	0.14	0.03	0.06	0.24	0.07
Control Delay (s/veh)	34.3	1.1		20.6	6.7		5.5	5.1	2.3	3.7	3.9	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 (s/veh)	34.3	1.1		20.6	6.7		5.5	5.1	2.3	3.7	3.9	1.3
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		18.6			12.0			4.9			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	61	0		17	1		5	21	0	4	31	0
Queue Length 95th (ft)	117	0		42	30		17	38	8	m17	71	m15
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	335	661		304	478		539	2255	1019	661	2255	1034
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	0.56	0.25		0.19	0.19		0.08	0.14	0.03	0.06	0.24	0.07

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



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	0	4	16	0	22	0	34	0	11	0	0	0
Future Vol, veh/h	0	4	16	0	22	0	34	0	11	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	17	0	24	0	37	0	12	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	22	0	0	37	37	13	28	46	24
Stage 1	-	-	-	-	-	-	13	13	-	24	24	-
Stage 2	-	-	-	-	-	-	24	24	-	4	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1594	-	-	968	855	1067	981	846	1053
Stage 1	-	-	-	-	-	-	1007	885	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1018	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1594	-	-	968	855	1067	970	846	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	970	846	-
Stage 1	-	-	-	-	-	-	1007	885	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1007	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.82	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	991	1591	-	-	1594	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	0	11	0	11	0	4	0	0	0
Future Vol, veh/h	0	15	0	0	11	0	11	0	4	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	12	0	12	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	16	0	0	28	28	16	28	28	12
Stage 1	-	-	-	-	-	-	16	16	-	12	12	-
Stage 2	-	-	-	-	-	-	12	12	-	16	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1601	-	-	981	865	1063	981	865	1069
Stage 1	-	-	-	-	-	-	1003	882	-	1009	886	-
Stage 2	-	-	-	-	-	-	1009	886	-	1003	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1601	-	-	981	865	1063	977	865	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	981	865	-	977	865	-
Stage 1	-	-	-	-	-	-	1003	882	-	1009	886	-
Stage 2	-	-	-	-	-	-	1009	886	-	999	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.65	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1002	1607	-	-	1601	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.7	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	11	0	11	8	8	0	0
Future Vol, veh/h	0	0	0	11	0	11	0	11	8	8	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	12	0	12	9	9	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	29	38	0	34	34	16	0	0	0	21	0	0
Stage 1	17	17	-	16	16	-	-	-	-	-	-	-
Stage 2	12	21	-	17	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	980	854	-	973	859	1063	-	-	-	1595	-	-
Stage 1	1002	881	-	1003	882	-	-	-	-	-	-	-
Stage 2	1009	878	-	1002	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	963	850	-	968	854	1063	-	-	-	1595	-	-
Mov Cap-2 Maneuver	963	850	-	968	854	-	-	-	-	-	-	-
Stage 1	997	876	-	1003	882	-	-	-	-	-	-	-
Stage 2	997	878	-	997	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.64	0	7.27
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	1013	1595	-	-
HCM Lane V/C Ratio	-	-	-	-	0.024	0.005	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	45	102	0	11	0	0	0	16	4	32
Future Vol, veh/h	0	0	45	102	0	11	0	0	0	16	4	32
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	49	111	0	12	0	0	0	17	4	35

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	40	75	1	58	58	22	39	0	0	1	0	0
Stage 1	1	1	-	57	57	-	-	-	-	-	-	-
Stage 2	39	74	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	964	815	1083	939	833	1055	1571	-	-	1622	-	-
Stage 1	1022	895	-	955	848	-	-	-	-	-	-	-
Stage 2	976	833	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	942	806	1083	887	824	1055	1571	-	-	1622	-	-
Mov Cap-2 Maneuver	942	806	-	887	824	-	-	-	-	-	-	-
Stage 1	1022	895	-	945	838	-	-	-	-	-	-	-
Stage 2	954	824	-	976	895	-	-	-	-	-	-	-

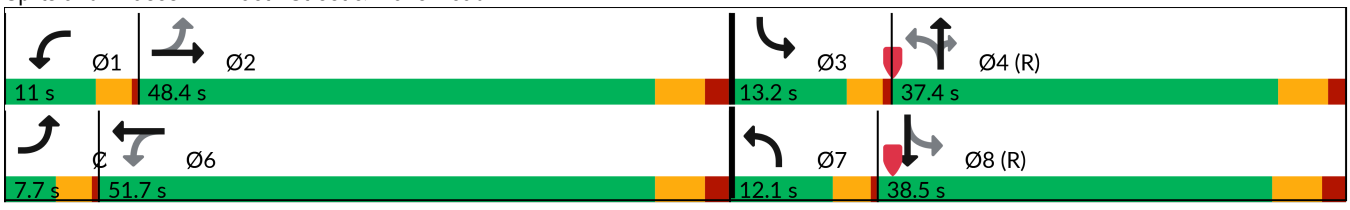
Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.48	9.63	0	2.23
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	470	-	-	1083	901	1571	-	-
HCM Lane V/C Ratio	0.011	-	-	0.045	0.136	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.5	9.6	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	52	58	183	86	106	47	482	132	75	404	20
Future Volume (vph)	11	52	58	183	86	106	47	482	132	75	404	20
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.628			0.521			0.483			0.434		
Satd. Flow (perm)	1170	1716	0	970	1708	0	900	3539	1583	808	3514	0
Satd. Flow (RTOR)		59			69				129		5	
Lane Group Flow (vph)	12	120	0	199	208	0	51	524	143	82	461	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.8	12.1		25.6	21.6		74.0	67.8	67.8	75.2	67.9	
Actuated g/C Ratio	0.17	0.11		0.23	0.20		0.67	0.62	0.62	0.68	0.62	
v/c Ratio	0.05	0.50		0.71	0.53		0.08	0.24	0.14	0.14	0.21	
Control Delay (s/veh)	31.4	31.2		51.6	31.7		6.1	10.8	3.0	6.2	10.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.4	31.2		51.6	31.7		6.1	10.8	3.0	6.2	10.3	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		31.2			41.4			8.9			9.7	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	7	41		125	88		9	79	4	15	67	
Queue Length 95th (ft)	21	92		179	164		26	138	35	38	119	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	222	697		279	749		695	2182	1025	652	2170	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.17		0.71	0.28		0.07	0.24	0.14	0.13	0.21	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 18.1	Intersection LOS: B
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	202	50	73	267	184	77	478	55	248	562	211
Future Volume (vph)	142	202	50	73	267	184	77	478	55	248	562	211
Satd. Flow (prot)	1770	1807	0	1770	1749	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.173			0.541			0.388			0.314		
Satd. Flow (perm)	322	1807	0	1008	1749	0	723	3539	1583	585	3539	1583
Satd. Flow (RTOR)		11			32				126			229
Lane Group Flow (vph)	154	274	0	79	490	0	84	520	60	270	611	229
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	58.5	46.0		52.5	41.7		51.9	42.9	42.9	63.9	50.9	50.9
Actuated g/C Ratio	0.45	0.35		0.40	0.32		0.40	0.33	0.33	0.49	0.39	0.39
v/c Ratio	0.59	0.42		0.18	0.84		0.24	0.45	0.10	0.62	0.44	0.30
Control Delay (s/veh)	29.4	32.1		19.3	51.2		23.9	40.1	3.4	28.6	32.5	5.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.4	32.1		19.3	51.2		23.9	40.1	3.4	28.6	32.5	5.3
LOS	C	C		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		31.2			46.8			34.7			25.9	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	75	169		37	360		38	193	0	135	199	0
Queue Length 95th (ft)	103	227		58	450		69	282	1	229	297	61
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	265	720		497	712		411	1166	606	492	1386	759
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	0.58	0.38		0.16	0.69		0.20	0.45	0.10	0.55	0.44	0.30

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 33.1	Intersection LOS: C
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	25.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	33	66	43	70	74	86	440	40	71	389	153
Future Vol, veh/h	135	33	66	43	70	74	86	440	40	71	389	153
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	36	72	47	76	80	93	478	43	77	423	166
Number of Lanes	0	1	1	0	1	1	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, s/veh	20.9	17	28.2	27.8
HCM LOS	C	C	D	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	0%	38%	0%	100%	0%	0%
Vol Thru, %	0%	100%	79%	20%	0%	62%	0%	0%	100%	46%
Vol Right, %	0%	0%	21%	0%	100%	0%	100%	0%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	293	187	168	66	113	74	71	259	283
LT Vol	86	0	0	135	0	43	0	71	0	0
Through Vol	0	293	147	33	0	70	0	0	259	130
RT Vol	0	0	40	0	66	0	74	0	0	153
Lane Flow Rate	93	319	203	183	72	123	80	77	282	307
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.244	0.786	0.492	0.519	0.182	0.35	0.209	0.2	0.689	0.718
Departure Headway (Hd)	9.393	8.876	8.721	10.237	9.113	10.27	9.359	9.318	8.801	8.41
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	408	412	352	392	349	382	384	409	430
Service Time	7.164	6.646	6.491	8.019	6.895	8.057	7.146	7.087	6.57	6.178
HCM Lane V/C Ratio	0.244	0.782	0.493	0.52	0.184	0.352	0.209	0.201	0.689	0.714
HCM Control Delay, s/veh	15.2	37.5	19.7	23.6	13.9	18.5	14.6	14.4	29	30
HCM Lane LOS	C	E	C	C	B	C	B	B	D	D
HCM 95th-tile Q	0.9	6.8	2.6	2.8	0.7	1.5	0.8	0.7	5	5.6

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	89	0	0	1	121	78	0	0	60	42
Future Vol, veh/h	40	1	89	0	0	1	121	78	0	0	60	42
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	1	97	0	0	1	132	85	0	0	65	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	436	436	88	414	459	85	111	0	0	85	0	0
Stage 1	88	88	-	348	348	-	-	-	-	-	-	-
Stage 2	348	348	-	66	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	531	514	970	549	499	974	1479	-	-	1512	-	-
Stage 1	920	822	-	668	634	-	-	-	-	-	-	-
Stage 2	668	634	-	945	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	483	468	970	449	454	974	1479	-	-	1512	-	-
Mov Cap-2 Maneuver	483	468	-	449	454	-	-	-	-	-	-	-
Stage 1	920	822	-	609	578	-	-	-	-	-	-	-
Stage 2	608	578	-	849	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.41	8.7	4.66	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	483	970	974	1512	-	-
HCM Lane V/C Ratio	0.089	-	-	0.092	0.1	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	13.2	9.1	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.3	0	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	0	58	16	0	24	130	453	41	27	347	142
Future Vol, veh/h	89	0	58	16	0	24	130	453	41	27	347	142
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	63	17	0	26	141	492	45	29	377	154

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1042	1333	266	1022	1365	246	532	0	0	537	0	0
Stage 1	513	513	-	775	775	-	-	-	-	-	-	-
Stage 2	529	820	-	247	590	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	184	153	732	190	146	754	1032	-	-	1027	-	-
Stage 1	512	534	-	357	406	-	-	-	-	-	-	-
Stage 2	501	387	-	735	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	128	732	146	123	754	1032	-	-	1027	-	-
Mov Cap-2 Maneuver	265	228	-	236	213	-	-	-	-	-	-	-
Stage 1	497	519	-	308	350	-	-	-	-	-	-	-
Stage 2	418	334	-	652	479	-	-	-	-	-	-	-

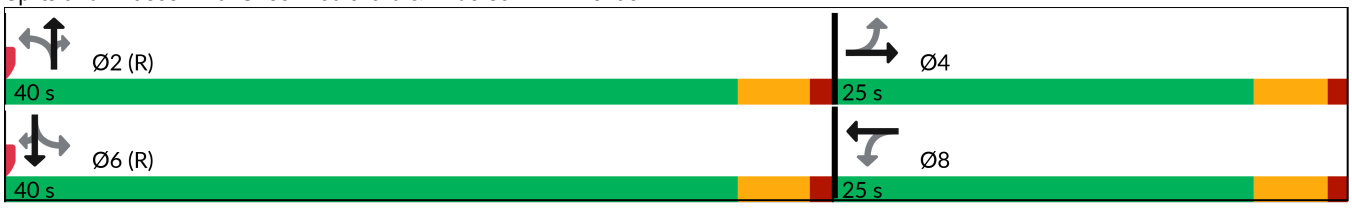
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.21	15.07	1.88	0.45
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	355	401	1027	-	-
HCM Lane V/C Ratio	0.137	-	-	0.451	0.108	0.029	-	-
HCM Control Delay (s/veh)	9	-	-	23.2	15.1	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.3	0.4	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	5	80	19	2	55	128	488	46	73	451	187
Future Volume (vph)	98	5	80	19	2	55	128	488	46	73	451	187
Satd. Flow (prot)	1770	1598	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.717			0.697			0.473			0.455		
Satd. Flow (perm)	1336	1598	0	1298	1593	0	881	3539	1583	848	3539	1583
Satd. Flow (RTOR)		87			60				50			203
Lane Group Flow (vph)	107	92	0	21	62	0	139	530	50	79	490	203
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	10.5	10.5		10.4	10.4		48.5	48.5	48.5	48.5	48.5	48.5
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.50	0.28		0.10	0.20		0.21	0.20	0.04	0.13	0.19	0.16
Control Delay (s/veh)	31.8	8.6		22.2	8.6		5.2	3.9	1.6	1.9	1.9	0.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	8.6		22.2	8.6		5.2	3.9	1.6	1.9	1.9	0.8
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		21.1			12.1			4.0			1.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	39	2		7	1		16	31	0	5	15	0
Queue Length 95th (ft)	76	33		22	26		45	61	10	8	19	1
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	421	563		409	543		656	2638	1193	632	2638	1232
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	0.25	0.16		0.05	0.11		0.21	0.20	0.04	0.13	0.19	0.16

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 5.3	Intersection LOS: A
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	54	0	16	0	24	0	8	0	0	0
Future Vol, veh/h	0	14	54	0	16	0	24	0	8	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	59	0	17	0	26	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	74	0	0	62	62	45	33	91	17
Stage 1	-	-	-	-	-	-	45	45	-	17	17	-
Stage 2	-	-	-	-	-	-	17	17	-	15	74	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1600	-	-	1526	-	-	933	829	1025	975	799	1061
Stage 1	-	-	-	-	-	-	969	858	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	1005	833	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1526	-	-	933	829	1025	966	799	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	933	829	-	966	799	-
Stage 1	-	-	-	-	-	-	969	858	-	1002	881	-
Stage 2	-	-	-	-	-	-	1002	881	-	996	833	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.91	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	954	1600	-	-	1526	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	22	0	0	8	0	8	0	14	0	0	0
Future Vol, veh/h	0	22	0	0	8	0	8	0	14	0	0	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	0	0	9	0	9	0	15	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	24	0	0	33	33	24	33	33	9
Stage 1	-	-	-	-	-	-	24	24	-	9	9	-
Stage 2	-	-	-	-	-	-	9	9	-	24	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1611	-	-	1591	-	-	975	860	1053	975	860	1073
Stage 1	-	-	-	-	-	-	994	875	-	1013	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	994	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1591	-	-	975	860	1053	961	860	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	860	-	961	860	-
Stage 1	-	-	-	-	-	-	994	875	-	1013	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	980	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1023	1611	-	-	1591	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	8.6	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	8	0	8	0	8	28	28	0	0
Future Vol, veh/h	0	0	0	8	0	8	0	8	28	28	0	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	0	9	0	9	30	30	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	70	100	0	85	85	24	0	0	0	39	0	0
Stage 1	61	61	-	24	24	-	-	-	-	-	-	-
Stage 2	9	39	-	61	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	922	790	-	902	805	1053	-	-	-	1571	-	-
Stage 1	950	844	-	994	875	-	-	-	-	-	-	-
Stage 2	1013	862	-	950	844	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	775	-	884	790	1053	-	-	-	1571	-	-
Mov Cap-2 Maneuver	897	775	-	884	790	-	-	-	-	-	-	-
Stage 1	932	828	-	994	875	-	-	-	-	-	-	-
Stage 2	1004	862	-	932	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.81	0	7.34
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	961	1571	-	-
HCM Lane V/C Ratio	-	-	-	-	0.018	0.019	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.8	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	32	71	0	8	0	0	0	53	14	108
Future Vol, veh/h	0	0	32	71	0	8	0	0	0	53	14	108
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	35	77	0	9	0	0	0	58	15	117

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	132	249	1	190	190	74	133	0	0	1	0	0
Stage 1	1	1	-	189	189	-	-	-	-	-	-	-
Stage 2	130	248	-	1	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	841	654	1083	770	705	988	1452	-	-	1622	-	-
Stage 1	1022	895	-	813	744	-	-	-	-	-	-	-
Stage 2	873	701	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	801	628	1083	716	677	988	1452	-	-	1622	-	-
Mov Cap-2 Maneuver	801	628	-	716	677	-	-	-	-	-	-	-
Stage 1	1022	895	-	781	715	-	-	-	-	-	-	-
Stage 2	832	674	-	989	895	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.43	10.53	0	2.21
HCM LOS	A	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	463	-	-	1083	737	1452	-	-
HCM Lane V/C Ratio	0.036	-	-	0.032	0.117	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.4	10.5	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0	-	-

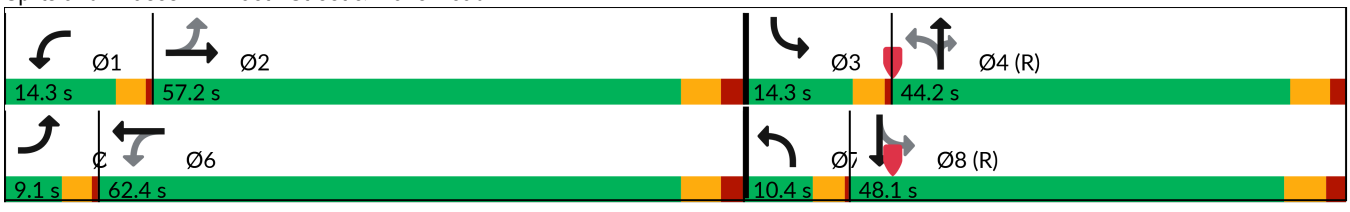
OPENING YEAR (2031) TOTAL

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	89	60	99	37	62	28	419	272	71	294	3
Future Volume (vph)	15	89	60	99	37	62	28	419	272	71	294	3
Satd. Flow (prot)	1770	1751	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.688			0.389			0.556			0.464		
Satd. Flow (perm)	1282	1751	0	725	1688	0	1036	3539	1583	864	3536	0
Satd. Flow (RTOR)		31			67				264		1	
Lane Group Flow (vph)	16	162	0	108	107	0	30	455	296	77	323	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	23.3	15.7		31.4	25.2		87.8	81.8	81.8	90.4	83.9	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.68	0.63	0.63	0.70	0.65	
v/c Ratio	0.06	0.68		0.43	0.28		0.04	0.20	0.27	0.12	0.14	
Control Delay (s/veh)	35.4	58.0		43.6	20.5		7.4	11.8	3.0	7.4	10.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.4	58.0		43.6	20.5		7.4	11.8	3.0	7.4	10.5	
LOS	D	E		D	C		A	B	A	A	B	
Approach Delay (s/veh)		55.9			32.1			8.3			9.9	
Approach LOS		E			C			A			A	
Queue Length 50th (ft)	10	107		73	27		7	84	10	19	56	
Queue Length 95th (ft)	28	175		117	79		20	133	55	41	92	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	255	708		261	770		751	2227	1094	684	2283	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.23		0.41	0.14		0.04	0.20	0.27	0.11	0.14	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 17.3 — Intersection LOS: B
Intersection Capacity Utilization 47.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	327	47	50	146	247	30	442	70	235	505	92
Future Volume (vph)	232	327	47	50	146	247	30	442	70	235	505	92
Satd. Flow (prot)	1770	1827	0	1770	1688	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.183			0.383			0.447			0.355		
Satd. Flow (perm)	341	1827	0	713	1688	0	833	3539	1583	661	3539	1583
Satd. Flow (RTOR)		7			80				136			105
Lane Group Flow (vph)	252	406	0	54	427	0	33	480	76	255	549	100
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	51.9	39.8		42.3	32.8		48.5	41.8	41.8	61.1	53.5	53.5
Actuated g/C Ratio	0.43	0.33		0.35	0.27		0.40	0.35	0.35	0.51	0.45	0.45
v/c Ratio	0.87	0.66		0.18	0.82		0.09	0.39	0.12	0.54	0.35	0.13
Control Delay (s/veh)	50.4	39.1		19.1	45.7		20.6	34.5	3.4	23.5	25.2	5.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.4	39.1		19.1	45.7		20.6	34.5	3.4	23.5	25.2	5.3
LOS	D	D		B	D		C	C	A	C	C	A
Approach Delay (s/veh)		43.4			42.7			29.7			22.5	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	126	268		24	256		12	155	1	110	151	0
Queue Length 95th (ft)	#195	339		41	338		m39	241	m7	199	235	36
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	291	701		376	677		461	1232	640	527	1577	763
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	0.87	0.58		0.14	0.63		0.07	0.39	0.12	0.48	0.35	0.13

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	216	8	103	11	1	82	37	413	9	24	337	70
Future Vol, veh/h	216	8	103	11	1	82	37	413	9	24	337	70
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	235	9	112	12	1	89	40	449	10	26	366	76
Number of Lanes	0	1	1	0	1	1	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, s/veh	19.4	13.1	20.2	17.6
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	96%	0%	92%	0%	100%	0%	0%
Vol Thru, %	0%	100%	94%	4%	0%	8%	0%	0%	100%	62%
Vol Right, %	0%	0%	6%	0%	100%	0%	100%	0%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	275	147	224	103	12	82	24	225	182
LT Vol	37	0	0	216	0	11	0	24	0	0
Through Vol	0	275	138	8	0	1	0	0	225	112
RT Vol	0	0	9	0	103	0	82	0	0	70
Lane Flow Rate	40	299	159	243	112	13	89	26	244	198
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.093	0.651	0.345	0.58	0.23	0.035	0.205	0.061	0.538	0.421
Departure Headway (Hd)	8.348	7.835	7.791	8.578	7.385	9.571	8.291	8.438	7.925	7.649
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	461	459	419	484	376	430	423	454	470
Service Time	6.126	5.613	5.569	6.358	5.165	7.271	6.09	6.218	5.704	5.428
HCM Lane V/C Ratio	0.093	0.649	0.346	0.58	0.231	0.035	0.207	0.061	0.537	0.421
HCM Control Delay, s/veh	12	24.2	14.7	22.6	12.4	12.6	13.2	11.8	19.6	15.9
HCM Lane LOS	B	C	B	C	B	B	B	B	C	C
HCM 95th-tile Q	0.3	4.6	1.5	3.6	0.9	0.1	0.8	0.2	3.1	2.1

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	26	0	0	0	72	4	0	0	5	21
Future Vol, veh/h	11	0	26	0	0	0	72	4	0	0	5	21
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	28	0	0	0	78	4	0	0	5	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	178	178	17	166	189	4	28	0	0	4	0	0
Stage 1	17	17	-	161	161	-	-	-	-	-	-	-
Stage 2	161	161	-	5	28	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	784	716	1062	798	706	1079	1585	-	-	1617	-	-
Stage 1	1003	881	-	841	765	-	-	-	-	-	-	-
Stage 2	841	765	-	1017	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	746	681	1062	738	671	1079	1585	-	-	1617	-	-
Mov Cap-2 Maneuver	746	681	-	738	671	-	-	-	-	-	-	-
Stage 1	1003	881	-	800	727	-	-	-	-	-	-	-
Stage 2	800	727	-	990	872	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.91	0	7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	746	1062	-	1617	-	-
HCM Lane V/C Ratio	0.049	-	-	0.016	0.027	-	-	-	-
HCM Control Delay (s/veh)	7.4	-	-	9.9	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	0	136	30	0	45	49	290	16	16	378	47
Future Vol, veh/h	121	0	136	30	0	45	49	290	16	16	378	47
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	148	33	0	49	53	315	17	17	411	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	735	910	231	662	918	158	462	0	0	333	0	0
Stage 1	471	471	-	422	422	-	-	-	-	-	-	-
Stage 2	264	439	-	240	497	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	307	273	771	347	270	860	1096	-	-	1224	-	-
Stage 1	542	558	-	580	587	-	-	-	-	-	-	-
Stage 2	718	576	-	742	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	256	771	263	253	860	1096	-	-	1224	-	-
Mov Cap-2 Maneuver	386	363	-	369	351	-	-	-	-	-	-	-
Stage 1	535	550	-	552	558	-	-	-	-	-	-	-
Stage 2	644	548	-	591	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.4	12.51	1.17	0.29
HCM LOS	C	B		

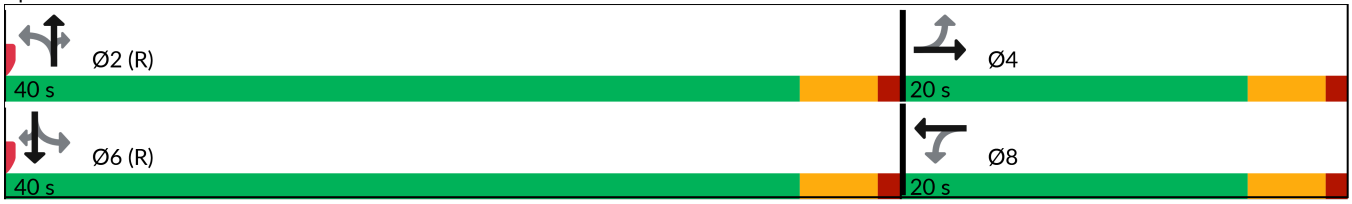
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	525	561	1224	-	-
HCM Lane V/C Ratio	0.049	-	-	0.532	0.145	0.014	-	-
HCM Control Delay (s/veh)	8.5	-	-	19.4	12.5	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.1	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	177	52	3	83	46	295	27	34	490	69
Future Volume (vph)	170	0	177	52	3	83	46	295	27	34	490	69
Satd. Flow (prot)	1770	1583	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.697			0.579			0.454			0.557		
Satd. Flow (perm)	1298	1583	0	1079	1593	0	846	3539	1583	1038	3539	1583
Satd. Flow (RTOR)		340			90				29			75
Lane Group Flow (vph)	185	192	0	57	93	0	50	321	29	37	533	75
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	12.7	12.7		12.7	12.7		38.3	38.3	38.3	38.3	38.3	38.3
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.68	0.32		0.25	0.23		0.09	0.14	0.03	0.06	0.24	0.07
Control Delay (s/veh)	33.9	1.4		21.3	6.7		5.7	5.0	2.3	3.8	3.9	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 (s/veh)	33.9	1.4		21.3	6.7		5.7	5.0	2.3	3.8	3.9	1.4
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		17.3			12.2			4.9			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	61	0		17	1		6	21	0	4	31	0
Queue Length 95th (ft)	114	0		42	30		19	38	8	m17	73	m16
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	335	661		278	478		540	2258	1020	662	2258	1037
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	0.55	0.29		0.21	0.19		0.09	0.14	0.03	0.06	0.24	0.07

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	11	10	0	42	1	15	0	15	6	0	18
Future Vol, veh/h	11	11	10	0	42	1	15	0	15	6	0	18
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	12	11	0	46	1	16	0	16	7	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	23	0	0	87	88	17	82	93	46
Stage 1	-	-	-	-	-	-	41	41	-	46	46	-
Stage 2	-	-	-	-	-	-	46	47	-	36	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1561	-	-	1592	-	-	899	802	1061	905	797	1023
Stage 1	-	-	-	-	-	-	973	861	-	968	856	-
Stage 2	-	-	-	-	-	-	968	856	-	980	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1592	-	-	875	796	1061	885	791	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	875	796	-	885	791	-
Stage 1	-	-	-	-	-	-	966	854	-	968	856	-
Stage 2	-	-	-	-	-	-	950	856	-	957	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.52	0	8.89	8.76
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	959	565	-	-	1592	-	-	985
HCM Lane V/C Ratio	0.034	0.008	-	-	-	-	-	0.026
HCM Control Delay (s/veh)	8.9	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

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	1	28	3	3	18	2	16	9	1	3	24	9
Future Vol, veh/h	1	28	3	3	18	2	16	9	1	3	24	9
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	3	3	20	2	17	10	1	3	26	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	34	0	0	73	63	32	65	63	21
Stage 1	-	-	-	-	-	-	34	34	-	27	27	-
Stage 2	-	-	-	-	-	-	39	28	-	38	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1578	-	-	917	828	1042	929	828	1057
Stage 1	-	-	-	-	-	-	982	866	-	990	873	-
Stage 2	-	-	-	-	-	-	976	872	-	978	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1594	-	-	1578	-	-	878	826	1042	915	825	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	826	-	915	825	-
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	936	870	-	965	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0.95	9.31	9.28
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	864	55	-	-	230	-	-	881
HCM Lane V/C Ratio	0.033	0.001	-	-	0.002	-	-	0.044
HCM Control Delay (s/veh)	9.3	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	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	6	15	0	30	2	21	9	7	2	1
Future Vol, veh/h	9	0	6	15	0	30	2	21	9	7	2	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	7	16	0	33	2	23	10	8	2	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	45	55	3	49	51	28	3	0	0	33	0	0
Stage 1	18	18	-	32	32	-	-	-	-	-	-	-
Stage 2	27	37	-	17	18	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	957	836	1081	951	841	1048	1619	-	-	1579	-	-
Stage 1	1001	880	-	984	868	-	-	-	-	-	-	-
Stage 2	990	864	-	1002	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	921	831	1081	939	836	1048	1619	-	-	1579	-	-
Mov Cap-2 Maneuver	921	831	-	939	836	-	-	-	-	-	-	-
Stage 1	996	876	-	983	867	-	-	-	-	-	-	-
Stage 2	958	863	-	991	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.74	8.75	0.45	5.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	106	-	-	979	1009	1181	-	-
HCM Lane V/C Ratio	0.001	-	-	0.017	0.048	0.005	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.7	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	60	76	0	15	0	30	0	21	11	32
Future Vol, veh/h	0	0	60	76	0	15	0	30	0	21	11	32
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	65	83	0	16	0	33	0	23	12	35

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	90	125	33	108	108	29	47	0	0	33	0	0
Stage 1	33	33	-	75	75	-	-	-	-	-	-	-
Stage 2	58	92	-	33	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	894	765	1041	871	782	1045	1561	-	-	1579	-	-
Stage 1	984	868	-	934	833	-	-	-	-	-	-	-
Stage 2	954	818	-	984	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	754	1041	805	771	1045	1561	-	-	1579	-	-
Mov Cap-2 Maneuver	867	754	-	805	771	-	-	-	-	-	-	-
Stage 1	984	868	-	920	820	-	-	-	-	-	-	-
Stage 2	925	806	-	922	868	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.69	9.88	0	2.4
HCM LOS	A	A		

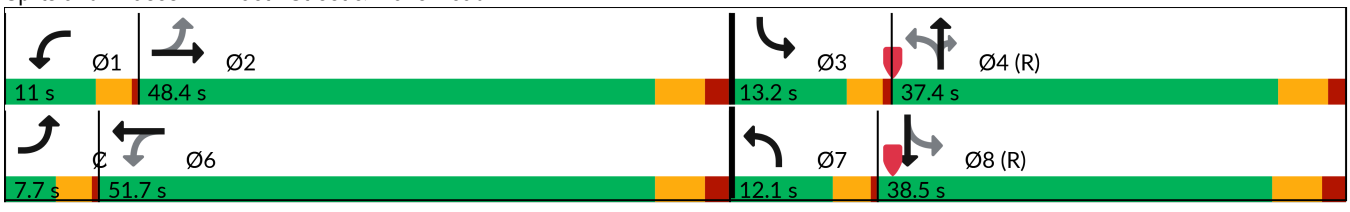
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	514	-	-	1041	836	1561	-	-
HCM Lane V/C Ratio	0.014	-	-	0.063	0.118	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.7	9.9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	52	58	205	86	106	47	490	158	75	418	20
Future Volume (vph)	11	52	58	205	86	106	47	490	158	75	418	20
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.628			0.521			0.474			0.429		
Satd. Flow (perm)	1170	1716	0	970	1708	0	883	3539	1583	799	3514	0
Satd. Flow (RTOR)		59			69				152		4	
Lane Group Flow (vph)	12	120	0	223	208	0	51	533	172	82	476	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.8	12.1		25.6	21.6		74.0	67.8	67.8	75.2	67.9	
Actuated g/C Ratio	0.17	0.11		0.23	0.20		0.67	0.62	0.62	0.68	0.62	
v/c Ratio	0.05	0.50		0.80	0.53		0.08	0.24	0.17	0.14	0.22	
Control Delay (s/veh)	31.4	31.2		59.1	31.7		6.1	10.8	3.0	6.3	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.4	31.2		59.1	31.7		6.1	10.8	3.0	6.3	10.4	
LOS	C	C		E	C		A	B	A	A	B	
Approach Delay (s/veh)		31.2			45.9			8.7			9.8	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	7	41		143	88		9	81	5	15	70	
Queue Length 95th (ft)	21	92		200	164		26	141	40	38	123	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	222	697		279	749		684	2182	1034	647	2170	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.17		0.80	0.28		0.07	0.24	0.17	0.13	0.22	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 19.1 — Intersection LOS: B
Intersection Capacity Utilization 48.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	215	50	82	271	184	77	480	51	248	572	229
Future Volume (vph)	155	215	50	82	271	184	77	480	51	248	572	229
Satd. Flow (prot)	1770	1811	0	1770	1749	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.166			0.499			0.381			0.314		
Satd. Flow (perm)	309	1811	0	930	1749	0	710	3539	1583	585	3539	1583
Satd. Flow (RTOR)		11			31				126			249
Lane Group Flow (vph)	168	288	0	89	495	0	84	522	55	270	622	249
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	58.6	44.2		53.3	42.1		51.4	42.4	42.4	63.5	50.5	50.5
Actuated g/C Ratio	0.45	0.34		0.41	0.32		0.40	0.33	0.33	0.49	0.39	0.39
v/c Ratio	0.66	0.46		0.21	0.84		0.25	0.45	0.09	0.63	0.45	0.32
Control Delay (s/veh)	32.4	33.7		19.6	51.4		24.1	40.5	3.0	28.9	32.9	5.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.4	33.7		19.6	51.4		24.1	40.5	3.0	28.9	32.9	5.2
LOS	C	C		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		33.2			46.5			35.3			25.9	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	82	180		41	364		38	195	0	136	204	0
Queue Length 95th (ft)	112	243		64	456		69	283	1	229	303	63
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	260	720		472	711		404	1155	601	490	1375	767
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	0.65	0.40		0.19	0.70		0.21	0.45	0.09	0.55	0.45	0.32

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 33.5	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	30.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	33	66	43	70	100	86	448	40	79	417	153
Future Vol, veh/h	135	33	66	43	70	100	86	448	40	79	417	153
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	36	72	47	76	109	93	487	43	86	453	166
Number of Lanes	0	1	1	0	1	1	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, s/veh	22.6	18.1	33.4	34
HCM LOS	C	C	D	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	0%	38%	0%	100%	0%	0%
Vol Thru, %	0%	100%	79%	20%	0%	62%	0%	0%	100%	48%
Vol Right, %	0%	0%	21%	0%	100%	0%	100%	0%	0%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	299	189	168	66	113	100	79	278	292
LT Vol	86	0	0	135	0	43	0	79	0	0
Through Vol	0	299	149	33	0	70	0	0	278	139
RT Vol	0	0	40	0	66	0	100	0	0	153
Lane Flow Rate	93	325	206	183	72	123	109	86	302	317
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.256	0.842	0.525	0.545	0.192	0.364	0.295	0.232	0.772	0.777
Departure Headway (Hd)	9.851	9.332	9.178	10.745	9.627	10.679	9.767	9.71	9.192	8.811
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	390	395	336	373	337	368	371	396	413
Service Time	7.575	7.056	6.903	8.503	7.376	8.439	7.526	7.433	6.914	6.534
HCM Lane V/C Ratio	0.255	0.833	0.522	0.545	0.193	0.365	0.296	0.232	0.763	0.768
HCM Control Delay, s/veh	15.9	45.9	21.6	25.7	14.7	19.5	16.6	15.3	37	36.2
HCM Lane LOS	C	E	C	D	B	C	C	C	E	E
HCM 95th-tile Q	1	7.9	2.9	3.1	0.7	1.6	1.2	0.9	6.4	6.6

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	97	0	0	1	147	78	0	0	60	42
Future Vol, veh/h	40	1	97	0	0	1	147	78	0	0	60	42
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	1	105	0	0	1	160	85	0	0	65	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	492	492	88	470	515	85	111	0	0	85	0	0
Stage 1	88	88	-	404	404	-	-	-	-	-	-	-
Stage 2	404	404	-	66	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	487	477	970	504	463	974	1479	-	-	1512	-	-
Stage 1	920	822	-	623	599	-	-	-	-	-	-	-
Stage 2	623	599	-	945	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	426	970	400	413	974	1479	-	-	1512	-	-
Mov Cap-2 Maneuver	434	426	-	400	413	-	-	-	-	-	-	-
Stage 1	920	822	-	556	534	-	-	-	-	-	-	-
Stage 2	555	534	-	841	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.67	8.7	5.05	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	434	970	974	1512	-	-
HCM Lane V/C Ratio	0.108	-	-	0.103	0.109	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	-	-	14.3	9.2	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	0.4	0	0	-	-

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	89	0	58	21	0	32	130	453	54	55	347	142
Future Vol, veh/h	89	0	58	21	0	32	130	453	54	55	347	142
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	63	23	0	35	141	492	59	60	377	154

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1103	1408	266	1083	1426	246	532	0	0	551	0	0
Stage 1	574	574	-	775	775	-	-	-	-	-	-	-
Stage 2	529	834	-	308	651	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	166	138	732	172	134	754	1032	-	-	1015	-	-
Stage 1	471	501	-	357	406	-	-	-	-	-	-	-
Stage 2	501	381	-	677	463	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	112	732	127	109	754	1032	-	-	1015	-	-
Mov Cap-2 Maneuver	237	202	-	221	195	-	-	-	-	-	-	-
Stage 1	443	472	-	308	350	-	-	-	-	-	-	-
Stage 2	413	329	-	582	435	-	-	-	-	-	-	-

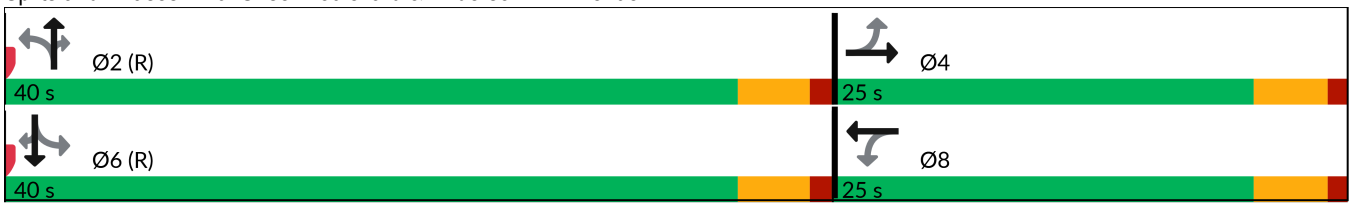
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.56	15.98	1.85	0.89
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	323	385	1015	-	-
HCM Lane V/C Ratio	0.137	-	-	0.494	0.149	0.059	-	-
HCM Control Delay (s/veh)	9	-	-	26.6	16	8.8	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.6	0.5	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	5	96	19	2	55	151	488	46	73	451	206
Future Volume (vph)	96	5	96	19	2	55	151	488	46	73	451	206
Satd. Flow (prot)	1770	1596	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.717			0.687			0.473			0.455		
Satd. Flow (perm)	1336	1596	0	1280	1593	0	881	3539	1583	848	3539	1583
Satd. Flow (RTOR)		104			60				50			224
Lane Group Flow (vph)	104	109	0	21	62	0	164	530	50	79	490	224
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	10.4	10.4		10.3	10.3		48.6	48.6	48.6	48.6	48.6	48.6
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.49	0.32		0.10	0.20		0.25	0.20	0.04	0.12	0.19	0.18
Control Delay (s/veh)	31.7	8.5		22.4	8.7		5.5	3.9	1.6	1.8	1.8	0.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.7	8.5		22.4	8.7		5.5	3.9	1.6	1.8	1.8	0.8
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		19.8			12.2			4.1			1.5	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	38	2		7	1		19	30	0	5	16	0
Queue Length 95th (ft)	74	36		22	27		54	61	10	9	20	1
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	421	574		403	543		658	2644	1195	633	2644	1239
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	0.25	0.19		0.05	0.11		0.25	0.20	0.04	0.12	0.19	0.18

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 5.2	Intersection LOS: A
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	36	37	0	30	4	10	0	11	4	0	13
Future Vol, veh/h	36	36	37	0	30	4	10	0	11	4	0	13
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	39	40	0	33	4	11	0	12	4	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	79	0	0	170	174	59	152	192	35
Stage 1	-	-	-	-	-	-	138	138	-	35	35	-
Stage 2	-	-	-	-	-	-	33	37	-	117	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1519	-	-	793	719	1006	815	703	1038
Stage 1	-	-	-	-	-	-	866	783	-	981	866	-
Stage 2	-	-	-	-	-	-	984	864	-	887	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1574	-	-	1519	-	-	762	700	1006	784	684	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	700	-	784	684	-
Stage 1	-	-	-	-	-	-	843	762	-	981	866	-
Stage 2	-	-	-	-	-	-	970	864	-	854	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.43	0	9.23	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	873	540	-	-	1519	-	-	965
HCM Lane V/C Ratio	0.026	0.025	-	-	-	-	-	0.019
HCM Control Delay (s/veh)	9.2	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

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	4	45	2	3	13	7	15	28	4	2	17	6
Future Vol, veh/h	4	45	2	3	13	7	15	28	4	2	17	6
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	49	2	3	14	8	16	30	4	2	18	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	51	0	0	89	87	50	97	84	18
Stage 1	-	-	-	-	-	-	59	59	-	24	24	-
Stage 2	-	-	-	-	-	-	30	28	-	73	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1555	-	-	897	803	1018	885	806	1061
Stage 1	-	-	-	-	-	-	953	846	-	993	875	-
Stage 2	-	-	-	-	-	-	987	872	-	937	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1594	-	-	1555	-	-	866	799	1018	844	802	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	866	799	-	844	802	-
Stage 1	-	-	-	-	-	-	950	844	-	991	873	-
Stage 2	-	-	-	-	-	-	958	870	-	897	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	0.95	9.59	9.35
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	140	-	-	219	-	-	855
HCM Lane V/C Ratio	0.061	0.003	-	-	0.002	-	-	0.032
HCM Control Delay (s/veh)	9.6	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	5	11	0	21	7	15	29	25	7	4
Future Vol, veh/h	6	0	5	11	0	21	7	15	29	25	7	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	5	12	0	23	8	16	32	27	8	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	127	10	109	114	32	12	0	0	48	0	0
Stage 1	64	64	-	47	47	-	-	-	-	-	-	-
Stage 2	32	63	-	62	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	887	763	1072	869	777	1042	1607	-	-	1559	-	-
Stage 1	947	841	-	966	855	-	-	-	-	-	-	-
Stage 2	985	842	-	949	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	848	746	1072	846	759	1042	1607	-	-	1559	-	-
Mov Cap-2 Maneuver	848	746	-	846	759	-	-	-	-	-	-	-
Stage 1	930	827	-	962	851	-	-	-	-	-	-	-
Stage 2	959	838	-	928	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.89	8.87	1	5.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	218	-	-	937	965	1165	-	-
HCM Lane V/C Ratio	0.005	-	-	0.013	0.036	0.017	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	42	53	0	11	0	22	0	72	36	109
Future Vol, veh/h	0	0	42	53	0	11	0	22	0	72	36	109
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	46	58	0	12	0	24	0	78	39	118

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	220	338	24	279	279	98	158	0	0	24	0	0
Stage 1	24	24	-	255	255	-	-	-	-	-	-	-
Stage 2	196	314	-	24	24	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	737	583	1053	674	629	958	1422	-	-	1591	-	-
Stage 1	994	875	-	750	696	-	-	-	-	-	-	-
Stage 2	806	656	-	994	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	551	1053	609	595	958	1422	-	-	1591	-	-
Mov Cap-2 Maneuver	688	551	-	609	595	-	-	-	-	-	-	-
Stage 1	994	875	-	709	658	-	-	-	-	-	-	-
Stage 2	753	620	-	951	875	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.58	11.2	0	2.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	519	-	-	1053	650	1422	-	-
HCM Lane V/C Ratio	0.049	-	-	0.043	0.107	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.6	11.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.4	0	-	-

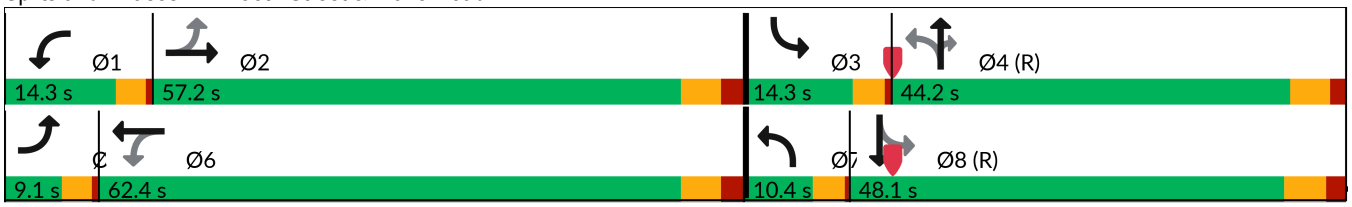
OPENING YEAR (2031) WITH MITIGATION

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	89	60	99	37	62	28	419	272	71	294	3
Future Volume (vph)	15	89	60	99	37	62	28	419	272	71	294	3
Satd. Flow (prot)	1770	1751	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.688			0.389			0.556			0.464		
Satd. Flow (perm)	1282	1751	0	725	1688	0	1036	3539	1583	864	3536	0
Satd. Flow (RTOR)		31			67				264		1	
Lane Group Flow (vph)	16	162	0	108	107	0	30	455	296	77	323	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	23.3	15.7		31.4	25.2		87.8	81.8	81.8	90.4	83.9	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.68	0.63	0.63	0.70	0.65	
v/c Ratio	0.06	0.68		0.43	0.28		0.04	0.20	0.27	0.12	0.14	
Control Delay (s/veh)	35.4	58.0		43.6	20.5		9.3	15.3	5.9	7.4	10.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.4	58.0		43.6	20.5		9.3	15.3	5.9	7.4	10.5	
LOS	D	E		D	C		A	B	A	A	B	
Approach Delay (s/veh)		55.9			32.1			11.5			9.9	
Approach LOS		E			C			B			A	
Queue Length 50th (ft)	10	107		73	27		9	97	10	19	56	
Queue Length 95th (ft)	28	175		117	79		m23	136	72	41	92	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	255	708		261	770		751	2227	1094	684	2283	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.23		0.41	0.14		0.04	0.20	0.27	0.11	0.14	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 18.9 Intersection LOS: B
Intersection Capacity Utilization 47.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

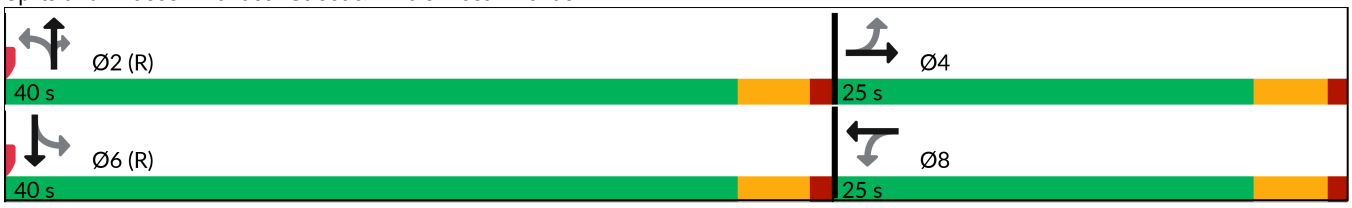
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	8	103	11	1	82	37	413	9	24	337	70
Future Volume (vph)	216	8	103	11	1	82	37	413	9	24	337	70
Satd. Flow (prot)	1770	1604	0	1770	1587	0	1770	3539	1583	1770	3447	0
Flt Permitted	0.699			0.679			0.496			0.492		
Satd. Flow (perm)	1302	1604	0	1265	1587	0	924	3539	1583	916	3447	0
Satd. Flow (RTOR)		112			89				25		59	
Lane Group Flow (vph)	235	121	0	12	90	0	40	449	10	26	442	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	16.1	16.1		16.1	16.1		39.9	39.9	39.9	39.9	39.9	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.61	0.61	0.61	0.61	0.61	
v/c Ratio	0.73	0.25		0.04	0.20		0.07	0.21	0.01	0.05	0.21	
Control Delay (s/veh)	35.3	6.0		17.0	4.4		6.9	6.6	1.4	7.0	5.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.3	6.0		17.0	4.4		6.9	6.6	1.4	7.0	5.9	
LOS	D	A		B	A		A	A	A	A	A	
Approach Delay (s/veh)		25.4			5.9			6.5			6.0	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	84	3		4	1		6	37	0	5	41	
Queue Length 95th (ft)	144	34		11	19		19	66	3	13	60	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	410	582		398	561		567	2171	980	561	2137	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.57	0.21		0.03	0.16		0.07	0.21	0.01	0.05	0.21	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 11.0	Intersection LOS: B
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: 98th Street & Amole Mesa Avenue



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	121	0	136	30	0	45	49	290	16	16	378	47
Future Vol, veh/h	121	0	136	30	0	45	49	290	16	16	378	47
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	148	33	0	49	53	315	17	17	411	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	735	910	231	662	918	158	462	0	0	333	0	0
Stage 1	471	471	-	422	422	-	-	-	-	-	-	-
Stage 2	264	439	-	240	497	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	378	313	973	431	309	860	1198	-	-	1224	-	-
Stage 1	652	629	-	580	587	-	-	-	-	-	-	-
Stage 2	718	576	-	909	612	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	336	295	973	344	291	860	1198	-	-	1224	-	-
Mov Cap-2 Maneuver	444	395	-	436	386	-	-	-	-	-	-	-
Stage 1	642	620	-	554	561	-	-	-	-	-	-	-
Stage 2	647	551	-	760	603	-	-	-	-	-	-	-

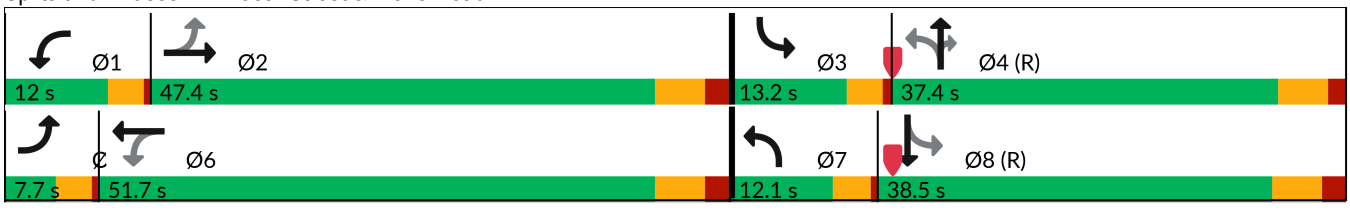
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.39	11.7	1.12	0.29
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	623	619	1224	-	-
HCM Lane V/C Ratio	0.044	-	-	0.448	0.132	0.014	-	-
HCM Control Delay (s/veh)	8.1	-	-	15.4	11.7	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	52	58	205	86	106	47	490	158	75	418	20
Future Volume (vph)	11	52	58	205	86	106	47	490	158	75	418	20
Satd. Flow (prot)	1770	1716	0	1770	1708	0	1770	3539	1583	1770	3514	0
Flt Permitted	0.628			0.519			0.473			0.428		
Satd. Flow (perm)	1170	1716	0	967	1708	0	881	3539	1583	797	3514	0
Satd. Flow (RTOR)		58			69				152		4	
Lane Group Flow (vph)	12	120	0	223	208	0	51	533	172	82	476	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	47.4		12.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	18.6	11.9		26.4	22.4		73.2	67.0	67.0	74.4	67.0	
Actuated g/C Ratio	0.17	0.11		0.24	0.20		0.67	0.61	0.61	0.68	0.61	
v/c Ratio	0.05	0.51		0.76	0.52		0.08	0.25	0.17	0.14	0.22	
Control Delay (s/veh)	31.0	32.0		54.0	30.8		7.3	11.4	4.7	6.5	10.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.0	32.0		54.0	30.8		7.3	11.4	4.7	6.5	10.8	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		31.9			42.8			9.6			10.1	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	7	42		141	87		12	74	0	15	72	
Queue Length 95th (ft)	21	94		200	164		28	142	46	38	123	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	220	682		294	749		676	2154	1023	640	2143	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.18		0.76	0.28		0.08	0.25	0.17	0.13	0.22	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road

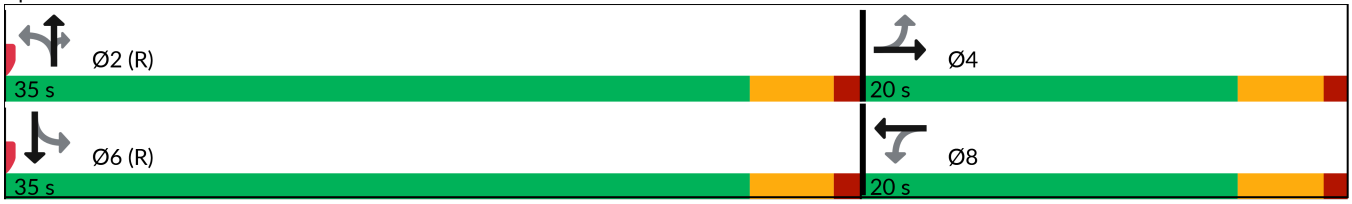


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	33	66	43	70	100	86	448	40	79	417	153
Future Volume (vph)	135	33	66	43	70	100	86	448	40	79	417	153
Satd. Flow (prot)	1770	1676	0	1770	1699	0	1770	3539	1583	1770	3398	0
Flt Permitted	0.602			0.687			0.417			0.475		
Satd. Flow (perm)	1121	1676	0	1280	1699	0	777	3539	1583	885	3398	0
Satd. Flow (RTOR)		72			109				43		152	
Lane Group Flow (vph)	147	108	0	47	185	0	93	487	43	86	619	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	20.0	20.0		20.0	20.0		35.0	35.0	35.0	35.0	35.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	11.5	11.5		11.4	11.4		37.5	37.5	37.5	37.5	37.5	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.68	0.68	0.68	0.68	0.68	
v/c Ratio	0.63	0.26		0.18	0.42		0.18	0.20	0.04	0.14	0.26	
Control Delay (s/veh)	31.1	9.2		17.8	10.2		8.5	6.9	3.7	7.2	5.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.1	9.2		17.8	10.2		8.5	6.9	3.7	7.2	5.3	
LOS	C	A		B	B		A	A	A	A	A	
Approach Delay (s/veh)		21.8			11.8			6.9			5.6	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	44	10		12	21		18	51	2	20	73	
Queue Length 95th (ft)	86	38		26	45		39	75	m14	m31	77	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	315	524		360	557		530	2415	1094	604	2367	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.47	0.21		0.13	0.33		0.18	0.20	0.04	0.14	0.26	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 25 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 98th Street & Amole Mesa Avenue



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	89	0	58	21	0	32	130	453	54	55	347	142
Future Vol, veh/h	89	0	58	21	0	32	130	453	54	55	347	142
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	63	23	0	35	141	492	59	60	377	154

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1103	1408	266	1083	1426	246	532	0	0	551	0	0
Stage 1	574	574	-	775	775	-	-	-	-	-	-	-
Stage 2	529	834	-	308	651	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	203	154	964	210	150	754	1144	-	-	1015	-	-
Stage 1	581	575	-	357	406	-	-	-	-	-	-	-
Stage 2	501	381	-	858	528	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	159	127	964	162	124	754	1144	-	-	1015	-	-
Mov Cap-2 Maneuver	266	215	-	251	219	-	-	-	-	-	-	-
Stage 1	547	541	-	313	356	-	-	-	-	-	-	-
Stage 2	419	334	-	754	497	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.75	14.92	1.75	0.89
HCM LOS	C	B		

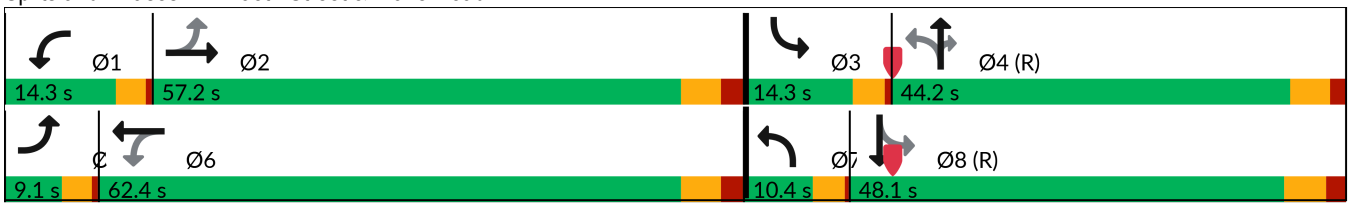
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1144	-	-	372	420	1015	-	-
HCM Lane V/C Ratio	0.124	-	-	0.429	0.137	0.059	-	-
HCM Control Delay (s/veh)	8.6	-	-	21.7	14.9	8.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.1	0.5	0.2	-	-

HORIZON YEAR (2036) BACKGROUND

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	95	69	95	40	67	34	490	226	77	388	4
Future Volume (vph)	16	95	69	95	40	67	34	490	226	77	388	4
Satd. Flow (prot)	1770	1745	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.682			0.363			0.504			0.418		
Satd. Flow (perm)	1270	1745	0	676	1688	0	939	3539	1583	779	3536	0
Satd. Flow (RTOR)		33			73				186		1	
Lane Group Flow (vph)	17	178	0	103	116	0	37	533	246	84	426	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	24.3	16.6		32.2	26.1		86.1	79.2	79.2	89.1	81.3	
Actuated g/C Ratio	0.19	0.13		0.25	0.20		0.66	0.61	0.61	0.69	0.63	
v/c Ratio	0.07	0.71		0.42	0.29		0.06	0.25	0.24	0.14	0.19	
Control Delay (s/veh)	34.6	58.7		42.4	19.8		7.9	13.1	4.5	8.0	11.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.6	58.7		42.4	19.8		7.9	13.1	4.5	8.0	11.9	
LOS	C	E		D	B		A	B	A	A	B	
Approach Delay (s/veh)		56.6			30.4			10.3			11.3	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)	11	119		69	29		9	104	20	21	79	
Queue Length 95th (ft)	29	188		111	82		24	163	67	46	125	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	263	707		258	773		680	2154	1036	626	2213	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.25		0.40	0.15		0.05	0.25	0.24	0.13	0.19	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 18.3	Intersection LOS: B
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

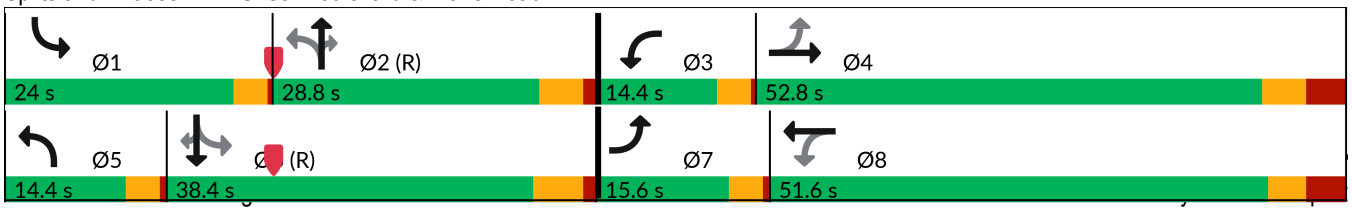
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	319	53	61	151	266	33	503	73	253	558	92
Future Volume (vph)	215	319	53	61	151	266	33	503	73	253	558	92
Satd. Flow (prot)	1770	1824	0	1770	1684	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.170			0.386			0.422			0.295		
Satd. Flow (perm)	317	1824	0	719	1684	0	786	3539	1583	550	3539	1583
Satd. Flow (RTOR)		8			84				136			105
Lane Group Flow (vph)	234	405	0	66	453	0	36	547	79	275	607	100
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	53.2	40.8		44.3	34.3		45.9	39.0	39.0	59.8	52.0	52.0
Actuated g/C Ratio	0.44	0.34		0.37	0.29		0.38	0.33	0.33	0.50	0.43	0.43
v/c Ratio	0.82	0.65		0.20	0.84		0.10	0.48	0.13	0.63	0.40	0.13
Control Delay (s/veh)	44.0	37.7		18.9	46.0		20.5	37.0	0.9	26.9	26.9	5.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.0	37.7		18.9	46.0		20.5	37.0	0.9	26.9	26.9	5.5
LOS	D	D		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		40.0			42.5			31.8			24.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	112	263		29	273		14	181	0	124	176	0
Queue Length 95th (ft)	#173	334		47	361		38	278	4	219	267	37
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	287	701		386	678		425	1148	605	482	1534	745
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	0.82	0.58		0.17	0.67		0.08	0.48	0.13	0.57	0.40	0.13

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 33.2	Intersection LOS: C
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	25.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	229	8	110	12	1	24	39	493	9	15	447	74
Future Vol, veh/h	229	8	110	12	1	24	39	493	9	15	447	74
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	249	9	120	13	1	26	42	536	10	16	486	80
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	22.5	13.5	28.3	25
HCM LOS	C	B	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	97%	0%	32%	100%	0%	0%
Vol Thru, %	0%	100%	95%	3%	0%	3%	0%	100%	67%
Vol Right, %	0%	0%	5%	0%	100%	65%	0%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	329	173	237	110	37	15	298	223
LT Vol	39	0	0	229	0	12	15	0	0
Through Vol	0	329	164	8	0	1	0	298	149
RT Vol	0	0	9	0	110	24	0	0	74
Lane Flow Rate	42	357	188	258	120	40	16	324	242
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.101	0.801	0.421	0.644	0.259	0.108	0.039	0.73	0.53
Departure Headway (Hd)	8.588	8.073	8.036	9.001	7.8	9.629	8.626	8.111	7.871
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	416	447	447	399	458	374	413	444	456
Service Time	6.374	5.858	5.821	6.792	5.59	7.329	6.414	5.898	5.659
HCM Lane V/C Ratio	0.101	0.799	0.421	0.647	0.262	0.107	0.039	0.73	0.531
HCM Control Delay, s/veh	12.3	36.4	16.6	26.8	13.3	13.5	11.8	30	19.3
HCM Lane LOS	B	E	C	D	B	B	B	D	C
HCM 95th-tile Q	0.3	7.3	2.1	4.4	1	0.4	0.1	5.8	3

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	18	0	0	0	13	5	0	0	6	22
Future Vol, veh/h	12	0	18	0	0	0	13	5	0	0	6	22
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	20	0	0	0	14	5	0	0	7	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	52	52	18	40	64	5	30	0	0	5	0	0
Stage 1	18	18	-	34	34	-	-	-	-	-	-	-
Stage 2	34	34	-	7	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	947	839	1060	964	827	1078	1582	-	-	1616	-	-
Stage 1	1001	880	-	982	867	-	-	-	-	-	-	-
Stage 2	982	867	-	1015	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	938	832	1060	937	819	1078	1582	-	-	1616	-	-
Mov Cap-2 Maneuver	938	832	-	937	819	-	-	-	-	-	-	-
Stage 1	1001	880	-	974	859	-	-	-	-	-	-	-
Stage 2	974	859	-	997	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.69	0	5.27	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	1008	-	1616	-	-
HCM Lane V/C Ratio	0.009	-	-	0.032	-	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.7	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	129	143	52	410	508	50
Future Vol, veh/h	129	143	52	410	508	50
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	155	57	446	552	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	915	303	607	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	272	693	968	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	256	693	968	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	696	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	22.61	1.01	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	968	-	494	-	-
HCM Lane V/C Ratio	0.058	-	0.599	-	-
HCM Control Delay (s/veh)	9	-	22.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	3.9	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	94	57	4	90	20	428	29	37	595	34
Future Vol, veh/h	101	0	94	57	4	90	20	428	29	37	595	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	115	-	-	0	-	100	300	-	145	365	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	110	0	102	62	4	98	22	465	32	40	647	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1286	342	913	1273	233	684	0	0	497	0	0
Stage 1	746	746	-	509	509	-	-	-	-	-	-	-
Stage 2	278	540	-	404	764	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	190	163	654	229	166	769	905	-	-	1063	-	-
Stage 1	372	419	-	515	537	-	-	-	-	-	-	-
Stage 2	705	519	-	594	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	153	654	181	156	769	905	-	-	1063	-	-
Mov Cap-2 Maneuver	263	267	-	302	267	-	-	-	-	-	-	-
Stage 1	358	403	-	503	524	-	-	-	-	-	-	-
Stage 2	595	507	-	483	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	20.1	14.32	0.38	0.47
HCM LOS	C	B		

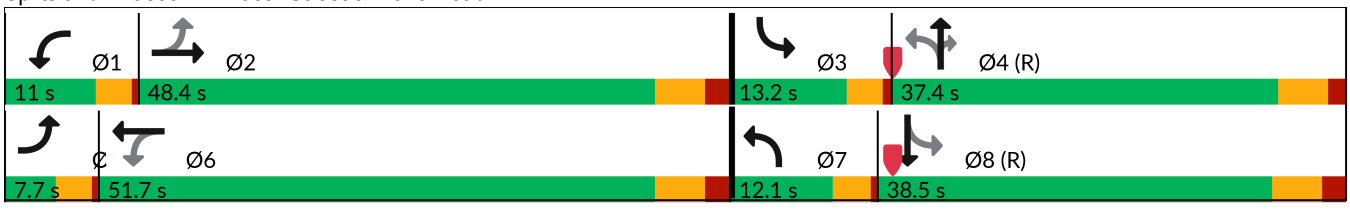
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	263	654	302	712	1063	-	-
HCM Lane V/C Ratio	0.024	-	-	0.417	0.156	0.205	0.143	0.038	-	-
HCM Control Delay (s/veh)	9.1	-	-	28.1	11.5	20	10.9	8.5	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.6	0.8	0.5	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	57	70	179	93	114	60	683	123	81	579	21
Future Volume (vph)	12	57	70	179	93	114	60	683	123	81	579	21
Satd. Flow (prot)	1770	1708	0	1770	1708	0	1770	3539	1583	1770	3522	0
Flt Permitted	0.582			0.479			0.376			0.324		
Satd. Flow (perm)	1084	1708	0	892	1708	0	700	3539	1583	604	3522	0
Satd. Flow (RTOR)		65			69				99		3	
Lane Group Flow (vph)	13	138	0	195	225	0	65	742	134	88	652	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	48.4		11.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	20.0	13.3		26.7	21.2		73.0	66.4	66.4	73.9	66.4	
Actuated g/C Ratio	0.18	0.12		0.24	0.19		0.66	0.60	0.60	0.67	0.60	
v/c Ratio	0.06	0.52		0.71	0.59		0.13	0.35	0.13	0.19	0.31	
Control Delay (s/veh)	29.9	31.0		50.0	34.4		7.0	12.6	4.5	7.3	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.9	31.0		50.0	34.4		7.0	12.6	4.5	7.3	12.1	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		30.9			41.7			11.1			11.5	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	7	50		122	100		12	122	9	16	104	
Queue Length 95th (ft)	21	103		171	176		33	212	44	42	181	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	222	698		276	749		562	2137	995	520	2126	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.20		0.71	0.30		0.12	0.35	0.13	0.17	0.31	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay (s/veh): 18.3 — Intersection LOS: B
Intersection Capacity Utilization 57.9% — ICU Level of Service B
Analysis Period (min) 15

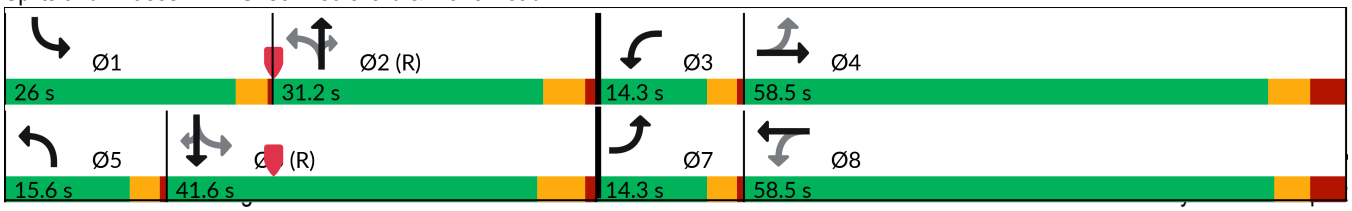
Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	208	58	85	272	198	87	559	82	267	638	225
Future Volume (vph)	143	208	58	85	272	198	87	559	82	267	638	225
Satd. Flow (prot)	1770	1801	0	1770	1745	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.157			0.498			0.350			0.237		
Satd. Flow (perm)	292	1801	0	928	1745	0	652	3539	1583	441	3539	1583
Satd. Flow (RTOR)		13			33				126			245
Lane Group Flow (vph)	155	289	0	92	511	0	95	608	89	290	693	245
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	59.0	44.8		54.2	42.9		48.2	38.7	38.7	62.9	49.4	49.4
Actuated g/C Ratio	0.45	0.34		0.42	0.33		0.37	0.30	0.30	0.48	0.38	0.38
v/c Ratio	0.62	0.46		0.21	0.86		0.31	0.58	0.16	0.71	0.52	0.33
Control Delay (s/veh)	30.5	33.1		19.3	51.9		24.5	44.0	3.2	32.8	35.0	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	33.1		19.3	51.9		24.5	44.0	3.2	32.8	35.0	5.4
LOS	C	C		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		32.2			46.9			37.1			28.6	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	74	178		42	375		44	235	0	151	238	0
Queue Length 95th (ft)	104	242		66	476		87	#352	19	247	345	63
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	90						380		305	450		290
Base Capacity (vph)	255	716		477	711		366	1053	559	446	1343	753
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	0.61	0.40		0.19	0.72		0.26	0.58	0.16	0.65	0.52	0.33

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 34.9	Intersection LOS: C
Intersection Capacity Utilization 81.2%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Unser Boulevard & Blake Road



Intersection	
Intersection Delay, s/veh	99.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	35	70	46	75	62	92	670	44	46	607	161
Future Vol, veh/h	143	35	70	46	75	62	92	670	44	46	607	161
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	155	38	76	50	82	67	100	728	48	50	660	175
Number of Lanes	0	1	1	0	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	1	2
HCM Control Delay, s/veh	29.7	33.7	123.2	111.6
HCM LOS	D	D	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	80%	0%	25%	100%	0%	0%
Vol Thru, %	0%	100%	84%	20%	0%	41%	0%	100%	56%
Vol Right, %	0%	0%	16%	0%	100%	34%	0%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	447	267	178	70	183	46	405	363
LT Vol	92	0	0	143	0	46	46	0	0
Through Vol	0	447	223	35	0	75	0	405	202
RT Vol	0	0	44	0	70	62	0	0	161
Lane Flow Rate	100	486	291	193	76	199	50	440	395
Geometry Grp	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.287	1.327	0.785	0.631	0.225	0.634	0.143	1.192	1.036
Departure Headway (Hd)	10.758	10.233	10.112	12.6	11.452	12.154	10.845	10.319	9.993
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	336	359	360	288	316	298	333	356	367
Service Time	8.458	7.933	7.812	10.3	9.152	9.854	8.545	8.019	7.693
HCM Lane V/C Ratio	0.298	1.354	0.808	0.67	0.241	0.668	0.15	1.236	1.076
HCM Control Delay, s/veh	17.7	193.9	41.3	34.6	17.4	33.7	15.3	142.3	89.5
HCM Lane LOS	C	F	E	D	C	D	C	F	F
HCM 95th-tile Q	1.2	22.2	6.5	3.9	0.8	4	0.5	17.4	12.7

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	1	66	0	0	1	113	84	0	0	65	45
Future Vol, veh/h	44	1	66	0	0	1	113	84	0	0	65	45
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	72	0	0	1	123	91	0	0	71	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	432	432	95	408	457	91	120	0	0	91	0	0
Stage 1	95	95	-	337	337	-	-	-	-	-	-	-
Stage 2	337	337	-	71	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	534	516	962	554	500	966	1468	-	-	1504	-	-
Stage 1	912	816	-	677	641	-	-	-	-	-	-	-
Stage 2	677	641	-	939	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	486	471	962	466	456	966	1468	-	-	1504	-	-
Mov Cap-2 Maneuver	486	471	-	466	456	-	-	-	-	-	-	-
Stage 1	912	816	-	618	585	-	-	-	-	-	-	-
Stage 2	617	585	-	867	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.34	8.73	4.4	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	688	966	1504	-	-
HCM Lane V/C Ratio	0.084	-	-	0.175	0.001	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.3	8.7	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	60	137	709	592	151
Future Vol, veh/h	95	60	137	709	592	151
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	-	120	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	65	149	771	643	164

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1409	404	808	0	-	0
Stage 1	726	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	130	596	813	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	596	813	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	30.64	1.69	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	813	-	304	-	-
HCM Lane V/C Ratio	0.183	-	0.554	-	-
HCM Control Delay (s/veh)	10.4	-	30.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.7	-	3.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	6	34	20	2	59	66	667	49	79	653	85
Future Vol, veh/h	46	6	34	20	2	59	66	667	49	79	653	85
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	115	-	-	0	-	100	300	-	145	365	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	7	37	22	2	64	72	725	53	86	710	92

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1435	1849	401	1398	1842	363	802	0	0	778	0	0
Stage 1	928	928	-	868	868	-	-	-	-	-	-	-
Stage 2	507	922	-	530	974	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	94	74	599	100	74	634	817	-	-	834	-	-
Stage 1	288	345	-	313	368	-	-	-	-	-	-	-
Stage 2	516	347	-	500	328	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	60	599	74	61	634	817	-	-	834	-	-
Mov Cap-2 Maneuver	164	147	-	175	148	-	-	-	-	-	-	-
Stage 1	259	309	-	286	335	-	-	-	-	-	-	-
Stage 2	421	317	-	412	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.33	16.13	0.83	0.95
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	164	410	175	573	834	-	-
HCM Lane V/C Ratio	0.088	-	-	0.305	0.106	0.124	0.116	0.103	-	-
HCM Control Delay (s/veh)	9.8	-	-	36.4	14.8	28.4	12.1	9.8	-	-
HCM Lane LOS	A	-	-	E	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.2	0.4	0.4	0.4	0.3	-	-

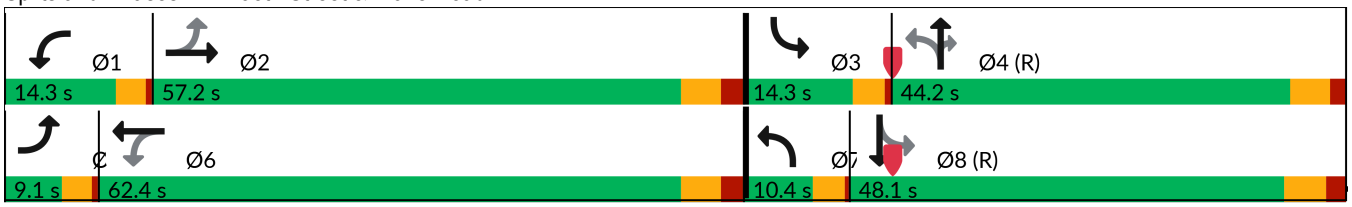
HORIZON YEAR (2036) TOTAL

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	95	69	105	40	67	34	535	286	77	404	4
Future Volume (vph)	16	95	69	105	40	67	34	535	286	77	404	4
Satd. Flow (prot)	1770	1745	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.682			0.361			0.495			0.392		
Satd. Flow (perm)	1270	1745	0	672	1688	0	922	3539	1583	730	3536	0
Satd. Flow (RTOR)		33			73				216		1	
Lane Group Flow (vph)	17	178	0	114	116	0	37	582	311	84	443	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	24.3	16.6		32.5	26.3		85.8	78.9	78.9	88.8	81.1	
Actuated g/C Ratio	0.19	0.13		0.25	0.20		0.66	0.61	0.61	0.68	0.62	
v/c Ratio	0.07	0.71		0.45	0.29		0.06	0.27	0.30	0.15	0.20	
Control Delay (s/veh)	34.6	58.7		43.4	19.7		9.3	16.3	7.8	8.1	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.6	58.7		43.4	19.7		9.3	16.3	7.8	8.1	12.0	
LOS	C	E		D	B		A	B	A	A	B	
Approach Delay (s/veh)		56.6			31.5			13.2			11.4	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)	11	119		77	29		11	130	48	21	83	
Queue Length 95th (ft)	29	188		120	82		m26	186	98	46	130	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	263	707		259	773		667	2148	1045	594	2206	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.25		0.44	0.15		0.06	0.27	0.30	0.14	0.20	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay (s/veh): 19.4 — Intersection LOS: B
Intersection Capacity Utilization 50.3% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	349	53	71	156	266	33	564	88	253	585	97
Future Volume (vph)	245	349	53	71	156	266	33	564	88	253	585	97
Satd. Flow (prot)	1770	1825	0	1770	1688	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.171			0.342			0.410			0.245		
Satd. Flow (perm)	319	1825	0	637	1688	0	764	3539	1583	456	3539	1583
Satd. Flow (RTOR)		7			81				136			105
Lane Group Flow (vph)	266	437	0	77	459	0	36	613	96	275	636	105
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	15.6	52.8		14.4	51.6		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	53.9	41.2		45.3	34.9		44.5	37.6	37.6	59.0	51.3	51.3
Actuated g/C Ratio	0.45	0.34		0.38	0.29		0.37	0.31	0.31	0.49	0.43	0.43
v/c Ratio	0.92	0.69		0.25	0.84		0.11	0.55	0.16	0.68	0.42	0.14
Control Delay (s/veh)	58.6	39.4		19.4	46.0		23.3	41.6	6.4	29.4	27.6	6.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.6	39.4		19.4	46.0		23.3	41.6	6.4	29.4	27.6	6.0
LOS	E	D		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		46.7			42.2			36.2			25.9	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	129	290		33	278		14	224	1	126	187	0
Queue Length 95th (ft)	#233	371		53	369		m43	#347	15	219	281	41
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	289	700		364	678		409	1108	589	448	1511	736
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	0.92	0.62		0.21	0.68		0.09	0.55	0.16	0.61	0.42	0.14

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 36.2 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Unser Boulevard & Blake Road

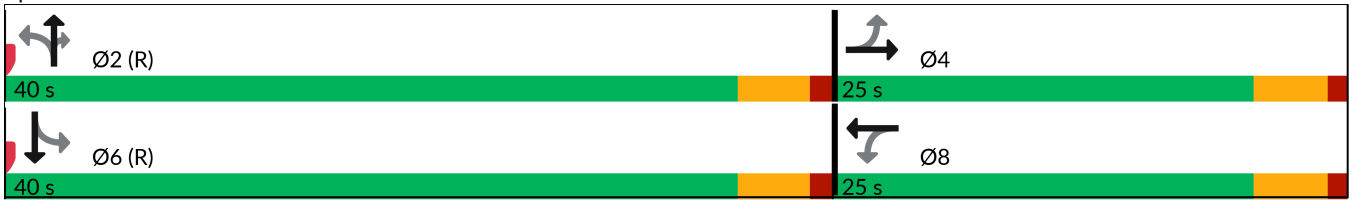


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	8	110	12	1	84	39	538	9	25	463	74
Future Volume (vph)	229	8	110	12	1	84	39	538	9	25	463	74
Satd. Flow (prot)	1770	1602	0	1770	1587	0	1770	3539	1583	1770	3465	0
Flt Permitted	0.697			0.674			0.424			0.423		
Satd. Flow (perm)	1298	1602	0	1255	1587	0	790	3539	1583	788	3465	0
Satd. Flow (RTOR)		120			91				25		43	
Lane Group Flow (vph)	249	129	0	13	92	0	42	585	10	27	583	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	16.7	16.7		16.7	16.7		39.3	39.3	39.3	39.3	39.3	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.60	0.60	0.60	0.60	0.60	
v/c Ratio	0.75	0.26		0.04	0.19		0.09	0.27	0.01	0.06	0.28	
Control Delay (s/veh)	36.1	5.8		16.8	4.3		7.3	7.2	1.4	8.4	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.1	5.8		16.8	4.3		7.3	7.2	1.4	8.4	7.2	
LOS	D	A		B	A		A	A	A	A	A	
Approach Delay (s/veh)		25.8			5.9			7.1			7.3	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	89	3		4	1		6	52	0	4	50	
Queue Length 95th (ft)	154	35		11	19		21	87	3	m21	127	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	409	587		395	562		478	2141	967	476	2113	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.61	0.22		0.03	0.16		0.09	0.27	0.01	0.06	0.28	

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay (s/veh): 11.2 Intersection LOS: B
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 98th Street & Amole Mesa Avenue



Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	28	0	0	0	73	5	0	0	6	22
Future Vol, veh/h	12	0	28	0	0	0	73	5	0	0	6	22
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	30	0	0	0	79	5	0	0	7	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	183	183	18	171	195	5	30	0	0	5	0	0
Stage 1	18	18	-	164	164	-	-	-	-	-	-	-
Stage 2	164	164	-	7	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	779	711	1060	793	701	1078	1582	-	-	1616	-	-
Stage 1	1001	880	-	838	762	-	-	-	-	-	-	-
Stage 2	838	762	-	1015	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	676	1060	731	666	1078	1582	-	-	1616	-	-
Mov Cap-2 Maneuver	740	676	-	731	666	-	-	-	-	-	-	-
Stage 1	1001	880	-	796	724	-	-	-	-	-	-	-
Stage 2	796	724	-	986	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.93	0	6.92	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1582	-	-	740	1060	-	1616	-	-
HCM Lane V/C Ratio	0.05	-	-	0.018	0.029	-	-	-	-
HCM Control Delay (s/veh)	7.4	-	-	10	8.5	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	-	0	-	-

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	129	0	143	30	0	45	52	410	16	16	508	50
Future Vol, veh/h	129	0	143	30	0	45	52	410	16	16	508	50
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	0	155	33	0	49	57	446	17	17	552	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	950	1190	303	870	1200	223	607	0	0	463	0	0
Stage 1	614	614	-	559	559	-	-	-	-	-	-	-
Stage 2	336	576	-	311	641	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	311	234	*944	*363	231	781	1143	-	-	1095	-	-
Stage 1	630	603	-	*481	509	-	-	-	-	-	-	-
Stage 2	652	500	-	*890	584	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	273	219	*944	*283	216	781	1143	-	-	1095	-	-
Mov Cap-2 Maneuver	393	333	-	*369	327	-	-	-	-	-	-	-
Stage 1	620	593	-	*457	484	-	-	-	-	-	-	-
Stage 2	581	476	-	*732	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.04	12.86	0.9	0.23
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	567	539	1095	-	-
HCM Lane V/C Ratio	0.049	-	-	0.521	0.151	0.016	-	-
HCM Control Delay (s/veh)	8.3	-	-	18	12.9	8.3	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3	0.5	0	-	-

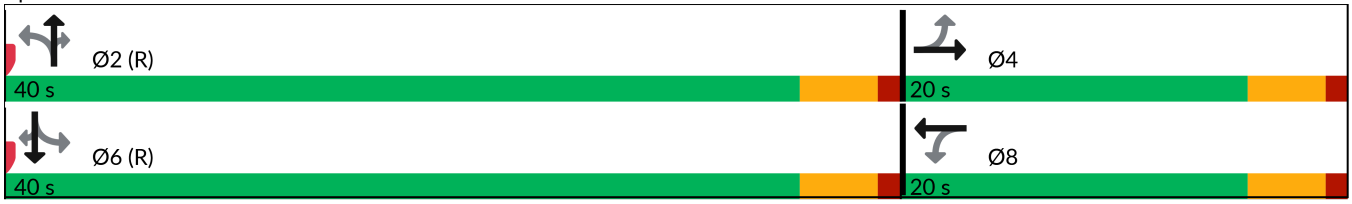
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	0	184	57	4	90	47	428	29	37	595	71
Future Volume (vph)	177	0	184	57	4	90	47	428	29	37	595	71
Satd. Flow (prot)	1770	1583	0	1770	1595	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.691			0.564			0.400			0.485		
Satd. Flow (perm)	1287	1583	0	1051	1595	0	745	3539	1583	903	3539	1583
Satd. Flow (RTOR)		263			98				32			77
Lane Group Flow (vph)	192	200	0	62	102	0	51	465	32	40	647	77
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	12.9	12.9		12.9	12.9		38.1	38.1	38.1	38.1	38.1	38.1
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.70	0.37		0.28	0.24		0.11	0.21	0.03	0.07	0.29	0.07
Control Delay (s/veh)	35.1	3.2		21.8	6.6		5.9	5.3	2.3	4.8	4.6	2.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.1	3.2		21.8	6.6		5.9	5.3	2.3	4.8	4.6	2.0
LOS	D	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		18.8			12.4			5.2			4.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	63	0		18	1		6	33	0	4	39	0
Queue Length 95th (ft)	120	22		45	32		20	55	8	m25	131	m29
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	332	604		271	484		473	2248	1017	573	2248	1033
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	0.58	0.33		0.23	0.21		0.11	0.21	0.03	0.07	0.29	0.07

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	11	10	0	42	1	15	0	15	6	0	18
Future Vol, veh/h	11	11	10	0	42	1	15	0	15	6	0	18
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	12	11	0	46	1	16	0	16	7	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	23	0	0	87	88	17	82	93	46
Stage 1	-	-	-	-	-	-	41	41	-	46	46	-
Stage 2	-	-	-	-	-	-	46	47	-	36	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1561	-	-	1592	-	-	899	802	1061	905	797	1023
Stage 1	-	-	-	-	-	-	973	861	-	968	856	-
Stage 2	-	-	-	-	-	-	968	856	-	980	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1592	-	-	875	796	1061	885	791	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	875	796	-	885	791	-
Stage 1	-	-	-	-	-	-	966	854	-	968	856	-
Stage 2	-	-	-	-	-	-	950	856	-	957	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.52	0	8.89	8.76
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	959	565	-	-	1592	-	-	985
HCM Lane V/C Ratio	0.034	0.008	-	-	-	-	-	0.026
HCM Control Delay (s/veh)	8.9	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

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	1	28	3	3	18	2	16	9	1	3	24	9
Future Vol, veh/h	1	28	3	3	18	2	16	9	1	3	24	9
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	3	3	20	2	17	10	1	3	26	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	34	0	0	73	63	32	65	63	21
Stage 1	-	-	-	-	-	-	34	34	-	27	27	-
Stage 2	-	-	-	-	-	-	39	28	-	38	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1578	-	-	917	828	1042	929	828	1057
Stage 1	-	-	-	-	-	-	982	866	-	990	873	-
Stage 2	-	-	-	-	-	-	976	872	-	978	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1594	-	-	1578	-	-	878	826	1042	915	825	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	826	-	915	825	-
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	936	870	-	965	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0.95	9.31	9.28
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	864	55	-	-	230	-	-	881
HCM Lane V/C Ratio	0.033	0.001	-	-	0.002	-	-	0.044
HCM Control Delay (s/veh)	9.3	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	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	6	15	0	30	2	21	9	7	2	1
Future Vol, veh/h	9	0	6	15	0	30	2	21	9	7	2	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	7	16	0	33	2	23	10	8	2	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	45	55	3	49	51	28	3	0	0	33	0	0
Stage 1	18	18	-	32	32	-	-	-	-	-	-	-
Stage 2	27	37	-	17	18	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	957	836	1081	951	841	1048	1619	-	-	1579	-	-
Stage 1	1001	880	-	984	868	-	-	-	-	-	-	-
Stage 2	990	864	-	1002	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	921	831	1081	939	836	1048	1619	-	-	1579	-	-
Mov Cap-2 Maneuver	921	831	-	939	836	-	-	-	-	-	-	-
Stage 1	996	876	-	983	867	-	-	-	-	-	-	-
Stage 2	958	863	-	991	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.74	8.75	0.45	5.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	106	-	-	979	1009	1181	-	-
HCM Lane V/C Ratio	0.001	-	-	0.017	0.048	0.005	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.7	8.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	60	76	0	15	0	30	0	21	11	32
Future Vol, veh/h	0	0	60	76	0	15	0	30	0	21	11	32
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	65	83	0	16	0	33	0	23	12	35

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	90	125	33	108	108	29	47	0	0	33	0	0
Stage 1	33	33	-	75	75	-	-	-	-	-	-	-
Stage 2	58	92	-	33	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	894	765	1041	871	782	1045	1561	-	-	1579	-	-
Stage 1	984	868	-	934	833	-	-	-	-	-	-	-
Stage 2	954	818	-	984	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	754	1041	805	771	1045	1561	-	-	1579	-	-
Mov Cap-2 Maneuver	867	754	-	805	771	-	-	-	-	-	-	-
Stage 1	984	868	-	920	820	-	-	-	-	-	-	-
Stage 2	925	806	-	922	868	-	-	-	-	-	-	-

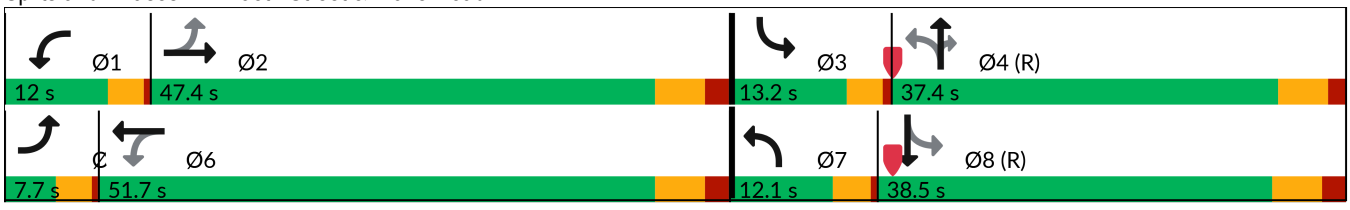
Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.69	9.88	0	2.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	514	-	-	1041	836	1561	-	-
HCM Lane V/C Ratio	0.014	-	-	0.063	0.118	-	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.7	9.9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	57	70	215	93	114	60	715	165	81	634	21
Future Volume (vph)	12	57	70	215	93	114	60	715	165	81	634	21
Satd. Flow (prot)	1770	1708	0	1770	1708	0	1770	3539	1583	1770	3522	0
Flt Permitted	0.618			0.474			0.345			0.308		
Satd. Flow (perm)	1151	1708	0	883	1708	0	643	3539	1583	574	3522	0
Satd. Flow (RTOR)		64			69				134		3	
Lane Group Flow (vph)	13	138	0	234	225	0	65	777	179	88	712	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	47.4		12.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	19.6	12.9		27.4	21.8		72.3	65.8	65.8	73.3	65.7	
Actuated g/C Ratio	0.18	0.12		0.25	0.20		0.66	0.60	0.60	0.67	0.60	
v/c Ratio	0.06	0.54		0.81	0.57		0.14	0.37	0.18	0.20	0.34	
Control Delay (s/veh)	29.8	32.1		58.5	33.7		6.6	13.7	4.9	7.5	12.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.8	32.1		58.5	33.7		6.6	13.7	4.9	7.5	12.7	
LOS	C	C		E	C		A	B	A	A	B	
Approach Delay (s/veh)		31.9			46.3			11.7			12.1	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	7	50		148	99		10	149	4	17	120	
Queue Length 95th (ft)	21	105		205	176		31	225	63	42	201	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			180			210		110	410		
Base Capacity (vph)	228	682		288	749		524	2115	1000	499	2106	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.20		0.81	0.30		0.12	0.37	0.18	0.18	0.34	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	229	58	121	290	198	87	601	93	267	729	243
Future Volume (vph)	164	229	58	121	290	198	87	601	93	267	729	243
Satd. Flow (prot)	1770	1807	0	1770	1749	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.154			0.452			0.275			0.199		
Satd. Flow (perm)	287	1807	0	842	1749	0	512	3539	1583	371	3539	1583
Satd. Flow (RTOR)		12			31				126			264
Lane Group Flow (vph)	178	312	0	132	530	0	95	653	101	290	792	264
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	59.2	44.7		56.8	44.1		46.9	37.3	37.3	61.5	47.9	47.9
Actuated g/C Ratio	0.46	0.34		0.44	0.34		0.36	0.29	0.29	0.47	0.37	0.37
v/c Ratio	0.71	0.50		0.30	0.86		0.36	0.64	0.19	0.76	0.61	0.35
Control Delay (s/veh)	35.2	34.4		20.1	52.3		27.7	48.4	10.1	37.5	37.9	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	34.4		20.1	52.3		27.7	48.4	10.1	37.5	37.9	5.4
LOS	D	C		C	D		C	D	B	D	D	A
Approach Delay (s/veh)		34.7			45.9			41.6			31.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	83	195		60	388		43	276	1	155	290	0
Queue Length 95th (ft)	118	268		90	502		76	#400	45	253	404	66
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	150						380		305	450		290
Base Capacity (vph)	254	716		455	711		317	1014	543	421	1303	749
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	0.70	0.44		0.29	0.75		0.30	0.64	0.19	0.69	0.61	0.35

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 37.3	Intersection LOS: D
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Unser Boulevard & Blake Road



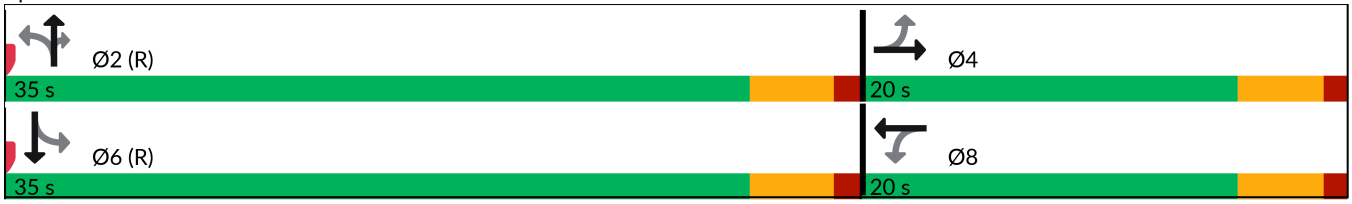
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	35	70	46	75	104	92	702	44	82	662	161
Future Volume (vph)	143	35	70	46	75	104	92	702	44	82	662	161
Satd. Flow (prot)	1770	1676	0	1770	1701	0	1770	3539	1583	1770	3437	0
Flt Permitted	0.596			0.684			0.291			0.346		
Satd. Flow (perm)	1110	1676	0	1274	1701	0	542	3539	1583	645	3437	0
Satd. Flow (RTOR)		76			113				48		87	
Lane Group Flow (vph)	155	114	0	50	195	0	100	763	48	89	895	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	20.0	20.0		20.0	20.0		35.0	35.0	35.0	35.0	35.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	11.9	11.9		11.9	11.9		34.1	34.1	34.1	34.1	34.1	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.62	0.62	0.62	0.62	0.62	
v/c Ratio	0.65	0.27		0.18	0.43		0.30	0.35	0.05	0.22	0.41	
Control Delay (s/veh)	31.8	9.0		17.6	10.1		8.9	6.7	2.3	9.4	7.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.8	9.0		17.6	10.1		8.9	6.7	2.3	9.4	7.9	
LOS	C	A		B	B		A	A	A	A	A	
Approach Delay (s/veh)		22.1			11.7			6.7			8.0	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	46	10		13	22		17	70	1	16	91	
Queue Length 95th (ft)	91	40		27	47		m35	93	m6	m52	200	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	312	526		359	560		336	2194	999	399	2163	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.22		0.14	0.35		0.30	0.35	0.05	0.22	0.41	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 25 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 9.5	Intersection LOS: A
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 98th Street & Amole Mesa Avenue



Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	1	102	0	0	1	155	84	0	0	65	45
Future Vol, veh/h	44	1	102	0	0	1	155	84	0	0	65	45
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	-	-	240	-	-	-	80	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	1	111	0	0	1	168	91	0	0	71	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	523	523	95	499	548	91	120	0	0	91	0	0
Stage 1	95	95	-	428	428	-	-	-	-	-	-	-
Stage 2	428	428	-	71	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	464	458	962	482	444	966	1468	-	-	1504	-	-
Stage 1	912	816	-	605	584	-	-	-	-	-	-	-
Stage 2	605	584	-	939	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	411	406	962	376	393	966	1468	-	-	1504	-	-
Mov Cap-2 Maneuver	411	406	-	376	393	-	-	-	-	-	-	-
Stage 1	912	816	-	535	517	-	-	-	-	-	-	-
Stage 2	535	517	-	829	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.98	8.73	5.04	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	410	962	966	1504	-	-
HCM Lane V/C Ratio	0.115	-	-	0.119	0.115	0.001	-	-	-
HCM Control Delay (s/veh)	7.8	-	-	15	9.2	8.7	0	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	0	60	21	0	32	137	709	54	55	592	151
Future Vol, veh/h	95	0	60	21	0	32	137	709	54	55	592	151
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	-	-	-	-	-	-	120	-	240	80	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	0	65	23	0	35	149	771	59	60	643	164

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1528	1972	404	1510	1996	385	808	0	0	829	0	0
Stage 1	845	845	-	1068	1068	-	-	-	-	-	-	-
Stage 2	683	1127	-	441	927	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	107	68	*918	*111	66	613	969	-	-	798	-	-
Stage 1	470	480	-	*237	296	-	-	-	-	-	-	-
Stage 2	405	278	-	*866	435	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0		0	-	-		-	-
Mov Cap-1 Maneuver	~ 79	53	*918	*81	51	613	969	-	-	798	-	-
Mov Cap-2 Maneuver	183	134	-	*162	138	-	-	-	-	-	-	-
Stage 1	434	444	-	*200	251	-	-	-	-	-	-	-
Stage 2	324	235	-	*744	402	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	39.47	20.34	1.43	0.68
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	969	-	-	265	292	798	-	-
HCM Lane V/C Ratio	0.154	-	-	0.635	0.197	0.075	-	-
HCM Control Delay (s/veh)	9.4	-	-	39.5	20.3	9.9	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	3.9	0.7	0.2	-	-

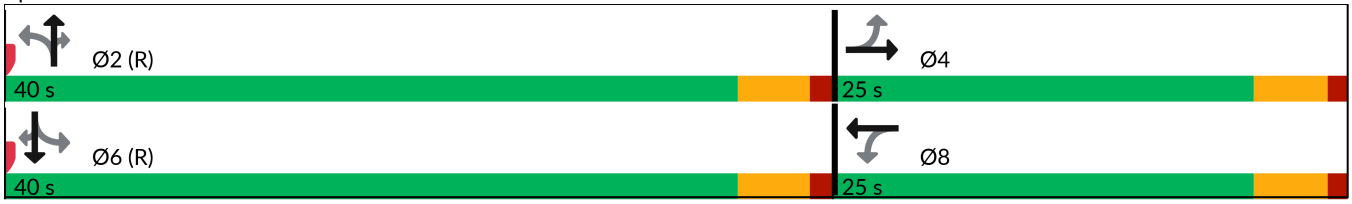
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	6	98	20	2	59	156	667	49	79	653	212
Future Volume (vph)	99	6	98	20	2	59	156	667	49	79	653	212
Satd. Flow (prot)	1770	1600	0	1770	1593	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.714			0.684			0.379			0.372		
Satd. Flow (perm)	1330	1600	0	1274	1593	0	706	3539	1583	693	3539	1583
Satd. Flow (RTOR)		107			64				53			230
Lane Group Flow (vph)	108	114	0	22	66	0	170	725	53	86	710	230
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	40.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	10.6	10.6		10.5	10.5		48.4	48.4	48.4	48.4	48.4	48.4
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.74	0.74	0.74	0.74	0.74	0.74
v/c Ratio	0.50	0.33		0.11	0.21		0.32	0.28	0.04	0.17	0.27	0.19
Control Delay (s/veh)	31.9	8.6		22.3	8.5		6.8	4.3	1.6	2.0	1.6	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 (s/veh)	31.9	8.6		22.3	8.5		6.8	4.3	1.6	2.0	1.6	0.5
LOS	C	A		C	A		A	A	A	A	A	A
Approach Delay (s/veh)		19.9			12.0			4.6			1.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	40	2		8	1		21	45	0	6	27	0
Queue Length 95th (ft)	77	37		23	27		65	86	10	m10	33	2
Internal Link Dist (ft)		330			238			1659			628	
Turn Bay Length (ft)	115						300		145	365		240
Base Capacity (vph)	419	577		401	546		525	2635	1192	516	2635	1237
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	0.26	0.20		0.05	0.12		0.32	0.28	0.04	0.17	0.27	0.19

Intersection Summary		
Cycle Length: 65		
Actuated Cycle Length: 65		
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.50		
Intersection Signal Delay (s/veh): 4.9	Intersection LOS: A	
Intersection Capacity Utilization 55.2%	ICU Level of Service B	
Analysis Period (min) 15		

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Unser Boulevard & Anderson Hill Avenue



Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	36	37	0	30	4	10	0	11	4	0	13
Future Vol, veh/h	36	36	37	0	30	4	10	0	11	4	0	13
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	39	40	0	33	4	11	0	12	4	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	79	0	0	170	174	59	152	192	35
Stage 1	-	-	-	-	-	-	138	138	-	35	35	-
Stage 2	-	-	-	-	-	-	33	37	-	117	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1519	-	-	793	719	1006	815	703	1038
Stage 1	-	-	-	-	-	-	866	783	-	981	866	-
Stage 2	-	-	-	-	-	-	984	864	-	887	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1574	-	-	1519	-	-	762	700	1006	784	684	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	700	-	784	684	-
Stage 1	-	-	-	-	-	-	843	762	-	981	866	-
Stage 2	-	-	-	-	-	-	970	864	-	854	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.43	0	9.23	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	873	540	-	-	1519	-	-	965
HCM Lane V/C Ratio	0.026	0.025	-	-	-	-	-	0.019
HCM Control Delay (s/veh)	9.2	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

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	4	45	2	3	13	7	15	28	4	2	17	6
Future Vol, veh/h	4	45	2	3	13	7	15	28	4	2	17	6
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	49	2	3	14	8	16	30	4	2	18	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	51	0	0	89	87	50	97	84	18
Stage 1	-	-	-	-	-	-	59	59	-	24	24	-
Stage 2	-	-	-	-	-	-	30	28	-	73	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1555	-	-	897	803	1018	885	806	1061
Stage 1	-	-	-	-	-	-	953	846	-	993	875	-
Stage 2	-	-	-	-	-	-	987	872	-	937	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1594	-	-	1555	-	-	866	799	1018	844	802	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	866	799	-	844	802	-
Stage 1	-	-	-	-	-	-	950	844	-	991	873	-
Stage 2	-	-	-	-	-	-	958	870	-	897	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	0.95	9.59	9.35
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	140	-	-	219	-	-	855
HCM Lane V/C Ratio	0.061	0.003	-	-	0.002	-	-	0.032
HCM Control Delay (s/veh)	9.6	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	5	11	0	21	7	15	29	25	7	4
Future Vol, veh/h	6	0	5	11	0	21	7	15	29	25	7	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	5	12	0	23	8	16	32	27	8	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	127	10	109	114	32	12	0	0	48	0	0
Stage 1	64	64	-	47	47	-	-	-	-	-	-	-
Stage 2	32	63	-	62	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	887	763	1072	869	777	1042	1607	-	-	1559	-	-
Stage 1	947	841	-	966	855	-	-	-	-	-	-	-
Stage 2	985	842	-	949	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	848	746	1072	846	759	1042	1607	-	-	1559	-	-
Mov Cap-2 Maneuver	848	746	-	846	759	-	-	-	-	-	-	-
Stage 1	930	827	-	962	851	-	-	-	-	-	-	-
Stage 2	959	838	-	928	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.89	8.87	1	5.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	218	-	-	937	965	1165	-	-
HCM Lane V/C Ratio	0.005	-	-	0.013	0.036	0.017	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	42	53	0	11	0	22	0	72	36	109
Future Vol, veh/h	0	0	42	53	0	11	0	22	0	72	36	109
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	46	58	0	12	0	24	0	78	39	118

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	220	338	24	279	279	98	158	0	0	24	0	0
Stage 1	24	24	-	255	255	-	-	-	-	-	-	-
Stage 2	196	314	-	24	24	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	737	583	1053	674	629	958	1422	-	-	1591	-	-
Stage 1	994	875	-	750	696	-	-	-	-	-	-	-
Stage 2	806	656	-	994	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	551	1053	609	595	958	1422	-	-	1591	-	-
Mov Cap-2 Maneuver	688	551	-	609	595	-	-	-	-	-	-	-
Stage 1	994	875	-	709	658	-	-	-	-	-	-	-
Stage 2	753	620	-	951	875	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	8.58	11.2	0	2.45
HCM LOS	A	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	519	-	-	1053	650	1422	-	-
HCM Lane V/C Ratio	0.049	-	-	0.043	0.107	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.6	11.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.4	0	-	-

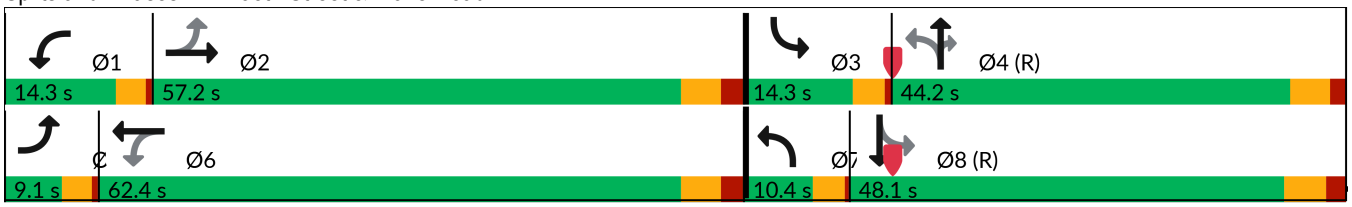
HORIZON YEAR (2036) WITH MITIGATION

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	95	69	105	40	67	34	535	286	77	404	4
Future Volume (vph)	16	95	69	105	40	67	34	535	286	77	404	4
Satd. Flow (prot)	1770	1745	0	1770	1688	0	1770	3539	1583	1770	3536	0
Flt Permitted	0.682			0.361			0.495			0.392		
Satd. Flow (perm)	1270	1745	0	672	1688	0	922	3539	1583	730	3536	0
Satd. Flow (RTOR)		33			73				216		1	
Lane Group Flow (vph)	17	178	0	114	116	0	37	582	311	84	443	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	9.1	57.2		14.3	62.4		10.4	44.2	44.2	14.3	48.1	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	24.3	16.6		32.5	26.3		85.8	78.9	78.9	88.8	81.1	
Actuated g/C Ratio	0.19	0.13		0.25	0.20		0.66	0.61	0.61	0.68	0.62	
v/c Ratio	0.07	0.71		0.45	0.29		0.06	0.27	0.30	0.15	0.20	
Control Delay (s/veh)	34.6	58.7		43.4	19.7		9.7	17.0	8.5	8.1	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.6	58.7		43.4	19.7		9.7	17.0	8.5	8.1	12.0	
LOS	C	E		D	B		A	B	A	A	B	
Approach Delay (s/veh)		56.6			31.5			13.9			11.4	
Approach LOS		E			C			B			B	
Queue Length 50th (ft)	11	119		77	29		13	133	42	21	83	
Queue Length 95th (ft)	29	188		120	82		m28	186	100	46	130	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			205			210		110	410		
Base Capacity (vph)	263	707		259	773		667	2148	1045	594	2206	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.25		0.44	0.15		0.06	0.27	0.30	0.14	0.20	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 32.5 (25%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: 98th Street & Blake Road

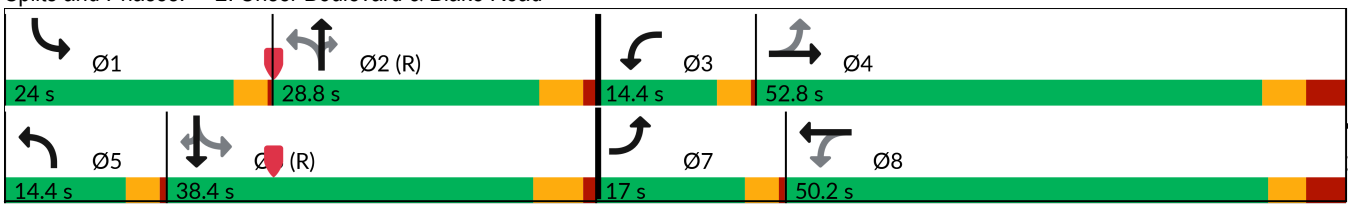


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	349	53	71	156	266	33	564	88	253	585	97
Future Volume (vph)	245	349	53	71	156	266	33	564	88	253	585	97
Satd. Flow (prot)	1770	1825	0	1770	1688	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.165			0.363			0.410			0.239		
Satd. Flow (perm)	307	1825	0	676	1688	0	764	3539	1583	445	3539	1583
Satd. Flow (RTOR)		7			80				136			105
Lane Group Flow (vph)	266	437	0	77	459	0	36	613	96	275	636	105
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	17.0	52.8		14.4	50.2		14.4	28.8	28.8	24.0	38.4	38.4
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	54.8	42.1		44.9	34.5		43.6	36.7	36.7	58.2	50.4	50.4
Actuated g/C Ratio	0.46	0.35		0.37	0.29		0.36	0.31	0.31	0.49	0.42	0.42
v/c Ratio	0.88	0.68		0.24	0.85		0.11	0.57	0.17	0.69	0.43	0.14
Control Delay (s/veh)	50.8	38.1		18.9	47.3		23.8	42.5	6.4	30.5	28.3	6.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.8	38.1		18.9	47.3		23.8	42.5	6.4	30.5	28.3	6.0
LOS	D	D		B	D		C	D	A	C	C	A
Approach Delay (s/veh)		42.9			43.2			37.0			26.6	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	126	285		32	280		14	227	1	129	192	0
Queue Length 95th (ft)	#230	371		53	377		m43	#347	15	219	281	41
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	230						380		305	450		290
Base Capacity (vph)	304	700		374	658		404	1082	578	442	1485	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	0.88	0.62		0.21	0.70		0.09	0.57	0.17	0.62	0.43	0.14

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 93.6 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 36.0	Intersection LOS: D
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Unser Boulevard & Blake Road

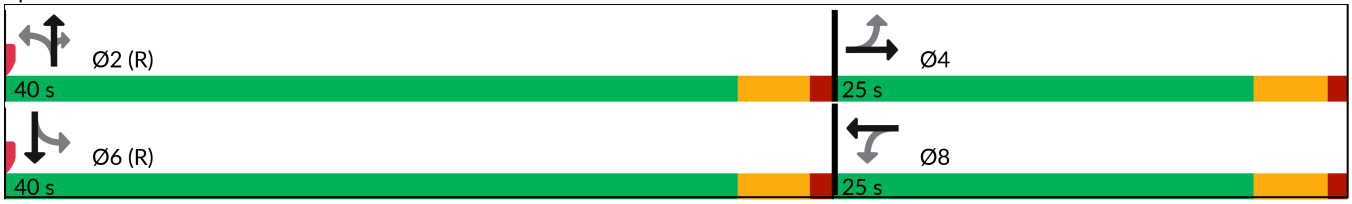


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	8	110	12	1	84	39	538	9	25	463	74
Future Volume (vph)	229	8	110	12	1	84	39	538	9	25	463	74
Satd. Flow (prot)	1770	1602	0	1770	1587	0	1770	3539	1583	1770	3465	0
Flt Permitted	0.697			0.674			0.424			0.423		
Satd. Flow (perm)	1298	1602	0	1255	1587	0	790	3539	1583	788	3465	0
Satd. Flow (RTOR)		120			91				25		43	
Lane Group Flow (vph)	249	129	0	13	92	0	42	585	10	27	583	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	25.0	25.0		25.0	25.0		40.0	40.0	40.0	40.0	40.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	16.7	16.7		16.7	16.7		39.3	39.3	39.3	39.3	39.3	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.60	0.60	0.60	0.60	0.60	
v/c Ratio	0.75	0.26		0.04	0.19		0.09	0.27	0.01	0.06	0.28	
Control Delay (s/veh)	36.1	5.8		16.9	4.5		8.2	8.8	2.3	8.4	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	36.1	5.8		16.9	4.5		8.2	8.8	2.3	8.4	7.2	
LOS	D	A		B	A		A	A	A	A	A	
Approach Delay (s/veh)		25.8			6.1			8.7			7.3	
Approach LOS		C			A			A			A	
Queue Length 50th (ft)	89	3		4	1		10	77	1	4	50	
Queue Length 95th (ft)	154	35		11	20		m27	118	m1	m21	127	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	409	587		395	562		478	2141	967	476	2113	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.61	0.22		0.03	0.16		0.09	0.27	0.01	0.06	0.28	

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay (s/veh): 11.8 Intersection LOS: B
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

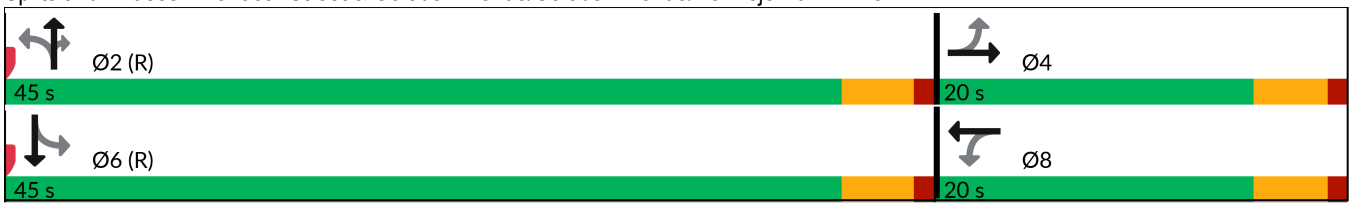
Splits and Phases: 3: 98th Street & Amole Mesa Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	0	143	30	0	45	52	410	16	16	508	50
Future Volume (vph)	129	0	143	30	0	45	52	410	16	16	508	50
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3493	0
Flt Permitted	0.725			0.628			0.423			0.494		
Satd. Flow (perm)	1350	1583	0	1170	1583	0	788	3539	1583	920	3493	0
Satd. Flow (RTOR)		346			434				25		30	
Lane Group Flow (vph)	140	155	0	33	49	0	57	446	17	17	606	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	20.0	20.0		20.0	20.0		45.0	45.0	45.0	45.0	45.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	11.6	11.6		11.6	11.6		44.4	44.4	44.4	44.4	44.4	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.68	0.68	0.68	0.68	0.68	
v/c Ratio	0.58	0.27		0.16	0.08		0.11	0.18	0.02	0.03	0.25	
Control Delay (s/veh)	33.8	1.2		22.7	0.2		5.0	4.4	1.7	2.3	1.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	33.8	1.2		22.7	0.2		5.0	4.4	1.7	2.3	1.8	
LOS	C	A		C	A		A	A	A	A	A	
Approach Delay (s/veh)		16.6			9.3			4.4			1.8	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)	51	0		11	0		6	27	0	1	11	
Queue Length 95th (ft)	96	0		31	0		21	52	5	3	24	
Internal Link Dist (ft)		638			578			1573			1247	
Turn Bay Length (ft)	100			80			120		240	80		
Base Capacity (vph)	321	640		279	707		538	2418	1089	628	2396	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.24		0.12	0.07		0.11	0.18	0.02	0.03	0.25	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 65	
Offset: 28 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

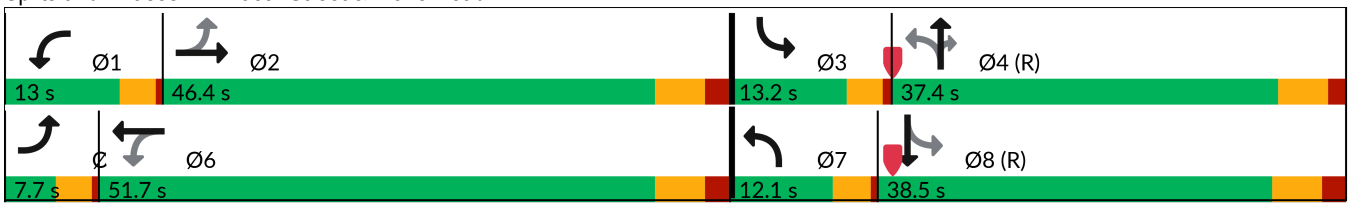
Splits and Phases: 5: 98th Street & Colobel Avenue/Colobel Avenue/Vermejo Park Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	57	70	215	93	114	60	715	165	81	634	21
Future Volume (vph)	12	57	70	215	93	114	60	715	165	81	634	21
Satd. Flow (prot)	1770	1708	0	1770	1708	0	1770	3539	1583	1770	3522	0
Flt Permitted	0.618			0.469			0.344			0.306		
Satd. Flow (perm)	1151	1708	0	874	1708	0	641	3539	1583	570	3522	0
Satd. Flow (RTOR)		63			69				134		3	
Lane Group Flow (vph)	13	138	0	234	225	0	65	777	179	88	712	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Total Split (s)	7.7	46.4		13.0	51.7		12.1	37.4	37.4	13.2	38.5	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	5.5	5.5	3.5	6.0	
Act Effct Green (s)	19.2	12.5		28.0	22.4		71.7	65.2	65.2	72.7	65.2	
Actuated g/C Ratio	0.17	0.11		0.25	0.20		0.65	0.59	0.59	0.66	0.59	
v/c Ratio	0.06	0.55		0.78	0.56		0.14	0.37	0.18	0.20	0.34	
Control Delay (s/veh)	29.8	33.6		54.5	33.1		6.5	13.7	4.7	7.6	12.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.8	33.6		54.5	33.1		6.5	13.7	4.7	7.6	12.9	
LOS	C	C		D	C		A	B	A	A	B	
Approach Delay (s/veh)		33.2			44.0			11.6			12.3	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	7	51		147	97		10	152	4	17	123	
Queue Length 95th (ft)	21	107		205	176		30	222	64	42	200	
Internal Link Dist (ft)		499			2704			239			1226	
Turn Bay Length (ft)	185			205			210		110	410		
Base Capacity (vph)	224	667		299	749		519	2097	992	493	2088	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.06	0.21		0.78	0.30		0.13	0.37	0.18	0.18	0.34	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 45.1 (41%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: 98th Street & Blake Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	229	58	121	290	198	87	601	93	267	729	243
Future Volume (vph)	164	229	58	121	290	198	87	601	93	267	729	243
Satd. Flow (prot)	1770	1807	0	1770	1749	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.154			0.452			0.275			0.199		
Satd. Flow (perm)	287	1807	0	842	1749	0	512	3539	1583	371	3539	1583
Satd. Flow (RTOR)		12			31				126			264
Lane Group Flow (vph)	178	312	0	132	530	0	95	653	101	290	792	264
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	14.3	58.5		14.3	58.5		15.6	31.2	31.2	26.0	41.6	41.6
Total Lost Time (s)	3.5	7.5		3.5	7.0		3.5	5.0	5.0	3.5	5.5	5.5
Act Effct Green (s)	59.2	44.7		56.8	44.1		46.9	37.3	37.3	61.5	47.9	47.9
Actuated g/C Ratio	0.46	0.34		0.44	0.34		0.36	0.29	0.29	0.47	0.37	0.37
v/c Ratio	0.71	0.50		0.30	0.86		0.36	0.64	0.19	0.76	0.61	0.35
Control Delay (s/veh)	35.2	34.4		20.1	52.3		27.7	48.4	10.1	37.5	37.9	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	34.4		20.1	52.3		27.7	48.4	10.1	37.5	37.9	5.4
LOS	D	C		C	D		C	D	B	D	D	A
Approach Delay (s/veh)		34.7			45.9			41.6			31.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	83	195		60	388		43	276	1	155	290	0
Queue Length 95th (ft)	118	268		90	502		76	#400	45	253	404	66
Internal Link Dist (ft)		2704			1290			516			964	
Turn Bay Length (ft)	230						380		305	450		290
Base Capacity (vph)	254	716		455	711		317	1014	543	421	1303	749
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	0.70	0.44		0.29	0.75		0.30	0.64	0.19	0.69	0.61	0.35

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 80.6 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 37.3	Intersection LOS: D
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Unser Boulevard & Blake Road

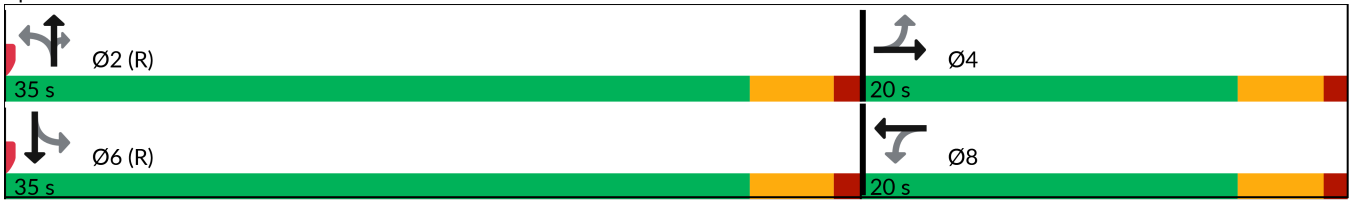


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	35	70	46	75	104	92	702	44	82	662	161
Future Volume (vph)	143	35	70	46	75	104	92	702	44	82	662	161
Satd. Flow (prot)	1770	1676	0	1770	1701	0	1770	3539	1583	1770	3437	0
Flt Permitted	0.596			0.684			0.291			0.346		
Satd. Flow (perm)	1110	1676	0	1274	1701	0	542	3539	1583	645	3437	0
Satd. Flow (RTOR)		76			113				48		87	
Lane Group Flow (vph)	155	114	0	50	195	0	100	763	48	89	895	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	20.0	20.0		20.0	20.0		35.0	35.0	35.0	35.0	35.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	11.9	11.9		11.9	11.9		34.1	34.1	34.1	34.1	34.1	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.62	0.62	0.62	0.62	0.62	
v/c Ratio	0.65	0.27		0.18	0.43		0.30	0.35	0.05	0.22	0.41	
Control Delay (s/veh)	31.8	9.0		17.7	10.2		6.4	4.3	0.9	9.4	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	31.8	9.0		17.7	10.2		6.4	4.3	0.9	9.4	7.8	
LOS	C	A		B	B		A	A	A	A	A	
Approach Delay (s/veh)		22.1			11.7			4.3			8.0	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)	46	10		13	22		10	41	1	16	90	
Queue Length 95th (ft)	91	40		26	47		18	51	1	m52	199	
Internal Link Dist (ft)		684			1283			1247			973	
Turn Bay Length (ft)	125			80			110		95	140		
Base Capacity (vph)	312	526		359	560		336	2194	999	399	2163	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.22		0.14	0.35		0.30	0.35	0.05	0.22	0.41	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 55	
Offset: 25 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 98th Street & Amole Mesa Avenue

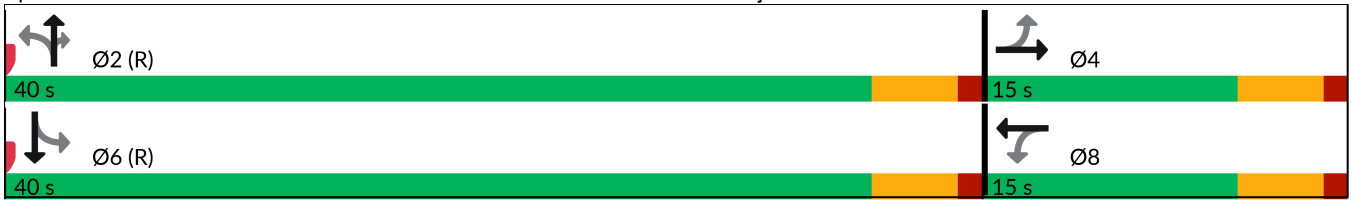


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	0	60	21	0	32	137	709	54	55	592	151
Future Volume (vph)	95	0	60	21	0	32	137	709	54	55	592	151
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3539	1583	1770	3433	0
Flt Permitted	0.734			0.715			0.341			0.356		
Satd. Flow (perm)	1367	1583	0	1332	1583	0	635	3539	1583	663	3433	0
Satd. Flow (RTOR)		299			229				59		116	
Lane Group Flow (vph)	103	65	0	23	35	0	149	771	59	60	807	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Total Split (s)	15.0	15.0		15.0	15.0		40.0	40.0	40.0	40.0	40.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	8.7	8.7		8.7	8.7		40.2	40.2	40.2	40.2	40.2	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.73	0.73	0.73	0.73	0.73	
v/c Ratio	0.48	0.13		0.11	0.08		0.32	0.30	0.05	0.12	0.32	
Control Delay (s/veh)	28.1	0.5		20.0	0.3		6.1	4.2	1.4	2.3	1.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	28.1	0.5		20.0	0.3		6.1	4.2	1.4	2.3	1.5	
LOS	C	A		B	A		A	A	A	A	A	
Approach Delay (s/veh)		17.4			8.1			4.3			1.5	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)	31	0		6	0		22	60	1	3	14	
Queue Length 95th (ft)	68	0		22	0		m41	66	m3	6	20	
Internal Link Dist (ft)		638			578			1573			1247	
Turn Bay Length (ft)	100			80			120		240	80		
Base Capacity (vph)	260	544		254	487		463	2585	1172	484	2539	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.12		0.09	0.07		0.32	0.30	0.05	0.12	0.32	

Intersection Summary

Cycle Length: 55
Actuated Cycle Length: 55
Offset: 52 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay (s/veh): 4.3 Intersection LOS: A
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: 98th Street & Colobel Avenue/Colobel Avenue/Vermejo Park Drive



NMDOT-OWNED INTERSECTIONS

NMDOT-OWNED INTERSECTIONS
EXISTING (2025)

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,554.0	24.90	57.6	E
2	1,522.0	37.30	88.2	F
3	1,523.0	35.80	84.7	F
4	1,497.0	37.60	90.4	F
5	1,503.0	38.00	91.1	F
6	1,535.0	32.50	76.3	E
7	1,512.0	34.10	81.3	F
8	1,506.0	36.30	86.9	F
9	1,503.0	37.30	89.4	F
10	1,503.0	34.60	83.0	F
Average:	**1,515.8**	**34.84**	**82.9**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,886.0	1.90	3.6	A
2	1,859.0	1.40	2.7	A
3	1,840.0	2.10	4.1	A
4	1,834.0	1.60	3.1	A
5	1,835.0	1.80	3.6	A
6	1,856.0	1.80	3.4	A
7	1,843.0	1.80	3.5	A
8	1,833.0	1.90	3.8	A
9	1,840.0	1.30	2.5	A
10	1,838.0	1.90	3.7	A
Average:	**1,846.4**	**1.75**	**3.4**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,759.0	40.30	38.6	D
2	3,725.0	43.70	42.2	D
3	3,732.0	40.40	39.0	D
4	3,726.0	40.60	39.2	D
5	3,729.0	40.70	39.3	D
6	3,746.0	39.80	38.3	D
7	3,723.0	40.60	39.3	D
8	3,724.0	41.60	40.3	D

9	3,746.0	41.60	40.0	D
10	3,730.0	40.70	39.3	D
Average:	**3,734.0**	**41.00**	**39.5**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,983.0	11.30	20.6	C
2	1,956.0	10.30	19.0	B
3	1,955.0	10.50	19.3	B
4	1,940.0	10.00	18.6	B
5	1,940.0	10.20	19.0	B
6	1,968.0	12.20	22.4	C
7	1,952.0	10.10	18.7	B
8	1,947.0	10.70	19.8	B
9	1,945.0	9.60	17.8	B
10	1,942.0	10.80	20.1	C
Average:	**1,952.8**	**10.57**	**19.5**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	34.8	3.9	24.9	38.0	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	1.8	0.2	1.3	2.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	41.0	1.1	39.8	43.7	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	10.6	0.7	9.6	12.2	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	82.9	10.0	57.6	91.1	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	3.4	0.5	2.5	4.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	39.5	1.1	38.3	42.2	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	19.5	1.3	17.8	22.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	121.0	0.40	13.3	B
2	120.0	0.40	12.6	B
3	121.0	0.40	12.3	B
4	120.0	0.40	11.7	B
5	120.0	0.40	11.5	B
6	121.0	0.50	13.9	B
7	121.0	0.40	13.0	B
8	118.0	0.40	12.1	B
9	121.0	0.40	11.5	B
10	120.0	0.40	12.2	B
Average:	**120.3**	**0.41**	**12.4**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	8.0	0.00	2.7	A
2	9.0	0.00	1.1	A
3	9.0	0.00	2.6	A
4	9.0	0.00	3.1	A
5	9.0	0.00	1.8	A
6	9.0	0.00	1.3	A
7	8.0	0.00	0.4	A
8	9.0	0.00	1.1	A
9	10.0	0.00	1.6	A
10	9.0	0.00	1.7	A
Average:	**8.9**	**0.00**	**1.7**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	422.0	1.50	13.2	B
2	423.0	1.50	12.5	B
3	431.0	1.50	12.9	B
4	422.0	1.40	12.1	B
5	426.0	1.40	12.1	B
6	423.0	1.40	12.2	B
7	421.0	1.30	11.4	B
8	425.0	1.20	10.5	B
9	421.0	1.20	10.6	B
10	421.0	1.50	12.5	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**423.5**	**1.39**	**12.0**	**B**
NB L on 98th Street: Superlink ID 12				
1	9.0	0.10	46.3	D
2	8.0	0.10	27.5	C
3	9.0	0.10	29.0	C
4	9.0	0.10	39.2	D
5	10.0	0.10	41.6	D
6	9.0	0.10	41.8	D
7	9.0	0.00	17.5	B
8	10.0	0.10	24.1	C
9	9.0	0.00	19.4	B
10	9.0	0.10	40.9	D
Average:	**9.1**	**0.08**	**32.7**	**C**
NB R on 98th Street: Superlink ID 12				
1	47.0	0.50	42.1	D
2	49.0	0.60	45.4	D
3	48.0	0.70	49.4	D
4	47.0	0.60	49.3	D
5	48.0	0.70	48.9	D
6	49.0	0.50	38.3	D
7	50.0	0.50	38.2	D
8	47.0	0.70	50.6	D
9	46.0	0.50	41.0	D
10	48.0	0.60	45.6	D
Average:	**47.9**	**0.59**	**44.9**	**D**
NB T on 98th Street: Superlink ID 12				
1	19.0	0.20	38.9	D
2	19.0	0.20	43.6	D
3	19.0	0.30	58.6	E
4	19.0	0.20	30.1	C
5	20.0	0.20	43.3	D
6	19.0	0.20	33.9	C
7	20.0	0.30	52.5	D
8	19.0	0.20	35.6	D
9	19.0	0.20	45.4	D
10	19.0	0.20	32.8	C
Average:	**19.2**	**0.22**	**41.5**	**D**
SB L on 98th Street: Superlink ID 2				
1	339.0	17.40	185.1	F
2	298.0	29.30	353.8	F
3	298.0	27.60	333.1	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	284.0	29.90	379.3	F
5	275.0	29.80	390.1	F
6	307.0	24.90	291.6	F
7	288.0	26.20	327.8	F
8	284.0	28.60	362.2	F
9	286.0	29.60	373.0	F
10	287.0	26.80	336.7	F
Average:	**294.6**	**27.01**	**333.3**	**F**
SB T on 98th Street: Superlink ID 2				
1	8.0	0.10	37.3	D
2	12.0	0.30	85.0	F
3	11.0	0.30	91.5	F
4	9.0	0.30	103.0	F
5	13.0	0.30	93.9	F
6	13.0	0.20	66.1	E
7	10.0	0.30	95.9	F
8	13.0	0.30	85.3	F
9	13.0	0.30	92.0	F
10	8.0	0.10	60.0	E
Average:	**11.0**	**0.25**	**81.0**	**F**
SB TR on 98th Street: Superlink ID 2				
1	149.0	1.50	35.9	D
2	143.0	2.10	52.5	D
3	145.0	2.00	50.3	D
4	137.0	2.00	51.4	D
5	140.0	2.20	56.3	E
6	146.0	1.80	44.1	D
7	143.0	2.00	50.1	D
8	138.0	2.00	52.4	D
9	141.0	2.10	52.7	D
10	143.0	1.90	48.7	D
Average:	**142.5**	**1.96**	**49.4**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	15.0	0.10	27.3	C
2	17.0	0.10	27.5	C
3	16.0	0.10	24.3	C
4	18.0	0.10	22.6	C
5	18.0	0.10	25.1	C
6	18.0	0.10	25.3	C
7	16.0	0.10	24.6	C
8	16.0	0.10	21.3	C
9	18.0	0.10	18.8	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	17.0	0.10	24.4	C
Average:	**16.9**	**0.10**	**24.1**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	114.0	0.20	5.2	A
2	115.0	0.20	5.6	A
3	110.0	0.20	5.6	A
4	117.0	0.20	6.5	A
5	115.0	0.20	4.8	A
6	112.0	0.20	6.3	A
7	116.0	0.20	6.4	A
8	117.0	0.20	5.3	A
9	114.0	0.20	5.3	A
10	114.0	0.20	5.9	A
Average:	**114.4**	**0.20**	**5.7**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	303.0	2.70	32.0	C
2	309.0	2.50	29.3	C
3	306.0	2.70	31.3	C
4	306.0	2.40	28.5	C
5	309.0	2.60	30.4	C
6	309.0	2.60	30.6	C
7	310.0	2.70	31.4	C
8	310.0	2.60	30.5	C
9	305.0	2.60	30.6	C
10	308.0	2.70	31.1	C
Average:	**307.5**	**2.61**	**30.6**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Dennis Chavez Blvd: Superlink ID 5				
1	1,241.0	0.20	0.7	A
2	1,211.0	0.10	0.2	A
3	1,199.0	0.40	1.3	A
4	1,190.0	0.20	0.7	A
5	1,188.0	0.30	0.8	A
6	1,208.0	0.30	0.9	A
7	1,196.0	0.10	0.3	A
8	1,191.0	0.10	0.3	A
9	1,196.0	0.20	0.5	A
10	1,204.0	0.30	1.0	A
Average:	**1,202.4**	**0.22**	**0.6**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LTR on Condershire Dr: Superlink ID 7				
1	47.0	0.70	51.0	F
2	47.0	0.80	57.5	F
3	43.0	0.90	79.3	F
4	46.0	0.80	65.2	F
5	49.0	0.90	67.0	F
6	48.0	0.90	68.0	F
7	49.0	0.90	64.9	F
8	48.0	1.00	73.2	F
9	49.0	0.70	49.8	E
10	48.0	0.70	49.8	E
Average:	**47.4**	**0.83**	**62.6**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	38.0	0.30	32.7	D
2	38.0	0.20	23.3	C
3	38.0	0.40	37.4	E
4	39.0	0.20	22.2	C
5	39.0	0.40	34.0	D
6	37.0	0.50	44.3	E
7	38.0	0.60	52.8	F
8	37.0	0.40	40.8	E
9	41.0	0.30	29.8	D
10	37.0	0.30	31.8	D
Average:	**38.2**	**0.36**	**34.9**	**D**
WB LTR on Dennis Chavez Blvd: Superlink ID 17				
1	560.0	0.60	4.1	A
2	563.0	0.30	2.1	A
3	560.0	0.40	2.3	A
4	559.0	0.30	1.6	A
5	559.0	0.30	2.0	A
6	563.0	0.10	0.7	A
7	560.0	0.20	1.5	A
8	557.0	0.40	2.7	A
9	554.0	0.10	0.4	A
10	549.0	0.60	3.6	A
Average:	**558.4**	**0.33**	**2.1**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	57.0	0.40	24.8	C
2	53.0	0.50	30.9	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	57.0	0.50	30.1	C
4	57.0	0.40	27.0	C
5	54.0	0.50	33.4	C
6	58.0	0.40	25.2	C
7	55.0	0.40	25.3	C
8	54.0	0.40	29.6	C
9	57.0	0.40	22.4	C
10	54.0	0.40	25.6	C
Average:	**55.6**	**0.43**	**27.4**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	425.0	4.90	41.7	D
2	414.0	6.00	52.5	D
3	413.0	5.40	47.3	D
4	412.0	5.20	45.7	D
5	409.0	5.50	48.8	D
6	420.0	4.90	41.7	D
7	411.0	5.50	48.5	D
8	409.0	5.60	49.7	D
9	415.0	5.30	46.3	D
10	413.0	5.70	50.0	D
Average:	**414.1**	**5.40**	**47.2**	**D**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	741.0	9.40	45.7	D
2	721.0	10.50	52.2	D
3	722.0	10.00	49.8	D
4	716.0	9.70	48.5	D
5	724.0	9.90	49.1	D
6	725.0	9.60	47.9	D
7	714.0	9.80	49.5	D
8	717.0	11.00	55.2	E
9	724.0	10.00	49.8	D
10	721.0	10.30	51.4	D
Average:	**722.5**	**10.02**	**49.9**	**D**
NB L on Coors Blvd: Superlink ID 16				
1	256.0	4.40	61.8	E
2	256.0	5.80	82.2	F
3	259.0	3.80	52.6	D
4	258.0	4.60	64.6	E
5	259.0	4.00	56.1	E
6	260.0	4.40	60.6	E
7	258.0	4.20	57.9	E
8	259.0	3.70	50.8	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	259.0	4.80	66.2	E
10	257.0	3.70	52.3	D
Average:	**258.1**	**4.34**	**60.5**	**E**
NB R on Coors Blvd: Superlink ID 16				
1	130.0	0.80	21.3	C
2	130.0	0.80	22.7	C
3	130.0	0.70	19.6	B
4	131.0	0.80	22.1	C
5	131.0	0.80	22.3	C
6	131.0	0.80	22.7	C
7	130.0	0.80	22.9	C
8	131.0	0.70	20.6	C
9	131.0	0.80	22.4	C
10	132.0	0.80	21.8	C
Average:	**130.7**	**0.78**	**21.8**	**C**
NB T on Coors Blvd: Superlink ID 16				
1	616.0	6.80	39.6	D
2	616.0	6.60	38.5	D
3	617.0	6.60	38.3	D
4	616.0	6.60	38.5	D
5	615.0	6.60	38.4	D
6	618.0	6.40	37.5	D
7	617.0	6.40	37.4	D
8	616.0	6.40	37.5	D
9	615.0	6.50	37.8	D
10	616.0	6.30	36.9	D
Average:	**616.2**	**6.52**	**38.0**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	399.0	4.80	42.9	D
2	398.0	4.80	43.1	D
3	399.0	4.70	42.8	D
4	399.0	4.70	42.1	D
5	400.0	4.70	42.0	D
6	398.0	4.70	42.4	D
7	399.0	4.80	43.1	D
8	398.0	4.80	43.6	D
9	403.0	4.90	44.1	D
10	399.0	4.80	43.5	D
Average:	**399.2**	**4.77**	**43.0**	**D**
SB T on Coors Blvd: Superlink ID 21				
1	269.0	2.60	35.2	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	255.0	2.40	34.0	C
3	260.0	2.50	34.6	C
4	262.0	2.50	34.3	C
5	254.0	2.60	36.6	D
6	258.0	2.60	36.4	D
7	260.0	2.40	33.5	C
8	261.0	2.50	34.1	C
9	270.0	2.60	34.1	C
10	260.0	2.40	33.8	C
Average:	**260.9**	**2.51**	**34.7**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	261.0	2.70	37.1	D
2	272.0	2.60	34.6	C
3	267.0	2.50	34.3	C
4	268.0	2.40	32.9	C
5	274.0	2.80	36.7	D
6	270.0	2.50	33.0	C
7	270.0	2.60	34.6	C
8	269.0	2.40	32.2	C
9	260.0	2.50	35.2	D
10	270.0	2.70	36.0	D
Average:	**268.1**	**2.57**	**34.7**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	102.0	1.40	49.0	D
2	102.0	1.40	49.1	D
3	103.0	1.20	43.5	D
4	104.0	1.40	49.4	D
5	103.0	1.30	45.8	D
6	103.0	1.40	47.8	D
7	102.0	1.40	51.2	D
8	102.0	1.40	50.3	D
9	104.0	1.40	47.7	D
10	103.0	1.40	49.4	D
Average:	**102.8**	**1.37**	**48.3**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	228.0	0.00	0.0	A
2	230.0	0.00	0.0	A
3	228.0	0.00	0.0	A
4	228.0	0.00	0.0	A
5	229.0	0.00	0.0	A
6	229.0	0.00	0.0	A
7	229.0	0.00	0.0	A

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	230.0	0.00	0.0	A
9	230.0	0.00	0.0	A
10	229.0	0.00	0.0	A
Average:	**229.0**	**0.00**	**0.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	275.0	2.10	27.9	C
2	278.0	2.30	29.5	C
3	277.0	2.40	31.5	C
4	275.0	2.20	29.3	C
5	277.0	2.00	26.5	C
6	276.0	2.10	27.8	C
7	278.0	2.30	29.3	C
8	278.0	2.60	34.0	C
9	278.0	2.50	32.2	C
10	276.0	2.10	27.3	C
Average:	**276.8**	**2.26**	**29.5**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	52.0	0.90	63.3	E
2	51.0	0.90	65.4	E
3	51.0	0.90	66.3	E
4	47.0	0.80	61.2	E
5	48.0	0.90	67.4	E
6	51.0	1.00	71.5	E
7	53.0	0.90	63.5	E
8	51.0	0.70	52.7	D
9	47.0	0.80	59.3	E
10	49.0	0.80	57.1	E
Average:	**50.0**	**0.86**	**62.8**	**E**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	748.0	2.00	9.5	A
2	718.0	1.70	8.5	A
3	720.0	1.70	8.8	A
4	700.0	1.50	7.8	A
5	701.0	1.80	9.1	A
6	724.0	1.60	8.0	A
7	712.0	1.60	8.2	A
8	704.0	1.80	9.5	A
9	710.0	1.70	8.4	A
10	709.0	1.60	8.1	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**714.6**	**1.70**	**8.6**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	490.0	6.50	48.0	D
2	491.0	5.80	42.3	D
3	487.0	5.70	42.4	D
4	492.0	5.70	41.6	D
5	489.0	5.70	42.0	D
6	493.0	7.50	54.7	D
7	487.0	5.70	41.9	D
8	488.0	6.20	46.1	D
9	486.0	5.20	38.7	D
10	490.0	6.50	47.7	D
Average:	**489.3**	**6.05**	**44.5**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	84.0	0.10	6.3	A
2	85.0	0.20	7.4	A
3	83.0	0.20	8.3	A
4	86.0	0.20	7.7	A
5	85.0	0.20	9.9	A
6	83.0	0.20	6.7	A
7	84.0	0.20	9.2	A
8	86.0	0.20	8.0	A
9	84.0	0.20	8.3	A
10	85.0	0.20	8.6	A
Average:	**84.5**	**0.19**	**8.0**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	253.0	0.20	3.5	A
2	252.0	0.20	2.8	A
3	255.0	0.20	3.3	A
4	256.0	0.20	3.1	A
5	255.0	0.20	2.7	A
6	257.0	0.20	3.4	A
7	257.0	0.20	3.2	A
8	255.0	0.30	3.6	A
9	258.0	0.30	3.6	A
10	254.0	0.20	3.4	A
Average:	**255.2**	**0.22**	**3.3**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	356.0	1.50	15.5	B
2	359.0	1.60	15.6	B
3	359.0	1.60	16.2	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	359.0	1.60	16.1	B
5	362.0	1.40	14.4	B
6	360.0	1.70	17.3	B
7	359.0	1.50	14.7	B
8	363.0	1.40	14.0	B
9	360.0	1.50	15.3	B
10	355.0	1.50	15.4	B
Average:	**359.2**	**1.53**	**15.4**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.4	0.0	0.4	0.5	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	1.4	0.1	1.2	1.5	10
NB L	98th Street	12	0.1	0.0	0.0	0.1	10
NB R	98th Street	12	0.6	0.1	0.5	0.7	10
NB T	98th Street	12	0.2	0.0	0.2	0.3	10
SB L	98th Street	2	27.0	3.8	17.4	29.9	10
SB T	98th Street	2	0.3	0.1	0.1	0.3	10
SB TR	98th Street	2	2.0	0.2	1.5	2.2	10
WB L	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	3	0.2	0.0	0.2	0.2	10
WB T	Dennis Chavez Blvd	3	2.6	0.1	2.4	2.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.4	10
NB LTR	Condershire Dr	7	0.8	0.1	0.7	1.0	10
SB LTR	Condershire Dr	6	0.4	0.1	0.2	0.6	10
WB LTR	Dennis Chavez Blvd	17	0.3	0.2	0.1	0.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	0.4	0.0	0.4	0.5	10
EB R	Dennis Chavez Blvd	17	5.4	0.3	4.9	6.0	10
EB T	Dennis Chavez Blvd	17	10.0	0.5	9.4	11.0	10
NB L	Coors Blvd	16	4.3	0.6	3.7	5.8	10
NB R	Coors Blvd	16	0.8	0.0	0.7	0.8	10
NB T	Coors Blvd	16	6.5	0.1	6.3	6.8	10
SB L	Coors Blvd	21	4.8	0.1	4.7	4.9	10
SB T	Coors Blvd	21	2.5	0.1	2.4	2.6	10
SB TR	Coors Blvd	21	2.6	0.1	2.4	2.8	10
WB L	Dennis Chavez Blvd	11	1.4	0.1	1.2	1.4	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	2.3	0.2	2.0	2.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.9	0.1	0.7	1.0	10
EB T	Dennis Chavez Blvd	3	1.7	0.1	1.5	2.0	10
SB L	Unser Blvd	4	6.1	0.7	5.2	7.5	10
SB R	Unser Blvd	4	0.2	0.0	0.1	0.2	10
WB R	Dennis Chavez Blvd	5	0.2	0.0	0.2	0.3	10
WB T	Dennis Chavez Blvd	5	1.5	0.1	1.4	1.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	12.4	0.8	11.5	13.9	10
EB R	Dennis Chavez Blvd	1	1.7	0.9	0.4	3.1	10
EB T	Dennis Chavez Blvd	1	12.0	0.9	10.5	13.2	10
NB L	98th Street	12	32.7	10.4	17.5	46.3	10
NB R	98th Street	12	44.9	4.7	38.2	50.6	10
NB T	98th Street	12	41.5	9.1	30.1	58.6	10
SB L	98th Street	2	333.3	59.5	185.1	390.1	10
SB T	98th Street	2	81.0	20.3	37.3	103.0	10
SB TR	98th Street	2	49.4	5.7	35.9	56.3	10
WB L	Dennis Chavez Blvd	3	24.1	2.7	18.8	27.5	10
WB R	Dennis Chavez Blvd	3	5.7	0.6	4.8	6.5	10
WB T	Dennis Chavez Blvd	3	30.6	1.0	28.5	32.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.6	0.3	0.2	1.3	10
NB LTR	Condershire Dr	7	62.6	10.2	49.8	79.3	10
SB LTR	Condershire Dr	6	34.9	9.4	22.2	52.8	10
WB LTR	Dennis Chavez Blvd	17	2.1	1.2	0.4	4.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	27.4	3.4	22.4	33.4	10
EB R	Dennis Chavez Blvd	17	47.2	3.5	41.7	52.5	10
EB T	Dennis Chavez Blvd	17	49.9	2.6	45.7	55.2	10
NB L	Coors Blvd	16	60.5	9.3	50.8	82.2	10
NB R	Coors Blvd	16	21.8	1.1	19.6	22.9	10
NB T	Coors Blvd	16	38.0	0.8	36.9	39.6	10
SB L	Coors Blvd	21	43.0	0.7	42.0	44.1	10
SB T	Coors Blvd	21	34.7	1.1	33.5	36.6	10
SB TR	Coors Blvd	21	34.7	1.6	32.2	37.1	10
WB L	Dennis Chavez Blvd	11	48.3	2.2	43.5	51.2	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	29.5	2.4	26.5	34.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	62.8	5.4	52.7	71.5	10
EB T	Dennis Chavez Blvd	3	8.6	0.6	7.8	9.5	10
SB L	Unser Blvd	4	44.5	4.6	38.7	54.7	10
SB R	Unser Blvd	4	8.0	1.1	6.3	9.9	10
WB R	Dennis Chavez Blvd	5	3.3	0.3	2.7	3.6	10
WB T	Dennis Chavez Blvd	5	15.4	1.0	14.0	17.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	6.6	0.5	38.7	2.0	0.0%
2	120.0	4.8	0.3	20.8	1.0	0.0%
3	120.0	4.2	0.3	25.4	1.0	0.0%
4	120.0	5.9	0.3	42.6	2.0	0.0%
5	120.0	4.4	0.3	19.0	1.0	0.0%
6	120.0	6.8	0.4	34.3	2.0	0.0%
7	120.0	5.4	0.3	31.3	2.0	0.0%
8	120.0	6.4	0.4	34.9	1.0	0.0%
9	120.0	6.0	0.3	20.9	1.0	0.0%
10	120.0	5.1	0.3	43.8	2.0	0.0%
Average:	**120.0**	**5.6**	**0.3**	**31.2**	**1.5**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.2	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.2	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	30.2	1.2	141.8	5.0	0.0%
2	120.0	24.6	1.0	145.6	5.0	0.0%
3	120.0	24.8	1.0	145.3	6.0	0.0%
4	120.0	28.0	1.1	150.5	5.0	0.0%
5	120.0	20.7	0.8	116.5	4.0	0.0%
6	120.0	25.2	1.0	123.3	5.0	0.0%
7	120.0	22.2	0.9	135.1	5.0	0.0%
8	120.0	23.1	0.9	127.3	5.0	0.0%
9	120.0	22.6	0.9	130.1	5.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	20.6	0.8	139.2	5.0	0.0%
Average:	**120.0**	**24.2**	**1.0**	**135.5**	**5.0**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	2.3	0.1	18.6	1.0	0.0%
2	120.0	1.0	0.1	14.6	1.0	0.0%
3	120.0	1.3	0.1	15.6	1.0	0.0%
4	120.0	1.5	0.1	15.8	1.0	0.0%
5	120.0	2.2	0.1	17.0	1.0	0.0%
6	120.0	1.3	0.1	14.8	1.0	0.0%
7	120.0	0.7	0.1	0.6	0.0	0.0%
8	120.0	1.2	0.1	17.2	1.0	0.0%
9	120.0	0.8	0.1	0.7	0.0	0.0%
10	120.0	2.3	0.1	15.7	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**13.1**	**0.8**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	120.0	10.4	0.5	44.4	2.0	0.0%
2	120.0	11.7	0.5	45.3	2.0	0.0%
3	120.0	13.3	0.6	49.4	2.0	0.0%
4	120.0	14.7	0.7	53.3	2.0	0.0%
5	120.0	11.9	0.6	43.6	2.0	0.0%
6	120.0	10.5	0.5	47.7	2.0	0.0%
7	120.0	9.3	0.5	42.2	2.0	0.0%
8	120.0	11.7	0.6	43.9	2.0	0.0%
9	120.0	12.2	0.6	46.0	2.0	0.0%
10	120.0	12.1	0.6	50.6	2.0	0.0%
Average:	**120.0**	**11.8**	**0.6**	**46.6**	**2.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	3.3	0.2	17.6	1.0	0.0%
2	120.0	5.1	0.3	18.9	1.0	0.0%
3	120.0	6.7	0.3	19.9	1.0	0.0%
4	120.0	3.0	0.2	17.4	1.0	0.0%
5	120.0	5.0	0.3	20.5	1.0	0.0%
6	120.0	3.5	0.2	17.6	1.0	0.0%
7	120.0	5.1	0.3	20.3	1.0	0.0%
8	120.0	3.0	0.2	17.8	1.0	0.0%
9	120.0	4.8	0.2	21.1	1.0	0.0%
10	120.0	3.6	0.2	17.5	1.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**18.9**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	120.0	362.9	13.4	806.4	29.1	0.0%
2	120.0	656.9	23.1	1,159.2	42.0	42.5%
3	120.0	638.5	22.5	1,164.8	41.0	29.2%
4	120.0	566.4	20.3	1,163.8	42.1	31.7%
5	120.0	656.7	23.2	1,166.0	42.0	42.5%
6	120.0	510.0	17.7	1,150.3	41.0	18.3%
7	120.0	606.9	21.7	1,164.1	42.0	33.3%
8	120.0	603.9	21.5	1,162.8	42.0	40.0%
9	120.0	574.5	20.6	1,159.3	43.0	31.7%
10	120.0	618.1	21.7	1,163.6	41.1	30.0%
Average:	**120.0**	**579.5**	**20.6**	**1,126.0**	**40.5**	**29.9%**
SB T on 98th Street - Lane ID 118						
1	120.0	1.3	0.1	13.9	1.0	0.0%
2	120.0	2.8	0.2	16.9	1.0	0.0%
3	120.0	3.3	0.2	17.9	1.0	0.0%
4	120.0	4.6	0.2	40.1	2.0	0.0%
5	120.0	4.3	0.3	17.7	1.0	0.0%
6	120.0	4.9	0.3	39.0	2.0	0.0%
7	120.0	3.6	0.2	20.3	1.0	0.0%
8	120.0	4.9	0.2	18.3	1.0	0.0%
9	120.0	7.4	0.4	47.3	1.0	0.0%
10	120.0	2.9	0.2	15.9	1.0	0.0%
Average:	**120.0**	**4.0**	**0.2**	**24.7**	**1.2**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	120.0	33.8	1.4	99.1	4.0	0.0%
2	120.0	42.9	1.8	124.8	5.0	0.0%
3	120.0	41.3	1.7	109.0	4.0	0.0%
4	120.0	41.2	1.8	111.0	5.0	0.0%
5	120.0	43.0	1.8	134.8	5.0	0.0%
6	120.0	35.5	1.5	106.1	4.0	0.0%
7	120.0	41.8	1.6	133.8	5.0	0.0%
8	120.0	42.9	1.8	136.2	5.0	0.0%
9	120.0	48.4	1.9	131.0	5.0	0.0%
10	120.0	44.6	1.9	123.4	5.0	0.0%
Average:	**120.0**	**41.5**	**1.7**	**120.9**	**4.7**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	1.6	0.1	15.3	1.0	0.0%
2	120.0	1.2	0.1	14.4	1.0	0.0%
3	120.0	0.8	0.1	0.2	0.0	0.0%
4	120.0	1.8	0.1	16.5	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	120.0	1.9	0.1	17.1	1.0	0.0%
6	120.0	2.0	0.1	16.4	1.0	0.0%
7	120.0	1.6	0.1	15.8	1.0	0.0%
8	120.0	2.1	0.1	19.0	1.0	0.0%
9	120.0	1.0	0.1	14.2	1.0	0.0%
10	120.0	1.9	0.1	16.1	1.0	0.0%
Average:	**120.0**	**1.6**	**0.1**	**14.5**	**0.9**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	1.9	0.1	17.2	1.0	0.0%
2	120.0	1.7	0.1	0.0	0.0	0.0%
3	120.0	2.6	0.1	17.2	1.0	0.0%
4	120.0	3.2	0.2	27.7	1.0	0.0%
5	120.0	2.5	0.1	19.1	1.0	0.0%
6	120.0	4.0	0.2	34.0	1.0	0.0%
7	120.0	2.3	0.1	16.8	1.0	0.0%
8	120.0	2.1	0.1	16.1	1.0	0.0%
9	120.0	1.4	0.1	14.0	1.0	0.0%
10	120.0	2.7	0.1	19.5	1.0	0.0%
Average:	**120.0**	**2.4**	**0.1**	**18.2**	**0.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	52.3	2.1	207.9	8.0	0.0%
2	120.0	47.5	1.8	242.8	9.0	0.0%
3	120.0	48.2	1.9	204.6	8.0	0.0%
4	120.0	49.4	1.8	208.3	8.0	0.0%
5	120.0	55.2	2.1	224.8	8.0	0.0%
6	120.0	64.4	2.4	238.1	8.0	0.0%
7	120.0	60.2	2.2	221.6	8.0	0.0%
8	120.0	61.2	2.3	234.3	9.0	0.0%
9	120.0	51.0	2.0	202.9	8.0	0.0%
10	120.0	43.0	1.7	211.2	8.0	0.0%
Average:	**120.0**	**53.2**	**2.0**	**219.7**	**8.2**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	4.8	0.2	0.0	0.0	0.0%
4	120.0	2.0	0.1	0.0	0.0	0.0%
5	120.0	1.8	0.1	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	120.0	6.1	0.2	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	1.7	0.1	0.0	0.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	7.1	0.6	36.7	2.0	0.0%
2	120.0	10.0	0.7	41.2	2.0	0.0%
3	120.0	15.6	0.9	70.3	3.0	0.0%
4	120.0	15.0	0.8	69.1	3.0	0.0%
5	120.0	10.3	0.7	57.8	3.0	0.0%
6	120.0	13.5	0.9	58.6	2.0	0.0%
7	120.0	12.2	0.8	72.3	4.0	0.0%
8	120.0	15.5	0.9	71.0	3.0	0.0%
9	120.0	7.1	0.6	35.3	2.0	0.0%
10	120.0	8.0	0.6	37.1	2.0	0.0%
Average:	**120.0**	**11.4**	**0.8**	**54.9**	**2.6**	**0.0%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	0.3	0.4	0.0	2.0	0.0%
2	120.0	0.1	0.3	0.0	1.0	0.0%
3	120.0	0.7	0.4	9.2	2.0	0.0%
4	120.0	0.7	0.2	0.0	1.0	0.0%
5	120.0	1.4	0.4	0.4	2.0	0.0%
6	120.0	3.7	0.4	41.8	3.0	0.0%
7	120.0	1.7	0.4	7.9	2.0	0.0%
8	120.0	1.0	0.5	5.4	2.0	0.0%
9	120.0	0.7	0.3	4.8	1.0	0.0%
10	120.0	1.8	0.4	13.9	2.0	0.0%
Average:	**120.0**	**1.2**	**0.4**	**8.3**	**1.8**	**0.0%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	11.2	0.5	127.5	6.0	0.0%
2	120.0	5.1	0.2	1.7	0.1	0.0%
3	120.0	4.8	0.2	0.0	0.0	0.0%
4	120.0	4.6	0.2	0.0	0.0	0.0%
5	120.0	2.6	0.1	0.0	0.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	4.7	0.2	0.0	0.0	0.0%
8	120.0	7.5	0.3	61.2	3.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	120.0	15.3	0.6	116.7	5.0	0.0%
Average:	**120.0**	**5.6**	**0.2**	**30.7**	**1.4**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	6.9	0.3	33.7	1.0	0.0%
2	120.0	6.2	0.3	21.1	1.0	0.0%
3	120.0	7.0	0.4	45.9	2.0	0.0%
4	120.0	4.8	0.3	18.3	1.0	0.0%
5	120.0	8.0	0.4	45.9	2.0	0.0%
6	120.0	6.3	0.3	45.9	2.0	0.0%
7	120.0	4.5	0.2	23.8	1.0	0.0%
8	120.0	7.1	0.4	45.9	2.0	0.0%
9	120.0	5.1	0.3	20.6	1.0	0.0%
10	120.0	5.4	0.2	24.4	1.0	0.0%
Average:	**120.0**	**6.1**	**0.3**	**32.6**	**1.4**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	6.2	0.2	41.4	1.0	0.0%
2	120.0	2.1	0.1	0.7	0.0	0.0%
3	120.0	6.1	0.2	43.8	1.0	0.0%
4	120.0	4.7	0.1	43.4	1.0	0.0%
5	120.0	3.4	0.1	14.7	1.0	0.0%
6	120.0	4.0	0.2	37.4	1.0	0.0%
7	120.0	3.1	0.1	22.4	1.0	0.0%
8	120.0	2.1	0.1	17.3	1.0	0.0%
9	120.0	4.6	0.1	44.3	1.0	0.0%
10	120.0	8.5	0.3	42.7	1.0	0.0%
Average:	**120.0**	**4.5**	**0.2**	**30.8**	**0.9**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	118.8	4.4	335.6	12.0	0.0%
2	120.0	148.3	5.5	357.6	13.0	0.0%
3	120.0	124.2	4.5	381.5	14.0	0.0%
4	120.0	119.1	4.5	336.2	12.0	0.0%
5	120.0	129.7	4.8	356.2	13.1	0.0%
6	120.0	129.3	4.6	361.2	13.0	0.0%
7	120.0	137.6	5.0	391.7	14.0	0.0%
8	120.0	131.2	4.9	355.1	14.0	0.0%
9	120.0	123.9	4.6	422.7	15.0	0.0%
10	120.0	132.8	4.9	354.5	13.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 47						
Average:	**120.0**	**129.5**	**4.8**	**365.2**	**13.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	118.9	4.3	402.8	15.0	0.0%
2	120.0	145.7	5.1	450.4	15.0	0.0%
3	120.0	140.9	5.0	442.2	16.0	0.0%
4	120.0	139.8	5.1	428.9	15.0	0.0%
5	120.0	150.6	5.4	460.4	16.0	0.0%
6	120.0	128.0	4.6	406.5	14.0	0.0%
7	120.0	148.0	5.5	458.6	17.0	0.0%
8	120.0	144.6	5.3	421.2	16.0	0.0%
9	120.0	121.7	4.4	464.0	17.0	0.0%
10	120.0	150.9	5.4	440.4	15.0	0.0%
Average:	**120.0**	**138.9**	**5.0**	**437.5**	**15.6**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	92.1	3.6	227.6	8.0	0.0%
2	120.0	136.8	5.0	311.8	11.0	0.0%
3	120.0	83.5	3.3	206.3	8.0	0.0%
4	120.0	101.7	3.8	262.6	9.0	0.0%
5	120.0	85.4	3.3	216.5	8.0	0.0%
6	120.0	104.4	3.9	242.5	8.0	0.0%
7	120.0	100.2	3.7	226.0	8.0	0.0%
8	120.0	72.0	2.9	185.4	7.0	0.0%
9	120.0	104.3	3.9	239.7	9.0	0.0%
10	120.0	77.0	3.0	209.5	8.0	0.0%
Average:	**120.0**	**95.7**	**3.6**	**232.8**	**8.4**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	14.9	0.7	61.4	2.0	0.0%
2	120.0	15.5	0.7	62.4	2.0	0.0%
3	120.0	15.5	0.7	61.8	2.0	0.0%
4	120.0	13.3	0.7	49.9	2.0	0.0%
5	120.0	14.9	0.7	55.3	2.0	0.0%
6	120.0	14.8	0.6	73.7	2.0	0.0%
7	120.0	16.6	0.7	51.3	2.0	0.0%
8	120.0	16.2	0.7	62.1	2.0	0.0%
9	120.0	16.3	0.8	51.7	2.0	0.0%
10	120.0	16.3	0.7	61.7	2.0	0.0%
Average:	**120.0**	**15.4**	**0.7**	**59.1**	**2.0**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	70.7	2.8	207.5	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	70.1	2.8	182.0	7.0	0.0%
3	120.0	75.6	2.9	196.9	7.0	0.0%
4	120.0	76.0	2.8	212.5	8.0	0.0%
5	120.0	68.2	2.6	193.0	7.0	0.0%
6	120.0	56.5	2.2	173.1	6.0	0.0%
7	120.0	67.7	2.7	191.9	7.0	0.0%
8	120.0	78.2	3.0	209.3	8.0	0.0%
9	120.0	73.4	2.8	190.4	7.0	0.0%
10	120.0	67.8	2.6	191.9	7.0	0.0%
Average:	**120.0**	**70.4**	**2.7**	**194.9**	**7.1**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	77.4	2.9	196.2	7.0	0.0%
2	120.0	75.8	3.0	225.5	8.0	0.0%
3	120.0	80.7	3.0	218.7	8.0	0.0%
4	120.0	84.6	3.1	214.9	7.0	0.0%
5	120.0	69.7	2.8	196.7	7.0	0.0%
6	120.0	62.8	2.4	190.5	7.0	0.0%
7	120.0	73.9	2.8	214.2	8.0	0.0%
8	120.0	80.6	3.1	224.3	8.0	0.0%
9	120.0	73.9	2.9	197.4	8.0	0.0%
10	120.0	76.0	2.8	206.1	8.0	0.0%
Average:	**120.0**	**75.5**	**2.9**	**208.5**	**7.6**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	52.6	2.1	137.5	5.0	0.0%
2	120.0	59.8	2.3	155.1	5.0	0.0%
3	120.0	60.0	2.4	173.1	6.0	0.0%
4	120.0	56.8	2.2	146.1	5.0	0.0%
5	120.0	56.3	2.2	148.9	5.0	0.0%
6	120.0	60.0	2.4	140.7	5.0	0.0%
7	120.0	61.8	2.5	150.2	6.0	0.0%
8	120.0	51.0	2.1	140.3	6.0	0.0%
9	120.0	59.3	2.3	161.7	6.0	0.0%
10	120.0	54.7	2.2	146.7	5.0	0.0%
Average:	**120.0**	**57.2**	**2.3**	**150.0**	**5.4**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	120.0	41.0	1.7	121.8	5.0	0.0%
2	120.0	50.3	2.1	130.8	5.0	0.0%
3	120.0	46.6	1.9	132.0	5.0	0.0%
4	120.0	49.9	2.0	138.2	5.0	0.0%
5	120.0	43.9	1.8	128.6	5.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	120.0	45.7	1.9	134.9	5.0	0.0%
7	120.0	50.2	2.1	132.7	5.0	0.0%
8	120.0	41.6	1.7	121.0	4.0	0.0%
9	120.0	49.2	1.9	129.2	5.0	0.0%
10	120.0	49.8	2.0	133.6	5.0	0.0%
Average:	**120.0**	**46.8**	**1.9**	**130.3**	**4.9**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	59.3	2.3	164.7	6.0	0.0%
2	120.0	54.0	2.1	151.8	6.0	0.0%
3	120.0	60.1	2.4	177.4	6.0	0.0%
4	120.0	55.9	2.2	168.8	6.0	0.0%
5	120.0	57.4	2.2	152.7	6.0	0.0%
6	120.0	51.1	2.0	172.5	6.0	0.0%
7	120.0	55.6	2.3	169.0	7.0	0.0%
8	120.0	60.1	2.4	169.0	6.0	0.0%
9	120.0	57.3	2.3	158.1	6.0	0.0%
10	120.0	56.3	2.2	161.8	6.0	0.0%
Average:	**120.0**	**56.7**	**2.2**	**164.6**	**6.1**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	120.0	58.6	2.4	166.6	6.0	0.0%
2	120.0	61.8	2.5	172.5	6.0	0.0%
3	120.0	60.0	2.4	164.5	6.0	0.0%
4	120.0	54.5	2.1	155.4	6.0	0.0%
5	120.0	61.3	2.4	174.6	7.0	0.0%
6	120.0	52.2	2.0	161.2	6.0	0.0%
7	120.0	53.0	2.2	155.8	6.0	0.0%
8	120.0	59.9	2.3	165.1	6.0	0.0%
9	120.0	61.7	2.4	170.6	6.0	0.0%
10	120.0	66.3	2.6	176.5	7.0	0.0%
Average:	**120.0**	**58.9**	**2.3**	**166.3**	**6.2**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	120.0	27.6	1.3	77.9	3.0	0.0%
2	120.0	24.7	1.1	72.4	3.0	0.0%
3	120.0	24.0	1.1	78.9	3.0	0.0%
4	120.0	27.0	1.1	77.8	3.0	0.0%
5	120.0	22.8	1.0	69.7	3.0	0.0%
6	120.0	28.9	1.3	78.2	3.0	0.0%
7	120.0	24.3	1.1	70.6	3.0	0.0%
8	120.0	29.6	1.2	74.0	3.0	0.0%
9	120.0	21.7	1.0	68.0	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	120.0	26.9	1.2	77.2	3.0	0.0%
Average:	**120.0**	**25.8**	**1.1**	**74.5**	**3.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	4.0	0.2	26.7	1.0	0.0%
2	120.0	3.3	0.2	22.8	1.0	0.0%
3	120.0	2.6	0.1	17.3	1.0	0.0%
4	120.0	2.9	0.1	21.5	1.0	0.0%
5	120.0	3.1	0.1	19.3	1.0	0.0%
6	120.0	1.8	0.1	15.7	1.0	0.0%
7	120.0	2.3	0.1	18.5	1.0	0.0%
8	120.0	2.4	0.1	17.7	1.0	0.0%
9	120.0	2.3	0.1	18.3	1.0	0.0%
10	120.0	3.0	0.2	18.4	1.0	0.0%
Average:	**120.0**	**2.8**	**0.1**	**19.6**	**1.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	46.8	1.8	163.2	6.0	0.0%
2	120.0	45.8	1.8	176.7	6.0	0.0%
3	120.0	47.7	1.9	136.5	5.0	0.0%
4	120.0	45.1	1.7	169.5	6.0	0.0%
5	120.0	43.0	1.7	159.8	5.0	0.0%
6	120.0	46.6	1.8	150.9	5.0	0.0%
7	120.0	45.6	1.8	166.1	6.0	0.0%
8	120.0	50.5	2.0	162.7	6.0	0.0%
9	120.0	43.9	1.7	158.3	6.0	0.0%
10	120.0	39.7	1.6	151.8	6.0	0.0%
Average:	**120.0**	**45.5**	**1.8**	**159.6**	**5.7**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	18.0	0.8	67.9	3.0	0.0%
2	120.0	17.0	0.8	58.9	3.0	0.0%
3	120.0	20.0	0.9	69.6	2.0	0.0%
4	120.0	16.1	0.8	44.7	2.0	0.0%
5	120.0	16.8	0.8	54.5	2.0	0.0%
6	120.0	23.8	1.0	76.4	3.0	0.0%
7	120.0	20.1	0.9	74.6	3.0	0.0%
8	120.0	13.0	0.7	45.0	2.0	0.0%
9	120.0	14.1	0.7	49.3	2.0	0.0%
10	120.0	13.3	0.7	46.5	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**120.0**	**17.2**	**0.8**	**58.7**	**2.4**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	24.7	1.0	125.3	5.0	0.0%
2	120.0	23.2	0.9	119.3	5.0	0.0%
3	120.0	19.8	0.8	131.4	4.0	0.0%
4	120.0	18.9	0.8	117.1	4.0	0.0%
5	120.0	25.5	1.0	127.9	5.0	0.0%
6	120.0	22.6	0.9	120.4	4.0	0.0%
7	120.0	30.9	1.2	125.8	5.0	0.0%
8	120.0	29.1	1.2	152.0	6.0	0.0%
9	120.0	23.2	0.9	145.6	5.0	0.0%
10	120.0	29.2	1.1	161.0	6.0	0.0%
Average:	**120.0**	**24.7**	**1.0**	**132.6**	**4.9**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	131.0	4.8	365.8	12.0	0.0%
2	120.0	115.2	4.3	305.6	11.0	0.0%
3	120.0	126.3	4.6	328.6	12.0	0.0%
4	120.0	124.1	4.6	321.1	12.0	0.0%
5	120.0	124.6	4.7	306.5	11.0	0.0%
6	120.0	147.8	5.3	396.5	14.0	0.0%
7	120.0	111.3	4.1	308.7	11.0	0.0%
8	120.0	117.7	4.4	342.5	12.0	0.0%
9	120.0	99.5	3.8	272.1	10.0	0.0%
10	120.0	131.8	4.7	347.3	12.0	0.0%
Average:	**120.0**	**122.9**	**4.5**	**329.5**	**11.7**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	1.8	0.1	15.6	1.0	0.0%
2	120.0	3.2	0.2	17.9	1.0	0.0%
3	120.0	3.1	0.2	17.9	1.0	0.0%
4	120.0	3.6	0.2	17.3	1.0	0.0%
5	120.0	5.9	0.3	44.5	2.0	0.0%
6	120.0	2.7	0.1	18.8	1.0	0.0%
7	120.0	2.7	0.1	17.5	1.0	0.0%
8	120.0	3.3	0.2	18.8	1.0	0.0%
9	120.0	4.1	0.2	24.3	1.0	0.0%
10	120.0	3.8	0.2	18.4	1.0	0.0%
Average:	**120.0**	**3.4**	**0.2**	**21.1**	**1.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	2.6	0.1	19.1	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 95						
2	120.0	3.6	0.2	25.3	1.0	0.0%
3	120.0	3.1	0.2	20.6	1.0	0.0%
4	120.0	3.0	0.1	14.9	1.0	0.0%
5	120.0	2.8	0.1	29.4	1.0	0.0%
6	120.0	4.4	0.2	40.6	2.0	0.0%
7	120.0	4.9	0.2	37.1	1.0	0.0%
8	120.0	3.3	0.2	18.8	1.0	0.0%
9	120.0	3.8	0.2	23.7	1.0	0.0%
10	120.0	4.6	0.2	39.4	2.0	0.0%
Average:	**120.0**	**3.6**	**0.2**	**26.9**	**1.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	26.2	1.1	149.4	6.0	0.0%
2	120.0	29.9	1.2	139.7	5.0	0.0%
3	120.0	30.9	1.2	157.8	6.0	0.0%
4	120.0	29.5	1.2	162.8	6.0	0.0%
5	120.0	28.2	1.1	147.7	6.0	0.0%
6	120.0	29.8	1.2	142.4	5.0	0.0%
7	120.0	31.4	1.2	141.5	5.0	0.0%
8	120.0	23.2	0.9	120.0	4.0	0.0%
9	120.0	31.8	1.2	147.2	6.0	0.0%
10	120.0	33.6	1.3	140.8	5.0	0.0%
Average:	**120.0**	**29.5**	**1.2**	**144.9**	**5.4**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	41.5	4.2	33.8	48.4	10
NB T	23	98th Street	4.3	1.2	3.0	6.7	10
NB L	108	98th Street	1.5	0.6	0.7	2.3	10
NB R	109	98th Street	11.8	1.5	9.3	14.7	10
SB T	118	98th Street	4.0	1.6	1.3	7.4	10
SB L	124	98th Street	579.5	88.3	362.9	656.9	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	53.2	6.9	43.0	64.4	10
WB L	116	Dennis Chavez Blvd	1.6	0.4	0.8	2.1	10
WB R	117	Dennis Chavez Blvd	2.4	0.8	1.4	4.0	10
EB T	125	Dennis Chavez Blvd	24.2	3.1	20.6	30.2	10
EB R	126	Dennis Chavez Blvd	0.1	0.1	0.0	0.3	10
EB L	130	Dennis Chavez Blvd	5.6	0.9	4.2	6.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.2	1.0	0.1	3.7	10
NB LTR	14	Condershire Dr	11.4	3.4	7.1	15.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	5.6	4.7	0.0	15.3	10
EB LTR	94	Dennis Chavez Blvd	1.7	2.2	0.0	6.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	70.4	6.2	56.5	78.2	10
NB T	41	Coors Blvd	75.5	6.1	62.8	84.6	10
SB T	78	Coors Blvd	56.7	2.8	51.1	60.1	10
SB TR	79	Coors Blvd	58.9	4.4	52.2	66.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	15.4	1.0	13.3	16.6	10
NB L	92	Coors Blvd	95.7	18.5	72.0	136.8	10
SB L	131	Coors Blvd	57.2	3.6	51.0	61.8	10
SB L	132	Coors Blvd	46.8	3.6	41.0	50.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	45.5	2.9	39.7	50.5	10
EB L	46	Dennis Chavez Blvd	6.1	1.1	4.5	8.0	10
EB T	47	Dennis Chavez Blvd	129.5	8.9	118.8	148.3	10
EB T	48	Dennis Chavez Blvd	138.9	11.8	118.9	150.9	10
EB R	54	Dennis Chavez Blvd	4.5	2.0	2.1	8.5	10
WB R	83	Dennis Chavez Blvd	2.8	0.6	1.8	4.0	10
WB L	84	Dennis Chavez Blvd	25.8	2.6	21.7	29.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	29.5	3.0	23.2	33.6	10
WB R	95	Dennis Chavez Blvd	3.6	0.8	2.6	4.9	10
EB L	96	Dennis Chavez Blvd	17.2	3.4	13.0	23.8	10
EB T	97	Dennis Chavez Blvd	24.7	4.0	18.9	30.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	3.4	1.1	1.8	5.9	10
SB L	105	Unser Blvd	122.9	13.1	99.5	147.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	1.7	0.2	1.4	1.9	10
NB T	23	98th Street	0.2	0.1	0.2	0.3	10
NB L	108	98th Street	0.1	0.0	0.1	0.1	10
NB R	109	98th Street	0.6	0.1	0.5	0.7	10
SB T	118	98th Street	0.2	0.1	0.1	0.4	10
SB L	124	98th Street	20.6	3.0	13.4	23.2	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	2.0	0.2	1.7	2.4	10
WB L	116	Dennis Chavez Blvd	0.1	0.0	0.1	0.1	10
WB R	117	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
EB T	125	Dennis Chavez Blvd	1.0	0.1	0.8	1.2	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.3	0.1	0.3	0.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.4	0.1	0.2	0.5	10
NB LTR	14	Condershire Dr	0.8	0.1	0.6	0.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.2	0.2	0.0	0.6	10
EB LTR	94	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.7	0.2	2.2	3.0	10
NB T	41	Coors Blvd	2.9	0.2	2.4	3.1	10
SB T	78	Coors Blvd	2.2	0.1	2.0	2.4	10
SB TR	79	Coors Blvd	2.3	0.2	2.0	2.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.7	0.0	0.6	0.8	10
NB L	92	Coors Blvd	3.6	0.6	2.9	5.0	10
SB L	131	Coors Blvd	2.3	0.1	2.1	2.5	10
SB L	132	Coors Blvd	1.9	0.1	1.7	2.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1.8	0.1	1.6	2.0	10
EB L	46	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
EB T	47	Dennis Chavez Blvd	4.8	0.3	4.4	5.5	10
EB T	48	Dennis Chavez Blvd	5.0	0.4	4.3	5.5	10
EB R	54	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10
WB R	83	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
WB L	84	Dennis Chavez Blvd	1.1	0.1	1.0	1.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	1.2	0.1	0.9	1.3	10
WB R	95	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
EB L	96	Dennis Chavez Blvd	0.8	0.1	0.7	1.0	10
EB T	97	Dennis Chavez Blvd	1.0	0.1	0.8	1.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.2	0.1	0.1	0.3	10
SB L	105	Unser Blvd	4.5	0.4	3.8	5.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	120.9	13.5	99.1	136.2	10
NB T	23	98th Street	18.9	1.5	17.4	21.1	10
NB L	108	98th Street	13.1	6.6	0.6	18.6	10
NB R	109	98th Street	46.6	3.5	42.2	53.3	10
SB T	118	98th Street	24.7	12.3	13.9	47.3	10
SB L	124	98th Street	1,126.0	112.4	806.4	1,166.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	219.7	14.8	202.9	242.8	10
WB L	116	Dennis Chavez Blvd	14.5	5.2	0.2	19.0	10
WB R	117	Dennis Chavez Blvd	18.2	8.8	0.0	34.0	10
EB T	125	Dennis Chavez Blvd	135.5	11.0	116.5	150.5	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	31.2	9.2	19.0	43.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	8.3	12.7	0.0	41.8	10
NB LTR	14	Condershire Dr	54.9	15.8	35.3	72.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	30.7	51.8	0.0	127.5	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	194.9	12.3	173.1	212.5	10
NB T	41	Coors Blvd	208.5	12.7	190.5	225.5	10
SB T	78	Coors Blvd	164.6	8.4	151.8	177.4	10
SB TR	79	Coors Blvd	166.3	7.4	155.4	176.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	59.1	7.2	49.9	73.7	10
NB L	92	Coors Blvd	232.8	35.1	185.4	311.8	10
SB L	131	Coors Blvd	150.0	10.9	137.5	173.1	10
SB L	132	Coors Blvd	130.3	5.4	121.0	138.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	159.6	11.2	136.5	176.7	10
EB L	46	Dennis Chavez Blvd	32.6	12.2	18.3	45.9	10
EB T	47	Dennis Chavez Blvd	365.2	26.6	335.6	422.7	10
EB T	48	Dennis Chavez Blvd	437.5	22.0	402.8	464.0	10
EB R	54	Dennis Chavez Blvd	30.8	15.7	0.7	44.3	10
WB R	83	Dennis Chavez Blvd	19.6	3.2	15.7	26.7	10
WB L	84	Dennis Chavez Blvd	74.5	4.1	68.0	78.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	144.9	11.6	120.0	162.8	10
WB R	95	Dennis Chavez Blvd	26.9	9.3	14.9	40.6	10
EB L	96	Dennis Chavez Blvd	58.7	12.5	44.7	76.4	10
EB T	97	Dennis Chavez Blvd	132.6	15.1	117.1	161.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	21.1	8.5	15.6	44.5	10
SB L	105	Unser Blvd	329.5	35.3	272.1	396.5	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	4.7	0.5	4.0	5.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.8	0.4	0.0	1.0	10
NB R	109	98th Street	2.0	0.0	2.0	2.0	10
SB T	118	98th Street	1.2	0.4	1.0	2.0	10
SB L	124	98th Street	40.5	4.1	29.1	43.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	8.2	0.4	8.0	9.0	10
WB L	116	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
WB R	117	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
EB T	125	Dennis Chavez Blvd	5.0	0.5	4.0	6.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.8	0.6	1.0	3.0	10
NB LTR	14	Condershire Dr	2.6	0.7	2.0	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	1.4	2.4	0.0	6.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	7.1	0.6	6.0	8.0	10
NB T	41	Coors Blvd	7.6	0.5	7.0	8.0	10
SB T	78	Coors Blvd	6.1	0.3	6.0	7.0	10
SB TR	79	Coors Blvd	6.2	0.4	6.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	2.0	0.0	2.0	2.0	10
NB L	92	Coors Blvd	8.4	1.1	7.0	11.0	10
SB L	131	Coors Blvd	5.4	0.5	5.0	6.0	10
SB L	132	Coors Blvd	4.9	0.3	4.0	5.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	5.7	0.5	5.0	6.0	10
EB L	46	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
EB T	47	Dennis Chavez Blvd	13.3	0.9	12.0	15.0	10
EB T	48	Dennis Chavez Blvd	15.6	1.0	14.0	17.0	10
EB R	54	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
WB R	83	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB L	84	Dennis Chavez Blvd	3.0	0.0	3.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	5.4	0.7	4.0	6.0	10
WB R	95	Dennis Chavez Blvd	1.2	0.4	1.0	2.0	10
EB L	96	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
EB T	97	Dennis Chavez Blvd	4.9	0.7	4.0	6.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.1	0.3	1.0	2.0	10
SB L	105	Unser Blvd	11.7	1.1	10.0	14.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2024 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.3	0.1	0.0	0.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,382.0	8.80	22.9	C
2	1,389.0	8.50	22.1	C
3	1,378.0	9.00	23.5	C
4	1,387.0	9.20	23.9	C
5	1,374.0	9.10	23.7	C
6	1,374.0	9.00	23.6	C
7	1,406.0	10.10	25.8	C
8	1,390.0	8.70	22.6	C
9	1,381.0	9.00	23.4	C
10	1,385.0	8.90	23.1	C
Average:	**1,384.6**	**9.03**	**23.4**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,669.0	1.10	2.3	A
2	1,692.0	1.60	3.3	A
3	1,668.0	1.60	3.4	A
4	1,671.0	1.10	2.3	A
5	1,659.0	1.30	2.9	A
6	1,678.0	1.20	2.6	A
7	1,686.0	1.20	2.6	A
8	1,686.0	1.60	3.5	A
9	1,677.0	2.10	4.5	A
10	1,699.0	2.00	4.3	A
Average:	**1,678.5**	**1.48**	**3.2**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,588.0	109.20	109.6	F
2	3,648.0	110.90	109.5	F
3	3,595.0	111.30	111.4	F
4	3,634.0	109.90	108.8	F
5	3,615.0	108.80	108.3	F
6	3,648.0	110.40	108.9	F
7	3,618.0	112.10	111.6	F
8	3,637.0	108.70	107.6	F

9	3,621.0	108.30	107.7	F
10	3,618.0	114.50	114.0	F
Average:	**3,622.2**	**110.41**	**109.7**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,785.0	7.80	15.7	B
2	1,799.0	7.50	15.0	B
3	1,783.0	7.70	15.5	B
4	1,785.0	8.00	16.0	B
5	1,774.0	7.90	16.0	B
6	1,777.0	7.60	15.4	B
7	1,799.0	8.00	16.0	B
8	1,797.0	8.50	17.0	B
9	1,790.0	8.00	16.1	B
10	1,794.0	7.80	15.7	B
Average:	**1,788.3**	**7.88**	**15.9**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	9.0	0.4	8.5	10.1	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	1.5	0.4	1.1	2.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	110.4	1.9	108.3	114.5	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	7.9	0.3	7.5	8.5	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	23.4	1.0	22.1	25.8	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	3.2	0.8	2.3	4.5	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	109.7	2.0	107.6	114.0	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	15.9	0.5	15.0	17.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	152.0	0.80	17.8	B
2	152.0	0.80	17.9	B
3	153.0	0.80	18.9	B
4	152.0	0.70	17.4	B
5	152.0	0.80	18.2	B
6	152.0	0.70	17.1	B
7	151.0	0.70	16.7	B
8	153.0	0.80	18.7	B
9	151.0	0.70	17.5	B
10	150.0	0.80	18.7	B
Average:	**151.8**	**0.76**	**17.9**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	12.0	0.00	2.9	A
2	12.0	0.00	5.3	A
3	12.0	0.00	2.5	A
4	12.0	0.00	2.6	A
5	12.0	0.00	2.4	A
6	13.0	0.00	3.9	A
7	12.0	0.00	5.4	A
8	12.0	0.00	4.5	A
9	12.0	0.00	4.6	A
10	12.0	0.00	4.7	A
Average:	**12.1**	**0.00**	**3.9**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	371.0	4.30	42.0	D
2	368.0	3.50	34.7	C
3	368.0	4.20	41.1	D
4	375.0	4.10	39.0	D
5	370.0	3.90	37.9	D
6	370.0	4.00	39.0	D
7	366.0	4.50	44.5	D
8	371.0	4.80	46.7	D
9	369.0	4.30	41.7	D
10	367.0	5.20	51.0	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**369.5**	**4.28**	**41.8**	**D**
NB L on 98th Street: Superlink ID 12				
1	5.0	0.00	19.2	B
2	5.0	0.00	11.7	B
3	6.0	0.00	12.2	B
4	5.0	0.00	2.1	A
5	5.0	0.00	11.9	B
6	5.0	0.00	13.1	B
7	5.0	0.00	13.1	B
8	5.0	0.00	11.9	B
9	5.0	0.00	19.9	B
10	5.0	0.00	23.9	C
Average:	**5.1**	**0.00**	**13.9**	**B**
NB R on 98th Street: Superlink ID 12				
1	25.0	0.10	11.3	B
2	23.0	0.10	8.2	A
3	25.0	0.10	10.0	A
4	23.0	0.10	11.5	B
5	24.0	0.10	13.7	B
6	24.0	0.10	7.7	A
7	24.0	0.10	11.4	B
8	24.0	0.10	13.3	B
9	24.0	0.10	11.4	B
10	25.0	0.10	10.2	B
Average:	**24.1**	**0.10**	**10.9**	**B**
NB T on 98th Street: Superlink ID 12				
1	17.0	0.10	21.4	C
2	15.0	0.10	22.4	C
3	16.0	0.10	20.8	C
4	16.0	0.10	19.5	B
5	16.0	0.10	28.2	C
6	16.0	0.10	24.2	C
7	16.0	0.10	23.9	C
8	15.0	0.10	23.2	C
9	16.0	0.10	23.0	C
10	16.0	0.10	12.7	B
Average:	**15.9**	**0.10**	**21.9**	**C**
SB L on 98th Street: Superlink ID 2				
1	234.0	1.00	14.9	B
2	237.0	1.20	18.6	B
3	234.0	1.00	14.7	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	233.0	1.00	15.9	B
5	238.0	1.10	17.1	B
6	236.0	1.00	16.0	B
7	234.0	1.00	16.0	B
8	238.0	1.10	16.7	B
9	231.0	1.10	16.6	B
10	238.0	1.20	18.6	B
Average:	**235.3**	**1.07**	**16.5**	**B**
SB T on 98th Street: Superlink ID 2				
1	8.0	0.00	19.9	B
2	9.0	0.00	18.8	B
3	11.0	0.10	19.2	B
4	9.0	0.10	21.8	C
5	11.0	0.00	11.7	B
6	10.0	0.10	18.4	B
7	10.0	0.00	13.7	B
8	9.0	0.00	19.9	B
9	6.0	0.00	20.7	C
10	9.0	0.00	18.5	B
Average:	**9.2**	**0.03**	**18.2**	**B**
SB TR on 98th Street: Superlink ID 2				
1	65.0	0.40	23.0	C
2	64.0	0.40	25.2	C
3	61.0	0.40	23.4	C
4	63.0	0.40	25.2	C
5	63.0	0.40	23.3	C
6	63.0	0.40	25.5	C
7	62.0	0.50	27.7	C
8	64.0	0.50	29.3	C
9	68.0	0.40	22.0	C
10	64.0	0.40	24.5	C
Average:	**63.7**	**0.42**	**24.9**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	31.0	0.20	19.7	B
2	31.0	0.20	18.8	B
3	33.0	0.20	20.1	C
4	31.0	0.10	16.0	B
5	30.0	0.20	22.3	C
6	28.0	0.10	17.1	B
7	31.0	0.20	17.9	B
8	37.0	0.20	23.3	C
9	29.0	0.10	16.3	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	32.0	0.20	25.5	C
Average:	**31.3**	**0.17**	**19.7**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	298.0	0.70	8.9	A
2	296.0	0.70	8.5	A
3	294.0	0.70	8.6	A
4	304.0	0.70	8.2	A
5	303.0	0.70	8.8	A
6	292.0	0.70	8.6	A
7	290.0	0.60	7.7	A
8	299.0	0.60	7.3	A
9	296.0	0.70	9.1	A
10	299.0	0.80	9.2	A
Average:	**297.1**	**0.69**	**8.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	252.0	2.00	28.2	C
2	250.0	2.10	30.4	C
3	249.0	2.00	28.3	C
4	250.0	1.90	27.2	C
5	250.0	1.90	27.9	C
6	253.0	1.70	23.6	C
7	251.0	1.90	27.5	C
8	249.0	2.00	28.4	C
9	245.0	2.00	30.0	C
10	251.0	2.00	28.6	C
Average:	**250.0**	**1.95**	**28.0**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Dennis Chavez Blvd: Superlink ID 5				
1	907.0	0.60	2.5	A
2	901.0	0.40	1.6	A
3	902.0	0.40	1.6	A
4	896.0	0.60	2.6	A
5	902.0	0.60	2.6	A
6	898.0	0.40	1.6	A
7	896.0	0.50	2.0	A
8	904.0	0.20	1.0	A
9	899.0	0.30	1.2	A
10	909.0	0.40	1.6	A
Average:	**901.4**	**0.44**	**1.8**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LTR on Condershire Dr: Superlink ID 7				
1	47.0	0.70	54.7	F
2	48.0	0.50	39.5	E
3	49.0	0.70	48.4	E
4	47.0	0.80	62.7	F
5	49.0	0.70	49.0	E
6	48.0	0.60	43.7	E
7	48.0	0.50	35.3	E
8	48.0	0.70	55.5	F
9	48.0	0.60	44.5	E
10	50.0	0.60	46.3	E
Average:	**48.2**	**0.64**	**47.9**	**E**
SB LTR on Condershire Dr: Superlink ID 6				
1	31.0	0.20	22.1	C
2	31.0	0.20	22.8	C
3	33.0	0.20	27.2	D
4	33.0	0.20	25.6	D
5	33.0	0.30	31.9	D
6	33.0	0.20	21.6	C
7	34.0	0.20	22.0	C
8	31.0	0.20	22.0	C
9	33.0	0.20	27.0	D
10	33.0	0.20	20.0	C
Average:	**32.5**	**0.21**	**24.2**	**C**
WB LTR on Dennis Chavez Blvd: Superlink ID 17				
1	704.0	0.20	1.2	A
2	697.0	0.00	0.2	A
3	689.0	0.20	0.9	A
4	710.0	0.00	0.2	A
5	708.0	0.00	0.1	A
6	692.0	0.20	1.1	A
7	689.0	0.20	1.2	A
8	700.0	0.10	0.4	A
9	698.0	0.10	0.3	A
10	707.0	0.10	0.3	A
Average:	**699.4**	**0.11**	**0.6**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	53.0	0.30	23.2	C
2	55.0	0.40	28.5	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	54.0	0.30	19.9	B
4	53.0	0.40	25.1	C
5	55.0	0.50	29.8	C
6	56.0	0.50	32.8	C
7	52.0	0.40	26.6	C
8	54.0	0.40	26.7	C
9	54.0	0.40	29.3	C
10	54.0	0.40	29.5	C
Average:	**54.0**	**0.40**	**27.1**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	512.0	2.40	16.5	B
2	512.0	3.00	20.9	C
3	512.0	2.20	15.8	B
4	502.0	2.40	17.1	B
5	512.0	2.70	18.7	B
6	514.0	2.80	19.7	B
7	500.0	2.20	15.9	B
8	508.0	2.50	17.8	B
9	502.0	2.00	14.5	B
10	506.0	2.20	15.8	B
Average:	**508.0**	**2.44**	**17.3**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	294.0	2.60	32.3	C
2	291.0	3.00	37.4	D
3	296.0	2.50	30.9	C
4	288.0	2.50	31.2	C
5	296.0	3.00	36.5	D
6	294.0	2.60	32.2	C
7	283.0	2.60	32.5	C
8	294.0	2.60	31.3	C
9	287.0	2.40	30.6	C
10	292.0	2.60	31.8	C
Average:	**291.5**	**2.64**	**32.7**	**C**
NB L on Coors Blvd: Superlink ID 16				
1	240.0	28.90	434.1	F
2	249.0	26.30	380.5	F
3	244.0	28.30	417.7	F
4	239.0	26.80	403.4	F
5	240.0	27.90	418.8	F
6	233.0	27.80	429.8	F
7	238.0	27.40	414.6	F
8	242.0	28.40	422.6	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	232.0	27.40	425.5	F
10	231.0	27.10	422.7	F
Average:	**238.8**	**27.63**	**417.0**	**F**
NB R on Coors Blvd: Superlink ID 16				
1	57.0	0.30	21.3	C
2	61.0	0.30	17.7	B
3	58.0	0.30	19.9	B
4	58.0	0.30	19.3	B
5	57.0	0.20	13.7	B
6	57.0	0.30	19.1	B
7	58.0	0.30	18.6	B
8	58.0	0.30	18.1	B
9	57.0	0.20	15.7	B
10	57.0	0.30	21.1	C
Average:	**57.8**	**0.28**	**18.4**	**B**
NB T on Coors Blvd: Superlink ID 16				
1	554.0	7.90	51.6	D
2	591.0	7.50	45.9	D
3	570.0	7.40	46.5	D
4	571.0	7.00	44.2	D
5	565.0	7.10	45.4	D
6	560.0	7.50	48.4	D
7	564.0	7.30	46.3	D
8	556.0	6.90	44.7	D
9	565.0	7.50	47.6	D
10	548.0	6.90	45.3	D
Average:	**564.4**	**7.30**	**46.6**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	272.0	2.60	34.3	C
2	269.0	2.60	34.8	C
3	270.0	2.50	32.7	C
4	268.0	2.50	34.0	C
5	271.0	2.60	34.0	C
6	270.0	2.50	33.1	C
7	271.0	2.60	34.1	C
8	270.0	2.60	34.3	C
9	271.0	2.60	35.0	C
10	271.0	2.50	33.8	C
Average:	**270.3**	**2.56**	**34.0**	**C**
SB T on Coors Blvd: Superlink ID 21				
1	363.0	2.80	28.2	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	374.0	3.00	28.7	C
3	376.0	2.90	28.1	C
4	389.0	3.10	28.8	C
5	365.0	2.90	28.7	C
6	371.0	2.90	28.5	C
7	384.0	2.90	27.6	C
8	378.0	3.10	29.3	C
9	373.0	3.00	29.1	C
10	386.0	2.90	26.6	C
Average:	**375.9**	**2.95**	**28.4**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	415.0	3.00	26.1	C
2	400.0	3.10	28.2	C
3	400.0	3.00	26.7	C
4	397.0	3.00	27.5	C
5	411.0	2.80	24.9	C
6	403.0	3.00	27.1	C
7	398.0	3.20	28.6	C
8	397.0	3.20	28.7	C
9	409.0	3.20	28.0	C
10	390.0	3.10	28.3	C
Average:	**402.0**	**3.06**	**27.4**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	95.0	8.80	331.9	F
2	89.0	8.20	330.3	F
3	93.0	8.20	318.1	F
4	95.0	8.20	311.0	F
5	99.0	8.80	318.3	F
6	96.0	8.40	315.4	F
7	93.0	7.60	295.8	F
8	95.0	8.00	302.3	F
9	99.0	8.10	295.9	F
10	100.0	8.40	304.0	F
Average:	**95.4**	**8.27**	**312.3**	**F**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	381.0	14.70	139.2	F
2	354.0	13.70	138.9	F
3	367.0	15.20	149.0	F
4	380.0	13.50	127.9	F
5	398.0	16.30	147.4	F
6	376.0	15.70	150.3	F
7	374.0	15.50	149.2	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	378.0	16.50	157.1	F
9	383.0	13.40	126.3	F
10	394.0	15.60	142.9	F
Average:	**378.5**	**15.01**	**142.8**	**F**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	395.0	38.00	346.6	F
2	380.0	37.40	354.4	F
3	378.0	37.40	356.1	F
4	392.0	36.00	330.5	F
5	398.0	38.60	349.6	F
6	389.0	38.60	357.2	F
7	379.0	35.90	341.5	F
8	390.0	38.90	358.9	F
9	396.0	35.20	320.2	F
10	402.0	37.90	339.5	F
Average:	**389.9**	**37.39**	**345.4**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	96.0	0.60	24.0	C
2	95.0	0.60	24.2	C
3	96.0	0.60	23.1	C
4	96.0	0.60	22.6	C
5	97.0	0.70	24.5	C
6	95.0	0.70	25.9	C
7	95.0	0.60	23.7	C
8	99.0	0.70	25.5	C
9	97.0	0.60	20.5	C
10	95.0	0.50	20.3	C
Average:	**96.1**	**0.62**	**23.4**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	534.0	1.40	9.5	A
2	532.0	1.30	8.5	A
3	536.0	1.30	8.6	A
4	534.0	1.30	8.6	A
5	535.0	1.20	7.8	A
6	535.0	1.30	8.7	A
7	528.0	1.30	8.9	A
8	536.0	1.30	8.8	A
9	529.0	1.20	8.1	A
10	532.0	1.30	8.7	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**533.1**	**1.29**	**8.6**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	367.0	2.20	21.9	C
2	370.0	2.20	20.9	C
3	366.0	2.30	22.9	C
4	366.0	2.20	22.0	C
5	369.0	2.40	23.3	C
6	368.0	2.40	23.8	C
7	373.0	2.70	26.0	C
8	366.0	2.40	23.1	C
9	370.0	2.30	22.2	C
10	370.0	2.40	23.1	C
Average:	**368.5**	**2.35**	**22.9**	**C**
SB R on Unser Blvd: Superlink ID 4				
1	35.0	0.10	6.0	A
2	34.0	0.10	6.8	A
3	36.0	0.10	6.5	A
4	35.0	0.10	6.0	A
5	34.0	0.10	6.8	A
6	36.0	0.10	5.5	A
7	35.0	0.10	7.6	A
8	34.0	0.10	7.0	A
9	34.0	0.10	7.1	A
10	35.0	0.10	6.5	A
Average:	**34.8**	**0.10**	**6.6**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	470.0	1.50	11.3	B
2	462.0	1.30	9.9	A
3	459.0	1.70	13.3	B
4	464.0	1.40	10.5	B
5	475.0	1.30	10.0	A
6	462.0	1.50	11.8	B
7	458.0	1.50	11.8	B
8	466.0	1.30	10.2	B
9	463.0	1.40	10.9	B
10	468.0	1.30	10.3	B
Average:	**464.7**	**1.42**	**11.0**	**B**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	292.0	1.40	17.4	B
2	297.0	1.40	16.6	B
3	295.0	1.40	17.1	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	299.0	1.60	19.0	B
5	298.0	1.50	18.3	B
6	289.0	1.50	18.7	B
7	291.0	1.50	18.9	B
8	298.0	1.40	17.2	B
9	294.0	1.40	17.6	B
10	300.0	1.60	18.9	B
Average:	**295.3**	**1.47**	**18.0**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.8	0.1	0.7	0.8	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	4.3	0.5	3.5	5.2	10
NB L	98th Street	12	0.0	0.0	0.0	0.0	10
NB R	98th Street	12	0.1	0.0	0.1	0.1	10
NB T	98th Street	12	0.1	0.0	0.1	0.1	10
SB L	98th Street	2	1.1	0.1	1.0	1.2	10
SB T	98th Street	2	0.0	0.0	0.0	0.1	10
SB TR	98th Street	2	0.4	0.0	0.4	0.5	10
WB L	Dennis Chavez Blvd	3	0.2	0.0	0.1	0.2	10
WB R	Dennis Chavez Blvd	3	0.7	0.1	0.6	0.8	10
WB T	Dennis Chavez Blvd	3	2.0	0.1	1.7	2.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.4	0.1	0.2	0.6	10
NB LTR	Condershire Dr	7	0.6	0.1	0.5	0.8	10
SB LTR	Condershire Dr	6	0.2	0.0	0.2	0.3	10
WB LTR	Dennis Chavez Blvd	17	0.1	0.1	0.0	0.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	0.4	0.1	0.3	0.5	10
EB R	Dennis Chavez Blvd	17	2.4	0.3	2.0	3.0	10
EB T	Dennis Chavez Blvd	17	2.6	0.2	2.4	3.0	10
NB L	Coors Blvd	16	27.6	0.8	26.3	28.9	10
NB R	Coors Blvd	16	0.3	0.0	0.2	0.3	10
NB T	Coors Blvd	16	7.3	0.3	6.9	7.9	10
SB L	Coors Blvd	21	2.6	0.1	2.5	2.6	10
SB T	Coors Blvd	21	3.0	0.1	2.8	3.1	10
SB TR	Coors Blvd	21	3.1	0.1	2.8	3.2	10
WB L	Dennis Chavez Blvd	11	8.3	0.4	7.6	8.8	10
WB R	Dennis Chavez Blvd	11	15.0	1.1	13.4	16.5	10
WB T	Dennis Chavez Blvd	11	37.4	1.3	35.2	38.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.6	0.1	0.5	0.7	10
EB T	Dennis Chavez Blvd	3	1.3	0.1	1.2	1.4	10
SB L	Unser Blvd	4	2.4	0.2	2.2	2.7	10
SB R	Unser Blvd	4	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	5	1.4	0.1	1.3	1.7	10
WB T	Dennis Chavez Blvd	5	1.5	0.1	1.4	1.6	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	17.9	0.7	16.7	18.9	10
EB R	Dennis Chavez Blvd	1	3.9	1.2	2.4	5.4	10
EB T	Dennis Chavez Blvd	1	41.8	4.7	34.7	51.0	10
NB L	98th Street	12	13.9	6.0	2.1	23.9	10
NB R	98th Street	12	10.9	1.9	7.7	13.7	10
NB T	98th Street	12	21.9	4.0	12.7	28.2	10
SB L	98th Street	2	16.5	1.3	14.7	18.6	10
SB T	98th Street	2	18.2	3.2	11.7	21.8	10
SB TR	98th Street	2	24.9	2.2	22.0	29.3	10
WB L	Dennis Chavez Blvd	3	19.7	3.2	16.0	25.5	10
WB R	Dennis Chavez Blvd	3	8.5	0.6	7.3	9.2	10
WB T	Dennis Chavez Blvd	3	28.0	1.8	23.6	30.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	1.8	0.6	1.0	2.6	10
NB LTR	Condershire Dr	7	47.9	8.1	35.3	62.7	10
SB LTR	Condershire Dr	6	24.2	3.6	20.0	31.9	10
WB LTR	Dennis Chavez Blvd	17	0.6	0.4	0.1	1.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	27.1	3.7	19.9	32.8	10
EB R	Dennis Chavez Blvd	17	17.3	2.0	14.5	20.9	10
EB T	Dennis Chavez Blvd	17	32.7	2.3	30.6	37.4	10
NB L	Coors Blvd	16	417.0	15.4	380.5	434.1	10
NB R	Coors Blvd	16	18.4	2.3	13.7	21.3	10
NB T	Coors Blvd	16	46.6	2.2	44.2	51.6	10
SB L	Coors Blvd	21	34.0	0.7	32.7	35.0	10
SB T	Coors Blvd	21	28.4	0.8	26.6	29.3	10
SB TR	Coors Blvd	21	27.4	1.2	24.9	28.7	10
WB L	Dennis Chavez Blvd	11	312.3	12.9	295.8	331.9	10
WB R	Dennis Chavez Blvd	11	142.8	9.9	126.3	157.1	10
WB T	Dennis Chavez Blvd	11	345.4	12.7	320.2	358.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	23.4	1.9	20.3	25.9	10
EB T	Dennis Chavez Blvd	3	8.6	0.4	7.8	9.5	10
SB L	Unser Blvd	4	22.9	1.4	20.9	26.0	10
SB R	Unser Blvd	4	6.6	0.6	5.5	7.6	10
WB R	Dennis Chavez Blvd	5	11.0	1.1	9.9	13.3	10
WB T	Dennis Chavez Blvd	5	18.0	0.9	16.6	19.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	13.8	0.7	69.5	2.0	0.0%
2	120.0	10.1	0.6	48.4	2.0	0.0%
3	120.0	10.7	0.6	46.2	2.0	0.0%
4	120.0	10.0	0.5	48.4	2.0	0.0%
5	120.0	13.5	0.6	55.1	2.0	0.0%
6	120.0	11.8	0.6	54.1	2.0	0.0%
7	120.0	14.9	0.7	57.1	2.0	0.0%
8	120.0	10.3	0.6	51.4	2.0	0.0%
9	120.0	12.4	0.6	50.1	2.0	0.0%
10	120.0	11.2	0.6	46.5	2.0	0.0%
Average:	**120.0**	**11.9**	**0.6**	**52.7**	**2.0**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.6	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.2	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	82.6	3.2	207.1	8.0	0.0%
2	120.0	60.4	2.4	197.4	7.0	0.0%
3	120.0	84.1	3.2	239.3	8.0	0.0%
4	120.0	97.6	3.6	226.2	8.0	0.0%
5	120.0	88.3	3.4	219.5	8.0	0.0%
6	120.0	86.1	3.3	220.0	8.0	0.0%
7	120.0	98.0	3.7	231.0	8.0	0.0%
8	120.0	72.4	2.8	217.3	8.0	0.0%
9	120.0	80.3	3.1	204.1	8.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	76.2	2.9	208.4	8.0	0.0%
Average:	**120.0**	**82.6**	**3.2**	**217.0**	**7.9**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	120.0	1.4	0.1	14.7	1.0	0.0%
2	120.0	1.5	0.1	16.5	1.0	0.0%
3	120.0	0.7	0.1	0.4	0.0	0.0%
4	120.0	1.1	0.1	15.0	1.0	0.0%
5	120.0	0.9	0.1	0.8	0.0	0.0%
6	120.0	1.3	0.1	14.9	1.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	1.8	0.1	17.3	1.0	0.0%
9	120.0	0.7	0.0	0.0	0.0	0.0%
10	120.0	1.3	0.1	0.7	0.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**8.0**	**0.5**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	3.1	0.2	20.8	1.0	0.0%
2	120.0	1.9	0.1	16.4	1.0	0.0%
3	120.0	2.3	0.1	18.3	1.0	0.0%
4	120.0	3.1	0.2	17.4	1.0	0.0%
5	120.0	2.1	0.1	17.0	1.0	0.0%
6	120.0	2.0	0.1	17.0	1.0	0.0%
7	120.0	2.0	0.1	15.9	1.0	0.0%
8	120.0	1.6	0.1	15.6	1.0	0.0%
9	120.0	2.4	0.1	16.7	1.0	0.0%
10	120.0	2.1	0.1	17.6	1.0	0.0%
Average:	**120.0**	**2.3**	**0.1**	**17.3**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	120.0	15.9	0.7	73.5	3.0	0.0%
2	120.0	23.1	1.0	85.4	3.0	0.0%
3	120.0	17.4	0.7	96.8	4.0	0.0%
4	120.0	18.4	0.7	78.1	3.0	0.0%
5	120.0	19.8	0.9	83.1	3.0	0.0%
6	120.0	17.2	0.8	75.0	3.0	0.0%
7	120.0	23.6	1.0	99.5	4.0	0.0%
8	120.0	17.6	0.8	73.8	3.0	0.0%
9	120.0	19.9	0.9	80.0	3.0	0.0%
10	120.0	23.8	1.0	81.7	3.0	0.0%
Average:	**120.0**	**19.7**	**0.9**	**82.7**	**3.2**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.9	0.1	0.8	0.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.1	0.4	0.0	0.0%
5	120.0	1.0	0.1	15.4	1.0	0.0%
6	120.0	0.8	0.1	0.7	0.0	0.0%
7	120.0	1.5	0.1	17.1	1.0	0.0%
8	120.0	0.8	0.0	0.0	0.0	0.0%
9	120.0	1.3	0.1	16.4	1.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.9**	**0.1**	**5.1**	**0.3**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	120.0	10.3	0.5	40.8	2.0	0.0%
2	120.0	7.1	0.4	21.9	1.0	0.0%
3	120.0	8.9	0.4	37.5	1.0	0.0%
4	120.0	10.4	0.5	50.5	2.0	0.0%
5	120.0	9.1	0.5	34.9	1.0	0.0%
6	120.0	8.8	0.5	23.6	1.0	0.0%
7	120.0	9.8	0.5	44.6	2.0	0.0%
8	120.0	8.6	0.4	42.2	2.0	0.0%
9	120.0	8.5	0.5	31.3	2.0	0.0%
10	120.0	7.2	0.4	19.2	1.0	0.0%
Average:	**120.0**	**8.9**	**0.5**	**34.7**	**1.5**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	3.2	0.2	17.8	1.0	0.0%
2	120.0	5.1	0.2	21.2	1.0	0.0%
3	120.0	6.3	0.2	52.1	1.0	0.0%
4	120.0	1.8	0.1	16.4	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	120.0	2.5	0.1	16.8	1.0	0.0%
6	120.0	2.6	0.2	18.0	1.0	0.0%
7	120.0	3.7	0.2	18.4	1.0	0.0%
8	120.0	1.9	0.1	16.3	1.0	0.0%
9	120.0	2.1	0.1	17.1	1.0	0.0%
10	120.0	3.8	0.2	18.9	1.0	0.0%
Average:	**120.0**	**3.3**	**0.2**	**21.3**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	10.4	0.4	72.7	3.0	0.0%
2	120.0	12.4	0.5	80.7	3.0	0.0%
3	120.0	9.5	0.4	55.9	2.0	0.0%
4	120.0	11.0	0.5	66.0	3.0	0.0%
5	120.0	7.4	0.3	59.0	2.0	0.0%
6	120.0	12.5	0.5	72.3	3.0	0.0%
7	120.0	6.9	0.3	45.3	2.0	0.0%
8	120.0	12.8	0.5	77.7	3.0	0.0%
9	120.0	11.6	0.4	76.3	3.0	0.0%
10	120.0	13.5	0.5	80.3	3.0	0.0%
Average:	**120.0**	**10.8**	**0.4**	**68.6**	**2.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	37.6	1.5	131.5	4.0	0.0%
2	120.0	37.1	1.5	137.5	5.0	0.0%
3	120.0	27.4	1.2	118.0	5.0	0.0%
4	120.0	39.0	1.6	134.1	5.0	0.0%
5	120.0	33.0	1.3	143.4	5.0	0.0%
6	120.0	32.3	1.3	118.6	5.0	0.0%
7	120.0	38.4	1.5	130.9	5.0	0.0%
8	120.0	36.7	1.4	132.5	4.0	0.0%
9	120.0	33.8	1.3	134.6	5.0	0.0%
10	120.0	36.4	1.5	120.8	5.0	0.0%
Average:	**120.0**	**35.2**	**1.4**	**130.2**	**4.8**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	120.0	5.1	0.2	0.0	0.0	0.0%
2	120.0	7.1	0.3	0.0	0.0	0.0%
3	120.0	7.2	0.3	3.3	0.1	0.0%
4	120.0	1.6	0.1	0.0	0.0	0.0%
5	120.0	4.0	0.2	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	120.0	1.6	0.1	0.0	0.0	0.0%
7	120.0	0.3	0.0	0.0	0.0	0.0%
8	120.0	9.3	0.4	38.2	2.0	0.0%
9	120.0	15.1	0.6	89.9	3.0	0.0%
10	120.0	5.2	0.2	0.0	0.0	0.0%
Average:	**120.0**	**5.7**	**0.2**	**13.1**	**0.5**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	3.2	0.4	11.1	1.0	0.0%
2	120.0	4.3	0.5	31.2	2.0	0.0%
3	120.0	10.3	0.7	43.5	2.0	0.0%
4	120.0	5.3	0.5	33.1	2.0	0.0%
5	120.0	8.7	0.6	37.9	2.0	0.0%
6	120.0	7.0	0.6	31.7	2.0	0.0%
7	120.0	8.2	0.6	56.6	2.0	0.0%
8	120.0	6.6	0.6	37.0	2.0	0.0%
9	120.0	8.4	0.7	36.5	2.0	0.0%
10	120.0	14.4	0.9	58.2	3.0	0.0%
Average:	**120.0**	**7.6**	**0.6**	**37.7**	**2.0**	**0.0%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	1.2	0.2	0.0	1.0	0.0%
2	120.0	0.7	0.3	0.0	1.0	0.0%
3	120.0	0.7	0.3	0.0	1.0	0.0%
4	120.0	0.3	0.2	0.0	1.0	0.0%
5	120.0	0.2	0.3	0.0	1.0	0.0%
6	120.0	0.8	0.3	0.0	1.0	0.0%
7	120.0	0.7	0.2	0.0	1.0	0.0%
8	120.0	1.0	0.3	6.5	2.0	0.0%
9	120.0	0.1	0.2	0.0	1.0	0.0%
10	120.0	0.5	0.2	0.0	1.0	0.0%
Average:	**120.0**	**0.6**	**0.3**	**0.7**	**1.1**	**0.0%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	1.8	0.1	0.0	0.0	0.0%
2	120.0	2.3	0.1	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	3.7	0.1	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	3.6	0.1	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	120.0	2.0	0.1	0.0	0.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	5.2	0.3	23.2	1.0	0.0%
2	120.0	6.1	0.3	45.9	2.0	0.0%
3	120.0	5.9	0.3	45.9	2.0	0.0%
4	120.0	7.4	0.3	46.1	1.0	0.0%
5	120.0	5.5	0.3	25.4	1.0	0.0%
6	120.0	9.2	0.4	47.5	2.0	0.0%
7	120.0	8.5	0.4	45.9	2.0	0.0%
8	120.0	7.5	0.4	29.5	1.0	0.0%
9	120.0	9.9	0.5	46.9	2.0	0.0%
10	120.0	10.3	0.5	46.2	2.0	0.0%
Average:	**120.0**	**7.6**	**0.4**	**40.3**	**1.6**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	19.7	0.7	133.5	5.0	0.0%
2	120.0	13.5	0.5	78.1	2.1	0.0%
3	120.0	17.1	0.6	102.9	4.0	0.0%
4	120.0	14.7	0.5	103.2	4.0	0.0%
5	120.0	14.0	0.5	87.9	3.0	0.0%
6	120.0	14.4	0.6	88.9	3.0	0.0%
7	120.0	15.1	0.5	102.7	4.0	0.0%
8	120.0	10.8	0.4	50.5	2.0	0.0%
9	120.0	15.3	0.5	86.6	3.0	0.0%
10	120.0	15.6	0.5	102.8	4.0	0.0%
Average:	**120.0**	**15.0**	**0.5**	**93.7**	**3.4**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	33.3	1.3	111.5	4.0	0.0%
2	120.0	38.7	1.5	121.0	4.0	0.0%
3	120.0	36.5	1.5	103.9	4.0	0.0%
4	120.0	32.9	1.4	119.1	5.0	0.0%
5	120.0	33.6	1.4	100.4	4.0	0.0%
6	120.0	36.5	1.5	127.6	5.0	0.0%
7	120.0	35.0	1.4	118.4	4.0	0.0%
8	120.0	39.9	1.6	120.7	4.0	0.0%
9	120.0	33.8	1.4	126.2	4.0	0.0%
10	120.0	37.7	1.6	115.5	5.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 47						
Average:	**120.0**	**35.8**	**1.5**	**116.4**	**4.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	29.8	1.2	185.4	7.0	0.0%
2	120.0	35.6	1.4	220.1	8.0	0.0%
3	120.0	40.3	1.6	187.8	7.0	0.0%
4	120.0	36.0	1.4	224.0	8.0	0.0%
5	120.0	39.0	1.5	192.7	7.0	0.0%
6	120.0	41.3	1.6	227.7	8.0	0.0%
7	120.0	30.0	1.2	174.2	6.0	0.0%
8	120.0	30.2	1.2	219.7	7.0	0.0%
9	120.0	24.6	1.0	138.4	5.0	0.0%
10	120.0	48.5	1.9	250.9	9.0	0.0%
Average:	**120.0**	**35.5**	**1.4**	**202.1**	**7.2**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	744.1	26.1	1,001.7	37.0	56.7%
2	120.0	653.6	23.0	1,001.6	37.0	50.0%
3	120.0	669.3	22.9	1,001.3	35.0	50.0%
4	120.0	676.2	23.8	1,001.6	36.0	50.8%
5	120.0	624.8	21.7	1,000.9	36.0	44.2%
6	120.0	673.3	23.6	997.7	36.0	52.5%
7	120.0	692.2	24.0	1,001.3	36.0	55.0%
8	120.0	669.5	23.5	997.8	36.1	50.8%
9	120.0	696.9	24.7	1,002.7	37.0	53.3%
10	120.0	702.2	24.7	1,003.2	37.0	51.7%
Average:	**120.0**	**680.2**	**23.8**	**1,001.0**	**36.3**	**51.5%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	0.9	0.1	0.7	0.0	0.0%
2	120.0	3.0	0.2	19.9	1.0	0.0%
3	120.0	1.1	0.1	15.1	1.0	0.0%
4	120.0	2.9	0.2	17.3	1.0	0.0%
5	120.0	1.7	0.1	17.0	1.0	0.0%
6	120.0	2.4	0.1	18.9	1.0	0.0%
7	120.0	1.9	0.1	17.7	1.0	0.0%
8	120.0	3.5	0.2	17.0	1.0	0.0%
9	120.0	2.1	0.1	17.9	1.0	0.0%
10	120.0	2.6	0.2	16.8	1.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**15.8**	**0.9**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	31.4	1.3	134.3	5.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	40.4	1.6	148.4	5.0	0.0%
3	120.0	38.8	1.6	144.7	5.0	0.0%
4	120.0	40.7	1.7	157.6	6.0	0.0%
5	120.0	39.3	1.7	136.0	5.0	0.0%
6	120.0	43.6	1.7	128.6	5.0	0.0%
7	120.0	43.8	1.8	148.2	5.0	0.0%
8	120.0	32.8	1.4	115.4	5.0	0.0%
9	120.0	35.6	1.4	118.1	4.0	0.0%
10	120.0	36.7	1.5	130.4	5.0	0.0%
Average:	**120.0**	**38.3**	**1.6**	**136.2**	**5.0**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	71.6	2.7	218.5	8.0	0.0%
2	120.0	81.2	3.1	225.1	8.0	0.0%
3	120.0	76.4	2.9	230.9	8.0	0.0%
4	120.0	81.9	3.1	240.3	9.0	0.0%
5	120.0	84.5	3.2	242.9	9.0	0.0%
6	120.0	85.8	3.2	219.5	8.0	0.0%
7	120.0	78.8	3.1	226.9	8.0	0.0%
8	120.0	71.9	2.7	232.2	8.0	0.0%
9	120.0	70.4	2.6	213.4	8.0	0.0%
10	120.0	84.7	3.2	221.7	8.0	0.0%
Average:	**120.0**	**78.7**	**3.0**	**227.1**	**8.2**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	30.9	1.3	80.0	3.0	0.0%
2	120.0	28.0	1.2	84.6	3.0	0.0%
3	120.0	26.3	1.1	77.1	3.0	0.0%
4	120.0	27.6	1.2	80.6	3.0	0.0%
5	120.0	25.2	1.2	74.5	3.0	0.0%
6	120.0	29.3	1.2	78.4	3.0	0.0%
7	120.0	26.9	1.2	73.3	3.0	0.0%
8	120.0	28.1	1.2	79.4	3.0	0.0%
9	120.0	28.0	1.2	79.4	3.0	0.0%
10	120.0	26.4	1.2	80.1	3.0	0.0%
Average:	**120.0**	**27.7**	**1.2**	**78.7**	**3.0**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	120.0	22.7	1.1	68.9	3.0	0.0%
2	120.0	18.0	0.9	60.9	2.0	0.0%
3	120.0	20.4	0.9	66.4	3.0	0.0%
4	120.0	20.7	0.9	64.7	3.0	0.0%
5	120.0	19.1	0.9	64.1	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD

NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	120.0	19.3	0.9	67.0	3.0	0.0%
7	120.0	21.8	1.0	73.0	3.0	0.0%
8	120.0	17.5	0.8	66.7	2.0	0.0%
9	120.0	17.5	0.8	51.2	2.0	0.0%
10	120.0	19.4	0.9	59.0	2.0	0.0%
Average:	**120.0**	**19.6**	**0.9**	**64.2**	**2.5**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	57.1	2.2	169.6	6.0	0.0%
2	120.0	60.2	2.3	171.3	6.0	0.0%
3	120.0	65.4	2.5	186.5	7.0	0.0%
4	120.0	55.4	2.2	170.2	6.0	0.0%
5	120.0	66.9	2.6	173.2	7.0	0.0%
6	120.0	55.2	2.3	181.3	7.0	0.0%
7	120.0	67.3	2.6	179.4	7.0	0.0%
8	120.0	57.7	2.2	181.3	7.0	0.0%
9	120.0	60.0	2.4	204.5	7.0	0.0%
10	120.0	55.0	2.2	161.2	6.0	0.0%
Average:	**120.0**	**60.0**	**2.4**	**177.9**	**6.6**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	120.0	60.7	2.2	198.7	6.0	0.0%
2	120.0	68.6	2.6	233.6	8.0	0.0%
3	120.0	68.6	2.6	207.9	8.0	0.0%
4	120.0	64.1	2.5	187.3	7.0	0.0%
5	120.0	72.0	2.7	196.2	7.0	0.0%
6	120.0	62.4	2.5	196.4	7.0	0.0%
7	120.0	66.3	2.6	186.0	7.0	0.0%
8	120.0	61.5	2.3	186.6	6.0	0.0%
9	120.0	61.8	2.3	195.9	7.0	0.0%
10	120.0	60.0	2.4	172.1	6.0	0.0%
Average:	**120.0**	**64.6**	**2.5**	**196.1**	**6.9**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	120.0	21.0	0.9	97.9	4.0	0.0%
2	120.0	18.0	0.7	93.9	3.0	0.0%
3	120.0	15.5	0.7	68.9	3.0	0.0%
4	120.0	20.7	0.8	96.3	3.0	0.0%
5	120.0	14.7	0.6	77.2	3.0	0.0%
6	120.0	18.1	0.8	76.0	3.0	0.0%
7	120.0	15.8	0.7	66.4	3.0	0.0%
8	120.0	21.7	0.9	98.5	4.0	0.0%
9	120.0	18.5	0.8	70.5	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	120.0	20.3	0.9	100.2	4.0	0.0%
Average:	**120.0**	**18.4**	**0.8**	**84.6**	**3.3**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	14.1	0.5	126.6	5.0	0.0%
2	120.0	11.3	0.4	43.8	2.0	0.0%
3	120.0	4.8	0.2	17.8	1.0	0.0%
4	120.0	10.0	0.3	46.6	2.0	0.0%
5	120.0	16.5	0.6	67.2	2.0	0.0%
6	120.0	9.2	0.3	72.5	2.0	0.0%
7	120.0	6.8	0.3	47.2	2.0	0.0%
8	120.0	13.9	0.5	102.0	4.0	0.0%
9	120.0	14.9	0.5	114.5	4.0	0.0%
10	120.0	10.5	0.4	49.6	2.0	0.0%
Average:	**120.0**	**11.2**	**0.4**	**68.8**	**2.6**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	774.2	26.9	1,268.2	46.0	50.0%
2	120.0	846.6	30.0	1,269.9	47.0	50.8%
3	120.0	817.0	28.8	1,267.5	46.0	50.8%
4	120.0	821.1	29.0	1,268.7	47.0	51.7%
5	120.0	830.3	28.5	1,264.9	45.1	55.8%
6	120.0	820.5	28.4	1,267.7	45.1	51.7%
7	120.0	758.0	27.3	1,268.8	47.0	47.5%
8	120.0	793.1	27.7	1,268.0	46.0	49.2%
9	120.0	839.2	29.0	1,270.4	45.1	54.2%
10	120.0	803.7	28.4	1,268.1	46.0	50.0%
Average:	**120.0**	**810.4**	**28.4**	**1,268.2**	**46.0**	**51.2%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	8.9	0.5	43.3	2.0	0.0%
2	120.0	9.5	0.4	51.7	2.0	0.0%
3	120.0	9.8	0.5	46.4	2.0	0.0%
4	120.0	11.2	0.5	50.5	2.0	0.0%
5	120.0	10.3	0.5	43.5	2.0	0.0%
6	120.0	9.2	0.5	43.3	2.0	0.0%
7	120.0	9.3	0.5	46.1	2.0	0.0%
8	120.0	8.6	0.4	44.1	2.0	0.0%
9	120.0	9.3	0.5	45.6	2.0	0.0%
10	120.0	10.2	0.5	47.0	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**120.0**	**9.6**	**0.5**	**46.2**	**2.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	16.2	0.6	132.2	5.0	0.0%
2	120.0	13.9	0.6	75.6	3.0	0.0%
3	120.0	15.3	0.6	108.3	4.0	0.0%
4	120.0	19.7	0.8	133.4	5.0	0.0%
5	120.0	13.9	0.6	110.8	4.0	0.0%
6	120.0	10.3	0.4	76.1	3.0	0.0%
7	120.0	18.5	0.7	140.2	5.0	0.0%
8	120.0	21.1	0.8	177.8	5.1	0.0%
9	120.0	20.6	0.8	127.9	5.0	0.0%
10	120.0	15.1	0.6	106.2	4.0	0.0%
Average:	**120.0**	**16.5**	**0.7**	**118.9**	**4.3**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	48.9	1.9	145.2	5.0	0.0%
2	120.0	36.8	1.5	122.6	5.0	0.0%
3	120.0	48.2	1.9	136.5	5.0	0.0%
4	120.0	54.6	2.1	144.2	5.0	0.0%
5	120.0	45.4	1.9	152.2	5.0	0.0%
6	120.0	44.4	1.8	128.4	5.0	0.0%
7	120.0	38.9	1.6	128.2	5.0	0.0%
8	120.0	53.8	2.1	141.1	5.0	0.0%
9	120.0	50.6	1.9	176.0	6.0	0.0%
10	120.0	49.9	2.0	137.1	5.0	0.0%
Average:	**120.0**	**47.2**	**1.9**	**141.2**	**5.1**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	1.2	0.1	9.6	1.0	0.0%
2	120.0	1.0	0.1	0.0	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.1	0.7	0.0	0.0%
5	120.0	1.3	0.1	9.8	1.0	0.0%
6	120.0	1.6	0.1	15.6	1.0	0.0%
7	120.0	0.8	0.1	0.3	0.0	0.0%
8	120.0	1.0	0.1	12.1	1.0	0.0%
9	120.0	0.8	0.0	0.0	0.0	0.0%
10	120.0	1.8	0.1	17.6	1.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**6.6**	**0.5**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	12.1	0.5	72.3	3.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 95						
2	120.0	9.6	0.4	74.8	3.0	0.0%
3	120.0	6.7	0.3	48.7	2.0	0.0%
4	120.0	7.3	0.3	41.7	2.0	0.0%
5	120.0	8.7	0.4	48.4	2.0	0.0%
6	120.0	6.8	0.3	43.6	2.0	0.0%
7	120.0	8.7	0.4	48.9	2.0	0.0%
8	120.0	5.7	0.3	36.3	2.0	0.0%
9	120.0	6.2	0.3	37.0	2.0	0.0%
10	120.0	7.8	0.3	54.4	2.0	0.0%
Average:	**120.0**	**8.0**	**0.4**	**50.6**	**2.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	53.1	2.0	188.1	7.0	0.0%
2	120.0	55.1	2.2	209.3	8.0	0.0%
3	120.0	54.1	2.1	193.4	7.0	0.0%
4	120.0	50.6	2.0	189.5	7.0	0.0%
5	120.0	66.9	2.5	263.3	9.0	0.0%
6	120.0	48.7	2.0	212.2	8.0	0.0%
7	120.0	65.1	2.5	221.2	8.0	0.0%
8	120.0	56.6	2.2	223.1	8.0	0.0%
9	120.0	58.1	2.2	200.5	8.0	0.0%
10	120.0	48.2	1.9	180.4	7.0	0.0%
Average:	**120.0**	**55.7**	**2.2**	**208.1**	**7.7**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	8.9	1.1	7.1	10.4	10
NB T	23	98th Street	2.3	0.5	1.6	3.1	10
NB L	108	98th Street	0.3	0.1	0.1	0.5	10
NB R	109	98th Street	1.1	0.4	0.6	1.8	10
SB T	118	98th Street	0.9	0.3	0.6	1.5	10
SB L	124	98th Street	19.7	2.9	15.9	23.8	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	35.2	3.6	27.4	39.0	10
WB L	116	Dennis Chavez Blvd	3.3	1.5	1.8	6.3	10
WB R	117	Dennis Chavez Blvd	10.8	2.3	6.9	13.5	10
EB T	125	Dennis Chavez Blvd	82.6	11.3	60.4	98.0	10
EB R	126	Dennis Chavez Blvd	0.1	0.2	0.0	0.6	10
EB L	130	Dennis Chavez Blvd	11.9	1.7	10.0	14.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.6	0.3	0.1	1.2	10
NB LTR	14	Condershire Dr	7.6	3.2	3.2	14.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	1.5	1.4	0.0	3.7	10
EB LTR	94	Dennis Chavez Blvd	5.7	4.4	0.3	15.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	38.3	4.2	31.4	43.8	10
NB T	41	Coors Blvd	78.7	5.8	70.4	85.8	10
SB T	78	Coors Blvd	60.0	4.9	55.0	67.3	10
SB TR	79	Coors Blvd	64.6	4.1	60.0	72.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	2.2	0.8	0.9	3.5	10
NB L	92	Coors Blvd	680.2	31.7	624.8	744.1	10
SB L	131	Coors Blvd	27.7	1.6	25.2	30.9	10
SB L	132	Coors Blvd	19.6	1.8	17.5	22.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	810.4	28.3	758.0	846.6	10
EB L	46	Dennis Chavez Blvd	7.6	1.9	5.2	10.3	10
EB T	47	Dennis Chavez Blvd	35.8	2.4	32.9	39.9	10
EB T	48	Dennis Chavez Blvd	35.5	7.1	24.6	48.5	10
EB R	54	Dennis Chavez Blvd	15.0	2.3	10.8	19.7	10
WB R	83	Dennis Chavez Blvd	11.2	3.7	4.8	16.5	10
WB L	84	Dennis Chavez Blvd	18.4	2.5	14.7	21.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	55.7	6.3	48.2	66.9	10
WB R	95	Dennis Chavez Blvd	8.0	1.9	5.7	12.1	10
EB L	96	Dennis Chavez Blvd	9.6	0.8	8.6	11.2	10
EB T	97	Dennis Chavez Blvd	16.5	3.5	10.3	21.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.1	0.4	0.8	1.8	10
SB L	105	Unser Blvd	47.2	5.9	36.8	54.6	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.5	0.1	0.4	0.5	10
NB T	23	98th Street	0.1	0.0	0.1	0.2	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.1	0.0	0.0	0.1	10
SB T	118	98th Street	0.1	0.1	0.0	0.1	10
SB L	124	98th Street	0.9	0.1	0.7	1.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.4	0.1	1.2	1.6	10
WB L	116	Dennis Chavez Blvd	0.2	0.1	0.1	0.2	10
WB R	117	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	125	Dennis Chavez Blvd	3.2	0.4	2.4	3.7	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.6	0.1	0.5	0.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.3	0.1	0.2	0.3	10
NB LTR	14	Condershire Dr	0.6	0.1	0.4	0.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.1	0.1	0.0	0.1	10
EB LTR	94	Dennis Chavez Blvd	0.2	0.2	0.0	0.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	1.6	0.2	1.3	1.8	10
NB T	41	Coors Blvd	3.0	0.2	2.6	3.2	10
SB T	78	Coors Blvd	2.4	0.2	2.2	2.6	10
SB TR	79	Coors Blvd	2.5	0.2	2.2	2.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.1	0.1	0.1	0.2	10
NB L	92	Coors Blvd	23.8	1.2	21.7	26.1	10
SB L	131	Coors Blvd	1.2	0.0	1.1	1.3	10
SB L	132	Coors Blvd	0.9	0.1	0.8	1.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	28.4	0.9	26.9	30.0	10
EB L	46	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	47	Dennis Chavez Blvd	1.5	0.1	1.3	1.6	10
EB T	48	Dennis Chavez Blvd	1.4	0.3	1.0	1.9	10
EB R	54	Dennis Chavez Blvd	0.5	0.1	0.4	0.7	10
WB R	83	Dennis Chavez Blvd	0.4	0.1	0.2	0.6	10
WB L	84	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	2.2	0.2	1.9	2.5	10
WB R	95	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB L	96	Dennis Chavez Blvd	0.5	0.0	0.4	0.5	10
EB T	97	Dennis Chavez Blvd	0.7	0.1	0.4	0.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.1	0.0	0.0	0.1	10
SB L	105	Unser Blvd	1.9	0.2	1.5	2.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	34.7	10.5	19.2	50.5	10
NB T	23	98th Street	17.3	1.5	15.6	20.8	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	8.0	8.1	0.0	17.3	10
SB T	118	98th Street	5.1	7.8	0.0	17.1	10
SB L	124	98th Street	82.7	9.1	73.5	99.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	130.2	8.4	118.0	143.4	10
WB L	116	Dennis Chavez Blvd	21.3	10.9	16.3	52.1	10
WB R	117	Dennis Chavez Blvd	68.6	11.8	45.3	80.7	10
EB T	125	Dennis Chavez Blvd	217.0	13.0	197.4	239.3	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	52.7	7.0	46.2	69.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.7	2.1	0.0	6.5	10
NB LTR	14	Condershire Dr	37.7	13.4	11.1	58.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	13.1	29.5	0.0	89.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	136.2	13.7	115.4	157.6	10
NB T	41	Coors Blvd	227.1	9.5	213.4	242.9	10
SB T	78	Coors Blvd	177.9	11.9	161.2	204.5	10
SB TR	79	Coors Blvd	196.1	16.3	172.1	233.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	15.8	5.5	0.7	19.9	10
NB L	92	Coors Blvd	1,001.0	1.8	997.7	1,003.2	10
SB L	131	Coors Blvd	78.7	3.2	73.3	84.6	10
SB L	132	Coors Blvd	64.2	6.0	51.2	73.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1,268.2	1.5	1,264.9	1,270.4	10
EB L	46	Dennis Chavez Blvd	40.3	9.9	23.2	47.5	10
EB T	47	Dennis Chavez Blvd	116.4	8.9	100.4	127.6	10
EB T	48	Dennis Chavez Blvd	202.1	32.6	138.4	250.9	10
EB R	54	Dennis Chavez Blvd	93.7	21.4	50.5	133.5	10
WB R	83	Dennis Chavez Blvd	68.8	35.1	17.8	126.6	10
WB L	84	Dennis Chavez Blvd	84.6	13.9	66.4	100.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	208.1	24.1	180.4	263.3	10
WB R	95	Dennis Chavez Blvd	50.6	13.3	36.3	74.8	10
EB L	96	Dennis Chavez Blvd	46.2	2.9	43.3	51.7	10
EB T	97	Dennis Chavez Blvd	118.9	30.6	75.6	177.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	6.6	7.1	0.0	17.6	10
SB L	105	Unser Blvd	141.2	15.2	122.6	176.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	1.5	0.5	1.0	2.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.5	0.5	0.0	1.0	10
SB T	118	98th Street	0.3	0.5	0.0	1.0	10
SB L	124	98th Street	3.2	0.4	3.0	4.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	4.8	0.4	4.0	5.0	10
WB L	116	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	117	Dennis Chavez Blvd	2.7	0.5	2.0	3.0	10
EB T	125	Dennis Chavez Blvd	7.9	0.3	7.0	8.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.1	0.3	1.0	2.0	10
NB LTR	14	Condershire Dr	2.0	0.5	1.0	3.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.5	1.1	0.0	3.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	5.0	0.5	4.0	6.0	10
NB T	41	Coors Blvd	8.2	0.4	8.0	9.0	10
SB T	78	Coors Blvd	6.6	0.5	6.0	7.0	10
SB TR	79	Coors Blvd	6.9	0.7	6.0	8.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.9	0.3	0.0	1.0	10
NB L	92	Coors Blvd	36.3	0.7	35.0	37.0	10
SB L	131	Coors Blvd	3.0	0.0	3.0	3.0	10
SB L	132	Coors Blvd	2.5	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	46.0	0.8	45.1	47.0	10
EB L	46	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
EB T	47	Dennis Chavez Blvd	4.3	0.5	4.0	5.0	10
EB T	48	Dennis Chavez Blvd	7.2	1.1	5.0	9.0	10
EB R	54	Dennis Chavez Blvd	3.4	1.0	2.0	5.0	10
WB R	83	Dennis Chavez Blvd	2.6	1.3	1.0	5.0	10
WB L	84	Dennis Chavez Blvd	3.3	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	7.7	0.7	7.0	9.0	10
WB R	95	Dennis Chavez Blvd	2.2	0.4	2.0	3.0	10
EB L	96	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10
EB T	97	Dennis Chavez Blvd	4.3	0.8	3.0	5.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.5	0.5	0.0	1.0	10
SB L	105	Unser Blvd	5.1	0.3	5.0	6.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Existing 2025 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.5	0.0	0.4	0.6	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.5	0.0	0.5	0.6	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
OPENING YEAR (2026) BACKGROUND

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,540.0	38.50	89.9	F
2	1,533.0	38.60	90.8	F
3	1,547.0	39.00	90.9	F
4	1,519.0	38.50	91.3	F
5	1,544.0	39.30	91.7	F
6	1,537.0	38.20	89.5	F
7	1,556.0	39.10	90.4	F
8	1,520.0	39.60	93.7	F
9	1,538.0	40.80	95.6	F
10	1,512.0	39.20	93.3	F
Average:	**1,534.6**	**39.08**	**91.7**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,921.0	12.40	23.2	C
2	1,927.0	11.60	21.7	C
3	1,941.0	10.10	18.7	C
4	1,916.0	16.20	30.4	D
5	1,924.0	15.90	29.7	D
6	1,914.0	17.00	31.9	D
7	1,923.0	16.40	30.7	D
8	1,925.0	15.40	28.8	D
9	1,891.0	14.80	28.2	D
10	1,917.0	7.80	14.7	B
Average:	**1,919.9**	**13.76**	**25.8**	**D**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,820.0	33.70	31.7	C
2	3,828.0	33.60	31.6	C
3	3,822.0	37.50	35.3	D
4	3,821.0	35.10	33.0	C
5	3,830.0	35.50	33.4	C
6	3,820.0	35.30	33.2	C
7	3,824.0	36.10	34.0	C
8	3,827.0	35.40	33.3	C

9	3,794.0	34.70	32.9	C
10	3,815.0	33.50	31.6	C
Average:	**3,820.1**	**35.04**	**33.0**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,009.0	8.90	16.0	B
2	2,010.0	8.70	15.6	B
3	2,021.0	8.90	15.8	B
4	1,993.0	8.70	15.6	B
5	2,010.0	8.80	15.8	B
6	2,006.0	8.90	16.0	B
7	2,014.0	9.00	16.0	B
8	2,011.0	8.80	15.8	B
9	1,997.0	8.80	15.9	B
10	1,989.0	9.00	16.2	B
Average:	**2,006.0**	**8.85**	**15.9**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	39.1	0.7	38.2	40.8	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	13.8	3.1	7.8	17.0	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	35.0	1.2	33.5	37.5	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	8.9	0.1	8.7	9.0	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	91.7	1.9	89.5	95.6	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	25.8	5.9	14.7	31.9	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	33.0	1.2	31.6	35.3	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	15.9	0.2	15.6	16.2	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	126.0	0.50	13.7	B
2	124.0	0.50	13.3	B
3	127.0	0.50	13.4	B
4	126.0	0.50	14.0	B
5	125.0	0.40	12.6	B
6	126.0	0.50	14.3	B
7	128.0	0.40	12.0	B
8	126.0	0.40	11.9	B
9	126.0	0.50	13.1	B
10	125.0	0.40	11.2	B
Average:	**125.9**	**0.46**	**13.0**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	9.0	0.00	1.4	A
2	9.0	0.00	1.3	A
3	9.0	0.00	0.8	A
4	9.0	0.00	1.6	A
5	10.0	0.00	1.2	A
6	10.0	0.00	1.6	A
7	8.0	0.00	2.8	A
8	9.0	0.00	1.3	A
9	8.0	0.00	3.1	A
10	9.0	0.00	1.3	A
Average:	**9.0**	**0.00**	**1.6**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	434.0	1.40	12.0	B
2	432.0	1.40	11.5	B
3	433.0	1.30	10.6	B
4	433.0	1.40	11.9	B
5	433.0	1.40	11.2	B
6	434.0	1.40	11.9	B
7	439.0	1.50	12.5	B
8	430.0	1.30	11.1	B
9	434.0	1.50	12.7	B
10	429.0	1.30	10.8	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**433.1**	**1.39**	**11.6**	**B**
NB L on 98th Street: Superlink ID 12				
1	9.0	0.10	31.6	C
2	9.0	0.10	28.4	C
3	10.0	0.10	32.1	C
4	9.0	0.10	24.8	C
5	9.0	0.10	30.9	C
6	9.0	0.10	24.6	C
7	9.0	0.10	34.9	C
8	9.0	0.10	29.4	C
9	9.0	0.10	25.8	C
10	9.0	0.10	39.0	D
Average:	**9.1**	**0.10**	**30.2**	**C**
NB R on 98th Street: Superlink ID 12				
1	49.0	0.40	32.4	C
2	50.0	0.60	41.2	D
3	49.0	0.60	47.4	D
4	49.0	0.60	43.1	D
5	48.0	0.50	40.7	D
6	49.0	0.60	43.5	D
7	48.0	0.60	44.6	D
8	50.0	0.50	38.3	D
9	48.0	0.60	42.5	D
10	49.0	0.60	41.5	D
Average:	**48.9**	**0.56**	**41.5**	**D**
NB T on 98th Street: Superlink ID 12				
1	20.0	0.20	28.3	C
2	20.0	0.20	44.2	D
3	19.0	0.20	40.1	D
4	19.0	0.20	39.2	D
5	19.0	0.20	41.7	D
6	19.0	0.20	46.7	D
7	20.0	0.20	29.9	C
8	18.0	0.20	47.5	D
9	19.0	0.20	36.8	D
10	19.0	0.20	34.4	C
Average:	**19.2**	**0.20**	**38.9**	**D**
SB L on 98th Street: Superlink ID 2				
1	283.0	31.30	398.4	F
2	283.0	31.60	401.7	F
3	288.0	32.10	401.2	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	269.0	31.40	420.4	F
5	284.0	32.00	405.9	F
6	277.0	31.00	403.5	F
7	293.0	31.70	389.7	F
8	280.0	32.70	420.8	F
9	283.0	33.10	421.3	F
10	266.0	32.40	438.4	F
Average:	**280.6**	**31.93**	**410.1**	**F**
SB T on 98th Street: Superlink ID 2				
1	14.0	0.30	88.3	F
2	9.0	0.20	84.9	F
3	10.0	0.20	80.9	F
4	8.0	0.20	89.2	F
5	11.0	0.30	113.3	F
6	12.0	0.30	91.5	F
7	10.0	0.30	91.9	F
8	7.0	0.10	45.9	D
9	16.0	0.40	87.1	F
10	10.0	0.30	96.8	F
Average:	**10.7**	**0.26**	**87.0**	**F**
SB TR on 98th Street: Superlink ID 2				
1	135.0	2.10	56.4	E
2	132.0	2.10	56.8	E
3	133.0	2.00	53.9	D
4	128.0	2.00	55.2	E
5	132.0	2.00	55.4	E
6	133.0	1.90	52.5	D
7	134.0	2.20	58.8	E
8	129.0	1.90	53.7	D
9	133.0	2.10	58.0	E
10	127.0	1.90	54.6	D
Average:	**131.6**	**2.02**	**55.5**	**E**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	17.0	0.10	16.3	B
2	15.0	0.10	15.0	B
3	19.0	0.10	21.0	C
4	21.0	0.10	23.6	C
5	18.0	0.10	16.0	B
6	17.0	0.10	20.9	C
7	21.0	0.10	23.0	C
8	19.0	0.10	22.4	C
9	17.0	0.10	26.6	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	17.0	0.10	18.2	B
Average:	**18.1**	**0.10**	**20.3**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	131.0	0.10	3.9	A
2	136.0	0.20	4.3	A
3	135.0	0.20	4.5	A
4	133.0	0.20	5.1	A
5	134.0	0.20	4.3	A
6	135.0	0.20	4.4	A
7	130.0	0.20	5.0	A
8	135.0	0.20	4.4	A
9	133.0	0.20	5.1	A
10	135.0	0.10	3.6	A
Average:	**133.7**	**0.18**	**4.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	313.0	1.90	21.5	C
2	314.0	1.80	20.8	C
3	315.0	1.80	20.1	C
4	315.0	1.80	20.9	C
5	321.0	2.10	23.3	C
6	316.0	1.80	20.8	C
7	316.0	1.80	20.3	C
8	308.0	2.00	22.9	C
9	312.0	2.00	23.5	C
10	317.0	1.90	21.1	C
Average:	**314.7**	**1.89**	**21.5**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Dennis Chavez Blvd: Superlink ID 5				
1	1,226.0	0.00	0.0	A
2	1,218.0	0.20	0.5	A
3	1,225.0	0.90	2.6	A
4	1,207.0	0.40	1.3	A
5	1,225.0	0.40	1.3	A
6	1,218.0	0.20	0.7	A
7	1,228.0	0.20	0.6	A
8	1,222.0	0.20	0.5	A
9	1,210.0	0.50	1.6	A
10	1,200.0	0.30	1.0	A
Average:	**1,217.9**	**0.33**	**1.0**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LTR on Condershire Dr: Superlink ID 7				
1	86.0	10.50	440.2	F
2	74.0	9.80	477.1	F
3	89.0	8.00	325.2	F
4	80.0	14.30	643.6	F
5	75.0	14.30	686.0	F
6	74.0	14.80	720.2	F
7	77.0	12.80	596.3	F
8	76.0	13.00	614.4	F
9	66.0	13.30	723.8	F
10	93.0	6.30	244.1	F
Average:	**79.0**	**11.71**	**547.1**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	38.0	0.30	30.6	D
2	38.0	0.50	52.0	F
3	41.0	0.50	40.8	E
4	38.0	0.70	63.1	F
5	38.0	0.40	35.8	E
6	38.0	0.60	52.4	F
7	40.0	0.70	61.6	F
8	37.0	0.60	60.5	F
9	39.0	0.50	45.5	E
10	35.0	0.40	40.8	E
Average:	**38.2**	**0.52**	**48.3**	**E**
WB LTR on Dennis Chavez Blvd: Superlink ID 17				
1	571.0	1.50	9.6	A
2	597.0	1.10	6.5	A
3	586.0	0.70	4.4	A
4	591.0	0.80	4.8	A
5	586.0	0.70	4.5	A
6	584.0	1.40	8.6	A
7	578.0	2.70	17.1	C
8	590.0	1.60	10.0	A
9	576.0	0.50	3.3	A
10	589.0	0.80	4.7	A
Average:	**584.8**	**1.18**	**7.3**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on Coors Blvd: Superlink ID 16				
1	268.0	4.60	61.2	E
2	274.0	4.60	61.0	E

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	267.0	8.30	112.5	F
4	272.0	5.70	75.7	E
5	273.0	5.70	74.7	E
6	272.0	6.40	84.9	F
7	263.0	6.80	92.8	F
8	275.0	6.00	78.8	E
9	266.0	6.10	82.6	F
10	276.0	4.90	64.4	E
Average:	**270.6**	**5.91**	**78.9**	**E**
NB R on Coors Blvd: Superlink ID 16				
1	132.0	0.50	14.4	B
2	133.0	0.50	14.5	B
3	134.0	0.60	15.0	B
4	133.0	0.50	13.3	B
5	133.0	0.60	16.1	B
6	133.0	0.50	13.2	B
7	132.0	0.60	15.6	B
8	132.0	0.50	14.0	B
9	133.0	0.60	15.1	B
10	133.0	0.50	13.9	B
Average:	**132.8**	**0.54**	**14.5**	**B**
NB T on Coors Blvd: Superlink ID 16				
1	625.0	6.00	34.8	C
2	625.0	5.90	34.2	C
3	625.0	6.00	34.3	C
4	626.0	6.00	34.6	C
5	625.0	6.30	36.3	D
6	624.0	6.00	34.3	C
7	624.0	6.00	34.6	C
8	624.0	5.90	34.1	C
9	626.0	5.80	33.3	C
10	626.0	6.00	34.3	C
Average:	**625.0**	**5.99**	**34.5**	**C**
NEB L on Dennis Chavez Blvd: Superlink ID 17				
1	59.0	0.50	27.5	C
2	56.0	0.50	29.6	C
3	57.0	0.50	33.5	C
4	56.0	0.50	30.2	C
5	58.0	0.40	27.8	C
6	58.0	0.40	27.2	C
7	57.0	0.40	24.3	C
8	59.0	0.50	30.7	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	54.0	0.40	25.9	C
10	57.0	0.40	24.4	C
Average:	**57.1**	**0.45**	**28.1**	**C**
NEB R on Dennis Chavez Blvd: Superlink ID 17				
1	430.0	0.40	3.1	A
2	432.0	0.50	4.3	A
3	431.0	0.40	3.5	A
4	430.0	0.40	3.2	A
5	427.0	0.40	3.4	A
6	432.0	0.40	3.2	A
7	434.0	0.40	3.4	A
8	429.0	0.40	3.5	A
9	426.0	0.40	3.7	A
10	422.0	0.40	3.4	A
Average:	**429.3**	**0.41**	**3.4**	**A**
NEB T on Dennis Chavez Blvd: Superlink ID 17				
1	735.0	8.60	42.1	D
2	736.0	8.40	41.1	D
3	734.0	8.10	39.9	D
4	730.0	8.80	43.4	D
5	738.0	8.50	41.7	D
6	729.0	8.30	41.0	D
7	742.0	8.80	42.7	D
8	730.0	8.70	43.0	D
9	715.0	8.00	40.1	D
10	725.0	8.40	41.7	D
Average:	**731.4**	**8.46**	**41.7**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	407.0	4.90	43.0	D
2	405.0	4.70	41.6	D
3	405.0	4.70	42.1	D
4	406.0	4.80	42.9	D
5	407.0	4.70	41.8	D
6	407.0	4.90	43.0	D
7	405.0	4.70	42.2	D
8	408.0	4.80	42.2	D
9	410.0	5.00	43.6	D
10	406.0	4.80	42.4	D
Average:	**406.6**	**4.80**	**42.5**	**D**
SB T on Coors Blvd: Superlink ID 21				
1	263.0	2.30	31.7	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	261.0	2.30	31.2	C
3	256.0	2.40	33.1	C
4	265.0	2.20	30.4	C
5	252.0	2.40	34.3	C
6	258.0	2.20	31.2	C
7	270.0	2.30	31.0	C
8	262.0	2.30	31.6	C
9	263.0	2.30	31.7	C
10	259.0	2.10	29.9	C
Average:	**260.9**	**2.28**	**31.6**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	273.0	2.30	29.8	C
2	275.0	2.40	31.2	C
3	281.0	2.50	32.1	C
4	270.0	2.40	32.0	C
5	285.0	2.50	31.0	C
6	277.0	2.30	30.3	C
7	266.0	2.30	31.4	C
8	275.0	2.30	30.6	C
9	273.0	2.30	30.9	C
10	279.0	2.20	28.3	C
Average:	**275.4**	**2.35**	**30.8**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	105.0	1.00	33.2	C
2	106.0	1.10	36.1	D
3	105.0	1.00	33.8	C
4	105.0	1.00	33.1	C
5	105.0	1.10	38.0	D
6	104.0	1.00	34.7	C
7	106.0	1.20	41.6	D
8	106.0	1.00	32.8	C
9	105.0	1.00	33.1	C
10	106.0	1.00	34.9	C
Average:	**105.3**	**1.04**	**35.1**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	233.0	0.00	0.1	A
2	232.0	0.00	0.0	A
3	232.0	0.00	0.0	A
4	233.0	0.00	0.0	A
5	233.0	0.00	0.0	A
6	233.0	0.00	0.0	A
7	233.0	0.00	0.0	A

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	232.0	0.00	0.0	A
9	231.0	0.00	0.0	A
10	233.0	0.00	0.0	A
Average:	**232.5**	**0.00**	**0.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	290.0	2.70	33.5	C
2	293.0	2.70	33.7	C
3	295.0	3.00	36.2	D
4	295.0	2.80	33.6	C
5	294.0	2.90	34.9	C
6	293.0	2.90	35.1	D
7	292.0	2.60	31.8	C
8	295.0	3.00	36.3	D
9	292.0	2.80	35.0	D
10	293.0	2.70	33.4	C
Average:	**293.2**	**2.81**	**34.4**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	48.0	0.80	56.4	E
2	47.0	0.80	63.6	E
3	49.0	0.90	63.0	E
4	46.0	0.80	59.4	E
5	44.0	0.70	60.1	E
6	49.0	0.80	60.6	E
7	52.0	0.90	58.9	E
8	47.0	0.80	59.9	E
9	50.0	0.80	56.4	E
10	45.0	0.70	57.8	E
Average:	**47.7**	**0.80**	**59.6**	**E**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	723.0	1.10	5.3	A
2	716.0	0.80	4.0	A
3	721.0	1.00	5.1	A
4	704.0	0.90	4.4	A
5	718.0	1.20	6.0	A
6	714.0	0.80	4.1	A
7	724.0	0.90	4.6	A
8	717.0	1.00	5.3	A
9	714.0	0.90	4.4	A
10	694.0	1.00	5.2	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**714.5**	**0.96**	**4.8**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	503.0	5.70	40.9	D
2	500.0	5.80	42.1	D
3	503.0	5.40	38.8	D
4	501.0	5.70	40.7	D
5	507.0	5.50	39.1	D
6	503.0	5.80	41.3	D
7	505.0	5.70	40.5	D
8	503.0	5.50	39.6	D
9	500.0	5.80	41.5	D
10	506.0	5.80	40.9	D
Average:	**503.1**	**5.67**	**40.5**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	83.0	0.20	7.5	A
2	87.0	0.20	8.5	A
3	85.0	0.20	9.3	A
4	83.0	0.20	9.7	A
5	85.0	0.20	8.5	A
6	86.0	0.20	8.0	A
7	85.0	0.20	9.1	A
8	85.0	0.20	9.9	A
9	86.0	0.20	8.3	A
10	85.0	0.20	9.8	A
Average:	**85.0**	**0.20**	**8.9**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	273.0	0.20	2.7	A
2	276.0	0.20	2.4	A
3	276.0	0.20	3.0	A
4	274.0	0.20	2.6	A
5	273.0	0.20	2.6	A
6	272.0	0.20	2.7	A
7	271.0	0.20	2.7	A
8	275.0	0.20	2.8	A
9	268.0	0.20	2.6	A
10	278.0	0.20	2.5	A
Average:	**273.6**	**0.20**	**2.7**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	379.0	1.00	9.9	A
2	384.0	0.90	8.3	A
3	387.0	1.10	10.3	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	385.0	1.00	9.0	A
5	383.0	1.00	9.1	A
6	382.0	1.10	10.4	B
7	377.0	1.10	10.5	B
8	384.0	1.00	9.3	A
9	379.0	1.00	9.5	A
10	381.0	1.10	9.9	A
Average:	**382.1**	**1.03**	**9.6**	**A**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.5	0.1	0.4	0.5	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	1.4	0.1	1.3	1.5	10
NB L	98th Street	12	0.1	0.0	0.1	0.1	10
NB R	98th Street	12	0.6	0.1	0.4	0.6	10
NB T	98th Street	12	0.2	0.0	0.2	0.2	10
SB L	98th Street	2	31.9	0.7	31.0	33.1	10
SB T	98th Street	2	0.3	0.1	0.1	0.4	10
SB TR	98th Street	2	2.0	0.1	1.9	2.2	10
WB L	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	3	0.2	0.0	0.1	0.2	10
WB T	Dennis Chavez Blvd	3	1.9	0.1	1.8	2.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.3	0.2	0.0	0.9	10
NB LTR	Condershire Dr	7	11.7	2.9	6.3	14.8	10
SB LTR	Condershire Dr	6	0.5	0.1	0.3	0.7	10
WB LTR	Dennis Chavez Blvd	17	1.2	0.7	0.5	2.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	5.9	1.1	4.6	8.3	10
NB R	Coors Blvd	16	0.5	0.1	0.5	0.6	10
NB T	Coors Blvd	16	6.0	0.1	5.8	6.3	10
NEB L	Dennis Chavez Blvd	17	0.5	0.1	0.4	0.5	10
NEB R	Dennis Chavez Blvd	17	0.4	0.0	0.4	0.5	10
NEB T	Dennis Chavez Blvd	17	8.5	0.3	8.0	8.8	10
SB L	Coors Blvd	21	4.8	0.1	4.7	5.0	10
SB T	Coors Blvd	21	2.3	0.1	2.1	2.4	10
SB TR	Coors Blvd	21	2.4	0.1	2.2	2.5	10
WB L	Dennis Chavez Blvd	11	1.0	0.1	1.0	1.2	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	2.8	0.1	2.6	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.8	0.1	0.7	0.9	10
EB T	Dennis Chavez Blvd	3	1.0	0.1	0.8	1.2	10
SB L	Unser Blvd	4	5.7	0.1	5.4	5.8	10
SB R	Unser Blvd	4	0.2	0.0	0.2	0.2	10
WB R	Dennis Chavez Blvd	5	0.2	0.0	0.2	0.2	10
WB T	Dennis Chavez Blvd	5	1.0	0.1	0.9	1.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	13.0	1.0	11.2	14.3	10
EB R	Dennis Chavez Blvd	1	1.6	0.7	0.8	3.1	10
EB T	Dennis Chavez Blvd	1	11.6	0.7	10.6	12.7	10
NB L	98th Street	12	30.2	4.6	24.6	39.0	10
NB R	98th Street	12	41.5	4.0	32.4	47.4	10
NB T	98th Street	12	38.9	6.6	28.3	47.5	10
SB L	98th Street	2	410.1	14.6	389.7	438.4	10
SB T	98th Street	2	87.0	16.9	45.9	113.3	10
SB TR	98th Street	2	55.5	2.0	52.5	58.8	10
WB L	Dennis Chavez Blvd	3	20.3	3.8	15.0	26.6	10
WB R	Dennis Chavez Blvd	3	4.5	0.5	3.6	5.1	10
WB T	Dennis Chavez Blvd	3	21.5	1.2	20.1	23.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	1.0	0.7	0.0	2.6	10
NB LTR	Condershire Dr	7	547.1	168.0	244.1	723.8	10
SB LTR	Condershire Dr	6	48.3	11.4	30.6	63.1	10
WB LTR	Dennis Chavez Blvd	17	7.3	4.2	3.3	17.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	78.9	15.8	61.0	112.5	10
NB R	Coors Blvd	16	14.5	0.9	13.2	16.1	10
NB T	Coors Blvd	16	34.5	0.7	33.3	36.3	10
NEB L	Dennis Chavez Blvd	17	28.1	2.9	24.3	33.5	10
NEB R	Dennis Chavez Blvd	17	3.4	0.3	3.1	4.3	10
NEB T	Dennis Chavez Blvd	17	41.7	1.2	39.9	43.4	10
SB L	Coors Blvd	21	42.5	0.6	41.6	43.6	10
SB T	Coors Blvd	21	31.6	1.3	29.9	34.3	10
SB TR	Coors Blvd	21	30.8	1.1	28.3	32.1	10
WB L	Dennis Chavez Blvd	11	35.1	2.8	32.8	41.6	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.1	10
WB T	Dennis Chavez Blvd	11	34.4	1.4	31.8	36.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	59.6	2.4	56.4	63.6	10
EB T	Dennis Chavez Blvd	3	4.8	0.6	4.0	6.0	10
SB L	Unser Blvd	4	40.5	1.1	38.8	42.1	10
SB R	Unser Blvd	4	8.9	0.8	7.5	9.9	10
WB R	Dennis Chavez Blvd	5	2.7	0.2	2.4	3.0	10
WB T	Dennis Chavez Blvd	5	9.6	0.7	8.3	10.5	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	7.1	0.4	38.9	2.0	0.0%
2	120.0	5.6	0.4	43.4	2.0	0.0%
3	120.0	7.0	0.4	41.8	2.0	0.0%
4	120.0	5.8	0.5	41.8	2.0	0.0%
5	120.0	7.7	0.4	46.5	2.0	0.0%
6	120.0	7.1	0.4	40.8	2.0	0.0%
7	120.0	7.3	0.5	34.5	1.0	0.0%
8	120.0	7.2	0.4	40.8	2.0	0.0%
9	120.0	8.3	0.4	44.0	2.0	0.0%
10	120.0	6.6	0.3	40.8	1.0	0.0%
Average:	**120.0**	**7.0**	**0.4**	**41.3**	**1.8**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	25.9	1.0	126.5	5.0	0.0%
2	120.0	28.4	1.1	155.7	6.0	0.0%
3	120.0	23.2	0.9	123.8	5.0	0.0%
4	120.0	27.3	1.0	143.9	6.0	0.0%
5	120.0	23.5	0.9	132.6	5.0	0.0%
6	120.0	28.6	1.1	136.0	5.0	0.0%
7	120.0	28.4	1.1	142.7	5.0	0.0%
8	120.0	27.2	1.0	144.2	5.0	0.0%
9	120.0	33.3	1.2	162.2	6.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	23.6	0.9	119.8	4.0	0.0%
Average:	**120.0**	**26.9**	**1.0**	**138.7**	**5.2**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	1.0	0.1	15.1	1.0	0.0%
2	120.0	1.2	0.1	15.5	1.0	0.0%
3	120.0	1.2	0.1	15.6	1.0	0.0%
4	120.0	1.1	0.1	15.0	1.0	0.0%
5	120.0	1.2	0.1	15.7	1.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	1.5	0.1	17.9	1.0	0.0%
8	120.0	2.2	0.1	16.9	1.0	0.0%
9	120.0	1.1	0.1	15.6	1.0	0.0%
10	120.0	1.8	0.1	17.8	1.0	0.0%
Average:	**120.0**	**1.3**	**0.1**	**14.5**	**0.9**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	120.0	7.6	0.4	37.1	2.0	0.0%
2	120.0	11.3	0.6	48.1	2.0	0.0%
3	120.0	15.2	0.7	54.0	2.0	0.0%
4	120.0	11.3	0.6	48.7	2.0	0.0%
5	120.0	10.5	0.6	46.2	2.0	0.0%
6	120.0	11.5	0.6	47.9	2.0	0.0%
7	120.0	11.0	0.6	47.0	2.0	0.0%
8	120.0	10.0	0.5	43.7	2.0	0.0%
9	120.0	11.6	0.5	52.0	2.0	0.0%
10	120.0	12.9	0.6	44.6	2.0	0.0%
Average:	**120.0**	**11.3**	**0.6**	**46.9**	**2.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	2.3	0.1	16.9	1.0	0.0%
2	120.0	4.3	0.3	19.3	1.0	0.0%
3	120.0	4.1	0.2	18.3	1.0	0.0%
4	120.0	3.2	0.2	17.7	1.0	0.0%
5	120.0	4.5	0.3	18.6	1.0	0.0%
6	120.0	4.7	0.3	19.1	1.0	0.0%
7	120.0	2.7	0.2	16.0	1.0	0.0%
8	120.0	4.2	0.2	19.9	1.0	0.0%
9	120.0	3.6	0.2	17.8	1.0	0.0%
10	120.0	3.9	0.2	19.3	1.0	0.0%
Average:	**120.0**	**3.8**	**0.2**	**18.3**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	120.0	673.4	23.5	1,164.6	41.0	45.8%
2	120.0	693.2	23.9	1,164.7	41.0	49.2%
3	120.0	686.4	24.3	1,163.6	43.0	48.3%
4	120.0	724.4	25.4	1,160.1	42.0	49.2%
5	120.0	695.9	24.4	1,160.3	42.0	50.8%
6	120.0	655.3	22.6	1,164.3	43.0	47.5%
7	120.0	601.0	21.1	1,163.9	41.0	40.8%
8	120.0	672.9	24.0	1,163.7	43.0	46.7%
9	120.0	701.5	24.2	1,166.5	42.0	48.3%
10	120.0	703.1	24.2	1,162.5	42.0	50.8%
Average:	**120.0**	**680.7**	**23.8**	**1,163.4**	**42.0**	**47.7%**
SB T on 98th Street - Lane ID 118						
1	120.0	4.5	0.2	27.7	1.0	0.0%
2	120.0	4.8	0.2	23.2	1.0	0.0%
3	120.0	2.6	0.1	18.2	1.0	0.0%
4	120.0	4.5	0.2	26.6	1.0	0.0%
5	120.0	5.9	0.3	39.7	2.0	0.0%
6	120.0	3.0	0.2	17.7	1.0	0.0%
7	120.0	3.6	0.2	17.7	1.0	0.0%
8	120.0	2.3	0.1	17.4	1.0	0.0%
9	120.0	4.6	0.2	18.2	1.0	0.0%
10	120.0	4.1	0.2	19.3	1.0	0.0%
Average:	**120.0**	**4.0**	**0.2**	**22.6**	**1.1**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	120.0	44.4	1.7	128.9	5.0	0.0%
2	120.0	42.4	1.7	121.4	4.0	0.0%
3	120.0	42.1	1.7	128.1	5.0	0.0%
4	120.0	43.0	1.7	129.3	4.0	0.0%
5	120.0	38.1	1.6	122.7	4.0	0.0%
6	120.0	44.0	1.8	133.1	5.0	0.0%
7	120.0	40.3	1.7	132.9	5.0	0.0%
8	120.0	41.6	1.7	127.5	5.0	0.0%
9	120.0	35.6	1.5	132.8	5.0	0.0%
10	120.0	42.7	1.7	121.7	5.0	0.0%
Average:	**120.0**	**41.4**	**1.7**	**127.8**	**4.7**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	1.6	0.1	14.8	1.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	1.4	0.1	15.3	1.0	0.0%
4	120.0	2.1	0.1	16.7	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	120.0	1.1	0.1	0.5	1.0	0.0%
6	120.0	1.1	0.1	15.5	1.0	0.0%
7	120.0	2.1	0.1	17.4	1.0	0.0%
8	120.0	2.9	0.2	19.1	1.0	0.0%
9	120.0	1.3	0.1	15.6	1.0	0.0%
10	120.0	1.3	0.1	14.6	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**13.0**	**0.9**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	2.4	0.1	17.7	1.0	0.0%
2	120.0	3.3	0.2	18.4	1.0	0.0%
3	120.0	3.4	0.2	19.2	1.0	0.0%
4	120.0	3.6	0.2	18.2	1.0	0.0%
5	120.0	2.9	0.2	17.3	1.0	0.0%
6	120.0	2.5	0.1	17.6	1.0	0.0%
7	120.0	3.8	0.2	40.9	2.0	0.0%
8	120.0	2.7	0.1	17.6	1.0	0.0%
9	120.0	3.8	0.2	21.0	1.0	0.0%
10	120.0	2.7	0.2	18.2	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**20.6**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	42.2	1.6	205.3	8.0	0.0%
2	120.0	45.8	1.7	206.1	7.0	0.0%
3	120.0	35.4	1.3	172.2	6.0	0.0%
4	120.0	33.4	1.3	184.1	7.0	0.0%
5	120.0	45.4	1.8	182.8	7.0	0.0%
6	120.0	42.8	1.7	197.0	7.0	0.0%
7	120.0	37.0	1.4	171.2	6.0	0.0%
8	120.0	46.5	1.8	212.2	7.0	0.0%
9	120.0	50.4	1.9	212.1	8.0	0.0%
10	120.0	36.5	1.5	153.9	6.0	0.0%
Average:	**120.0**	**41.5**	**1.6**	**189.7**	**6.9**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	2.0	0.1	0.0	0.0	0.0%
3	120.0	8.0	0.3	0.0	0.0	0.0%
4	120.0	0.8	0.1	0.0	0.0	0.0%
5	120.0	1.3	0.1	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	120.0	1.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	1.2	0.1	0.0	0.0	0.0%
9	120.0	5.6	0.2	0.0	0.0	0.0%
10	120.0	2.7	0.1	0.0	0.0	0.0%
Average:	**120.0**	**2.3**	**0.1**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	313.0	11.6	553.5	21.0	0.0%
2	120.0	356.1	12.7	875.7	30.0	0.0%
3	120.0	232.0	8.5	465.6	17.0	0.0%
4	120.0	441.0	16.7	825.9	31.0	0.0%
5	120.0	499.4	17.5	903.2	30.0	0.0%
6	120.0	498.2	17.6	908.1	32.0	0.0%
7	120.0	427.4	15.4	858.3	28.0	0.0%
8	120.0	437.7	16.0	802.8	29.0	0.0%
9	120.0	543.3	19.6	1,027.1	38.0	0.0%
10	120.0	161.3	6.3	287.3	10.0	0.0%
Average:	**120.0**	**390.9**	**14.2**	**750.8**	**26.6**	**0.0%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	0.5	0.3	0.0	1.0	0.0%
2	120.0	1.4	0.5	5.0	2.0	0.0%
3	120.0	1.6	0.4	11.0	2.0	0.0%
4	120.0	2.4	0.6	14.5	2.0	0.0%
5	120.0	0.7	0.4	7.3	2.0	0.0%
6	120.0	1.7	0.6	8.9	2.0	0.0%
7	120.0	2.5	0.7	16.4	2.0	0.0%
8	120.0	2.2	0.6	12.1	2.0	0.0%
9	120.0	1.1	0.5	8.6	2.0	0.0%
10	120.0	1.9	0.5	13.6	2.0	0.0%
Average:	**120.0**	**1.6**	**0.5**	**9.7**	**1.9**	**0.0%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	28.7	1.1	229.4	9.0	0.0%
2	120.0	15.3	0.6	155.9	7.0	0.0%
3	120.0	15.0	0.6	130.2	5.0	0.0%
4	120.0	9.7	0.4	34.2	2.0	0.0%
5	120.0	13.5	0.6	124.5	5.0	0.0%
6	120.0	35.1	1.3	243.8	9.2	0.0%
7	120.0	52.6	1.9	432.5	16.0	0.0%
8	120.0	24.1	1.0	190.1	8.0	0.0%
9	120.0	7.2	0.3	37.6	2.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	120.0	13.0	0.5	94.6	4.0	0.0%
Average:	**120.0**	**21.4**	**0.8**	**167.3**	**6.7**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 92						
1	120.0	101.8	3.9	245.1	9.0	0.0%
2	120.0	101.4	3.8	238.4	9.0	0.0%
3	120.0	199.6	7.1	412.8	14.0	0.0%
4	120.0	122.2	4.7	264.5	10.0	0.0%
5	120.0	125.7	4.7	269.6	10.0	0.0%
6	120.0	147.3	5.4	329.1	12.0	0.0%
7	120.0	153.3	5.6	412.3	14.0	0.0%
8	120.0	128.7	4.8	267.1	10.0	0.0%
9	120.0	143.5	5.2	347.3	12.0	0.0%
10	120.0	97.1	3.8	253.7	9.0	0.0%
Average:	**120.0**	**132.1**	**4.9**	**304.0**	**10.9**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	8.2	0.4	40.8	2.0	0.0%
2	120.0	7.5	0.4	41.2	2.0	0.0%
3	120.0	9.2	0.5	44.9	2.0	0.0%
4	120.0	8.2	0.4	31.8	1.0	0.0%
5	120.0	11.9	0.5	46.8	2.0	0.0%
6	120.0	5.9	0.3	20.2	1.0	0.0%
7	120.0	10.3	0.5	48.8	2.0	0.0%
8	120.0	8.4	0.4	39.8	2.0	0.0%
9	120.0	9.0	0.4	43.7	2.0	0.0%
10	120.0	8.0	0.4	29.8	1.0	0.0%
Average:	**120.0**	**8.7**	**0.4**	**38.8**	**1.7**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	60.6	2.3	178.3	7.0	0.0%
2	120.0	62.4	2.4	195.9	7.0	0.0%
3	120.0	56.0	2.2	187.0	7.0	0.0%
4	120.0	55.3	2.1	180.2	7.0	0.0%
5	120.0	65.9	2.6	206.0	8.0	0.0%
6	120.0	61.3	2.3	177.6	6.0	0.0%
7	120.0	58.9	2.4	176.0	7.0	0.0%
8	120.0	60.1	2.4	183.4	7.0	0.0%
9	120.0	57.0	2.2	186.6	6.0	0.0%
10	120.0	56.2	2.2	172.8	6.0	0.0%

DENNIS CHAVEZ BLVD & COORDS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
Average:	**120.0**	**59.4**	**2.3**	**184.4**	**6.8**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	67.8	2.6	197.8	7.0	0.0%
2	120.0	63.2	2.4	187.0	7.0	0.0%
3	120.0	80.2	3.1	212.5	8.0	0.0%
4	120.0	61.9	2.5	185.4	7.0	0.0%
5	120.0	76.4	2.9	217.9	8.0	0.0%
6	120.0	70.8	2.6	207.5	8.0	0.0%
7	120.0	76.6	3.0	222.3	8.0	0.0%
8	120.0	64.1	2.5	191.2	7.0	0.0%
9	120.0	73.9	2.8	213.6	8.0	0.0%
10	120.0	59.3	2.3	176.7	6.0	0.0%
Average:	**120.0**	**69.4**	**2.7**	**201.2**	**7.4**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	6.7	0.4	44.2	2.0	0.0%
2	120.0	7.1	0.4	33.9	1.0	0.0%
3	120.0	8.5	0.4	42.6	2.0	0.0%
4	120.0	8.7	0.4	42.7	2.0	0.0%
5	120.0	6.9	0.4	46.0	2.0	0.0%
6	120.0	7.7	0.4	33.4	2.0	0.0%
7	120.0	6.8	0.3	40.3	2.0	0.0%
8	120.0	9.9	0.5	41.9	2.0	0.0%
9	120.0	7.0	0.3	45.5	2.0	0.0%
10	120.0	5.4	0.3	22.3	1.0	0.0%
Average:	**120.0**	**7.5**	**0.4**	**39.3**	**1.8**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	5.8	0.2	40.4	2.0	0.0%
2	120.0	7.0	0.3	47.9	2.0	0.0%
3	120.0	3.7	0.2	29.6	1.0	0.0%
4	120.0	4.2	0.2	36.9	2.0	0.0%
5	120.0	4.6	0.2	32.4	1.0	0.0%
6	120.0	4.1	0.2	25.6	1.0	0.0%
7	120.0	4.4	0.2	37.6	2.0	0.0%
8	120.0	4.7	0.2	39.7	1.0	0.0%
9	120.0	4.3	0.2	22.0	1.0	0.0%
10	120.0	4.3	0.2	40.8	2.0	0.0%
Average:	**120.0**	**4.7**	**0.2**	**35.3**	**1.5**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	87.2	3.3	257.8	10.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on Dennis Chavez Blvd - Lane ID 47						
2	120.0	94.3	3.5	253.5	10.0	0.0%
3	120.0	80.7	3.1	249.6	9.0	0.0%
4	120.0	91.8	3.5	276.8	10.0	0.0%
5	120.0	91.2	3.3	268.9	10.0	0.0%
6	120.0	88.0	3.3	253.0	10.0	0.0%
7	120.0	89.9	3.4	265.0	9.0	0.0%
8	120.0	90.6	3.5	257.9	9.0	0.0%
9	120.0	81.4	3.1	263.5	9.0	0.0%
10	120.0	87.9	3.3	271.0	10.0	0.0%
Average:	**120.0**	**88.3**	**3.3**	**261.7**	**9.6**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	84.1	3.1	265.2	9.0	0.0%
2	120.0	85.7	3.1	233.5	8.0	0.0%
3	120.0	84.8	3.2	288.3	10.0	0.0%
4	120.0	85.8	3.3	263.8	10.0	0.0%
5	120.0	86.6	3.2	271.2	9.0	0.0%
6	120.0	89.0	3.4	259.8	9.0	0.0%
7	120.0	93.2	3.4	266.6	10.0	0.0%
8	120.0	86.5	3.3	234.3	8.0	0.0%
9	120.0	85.0	3.1	287.1	10.0	0.0%
10	120.0	82.8	3.1	251.4	9.0	0.0%
Average:	**120.0**	**86.4**	**3.2**	**262.1**	**9.2**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	57.6	2.3	148.2	5.0	0.0%
2	120.0	53.5	2.1	144.6	5.0	0.0%
3	120.0	55.0	2.3	149.5	6.0	0.0%
4	120.0	54.5	2.2	138.8	5.0	0.0%
5	120.0	55.1	2.2	142.0	6.0	0.0%
6	120.0	60.3	2.4	151.9	6.0	0.0%
7	120.0	56.2	2.1	150.6	5.0	0.0%
8	120.0	56.3	2.2	152.6	6.0	0.0%
9	120.0	57.6	2.2	153.3	6.0	0.0%
10	120.0	53.6	2.2	140.7	5.0	0.0%
Average:	**120.0**	**56.0**	**2.2**	**147.2**	**5.5**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	120.0	51.3	2.0	134.5	5.0	0.0%
2	120.0	46.9	1.9	133.0	5.0	0.0%
3	120.0	47.8	1.9	126.1	5.0	0.0%
4	120.0	52.2	2.1	147.2	5.0	0.0%
5	120.0	48.2	2.0	148.6	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD

NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	120.0	46.2	1.9	130.8	4.0	0.0%
7	120.0	46.3	1.9	120.3	5.0	0.0%
8	120.0	48.7	1.9	120.7	4.0	0.0%
9	120.0	50.5	2.0	139.7	5.0	0.0%
10	120.0	42.3	1.7	120.6	5.0	0.0%
Average:	**120.0**	**48.0**	**1.9**	**132.2**	**4.9**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	50.6	2.0	173.3	6.0	0.0%
2	120.0	49.5	1.9	164.9	6.0	0.0%
3	120.0	62.3	2.3	165.7	6.0	0.0%
4	120.0	44.3	1.8	143.7	5.0	0.0%
5	120.0	59.8	2.3	168.7	6.0	0.0%
6	120.0	47.2	1.9	157.2	6.0	0.0%
7	120.0	53.2	2.2	155.4	6.0	0.0%
8	120.0	51.7	2.0	164.7	6.0	0.0%
9	120.0	53.8	2.1	174.1	6.0	0.0%
10	120.0	43.6	1.7	135.7	5.0	0.0%
Average:	**120.0**	**51.6**	**2.0**	**160.3**	**5.8**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	120.0	51.5	2.0	164.8	6.0	0.0%
2	120.0	50.2	2.0	159.4	5.0	0.0%
3	120.0	58.7	2.3	171.7	6.0	0.0%
4	120.0	48.9	1.9	154.5	5.0	0.0%
5	120.0	57.2	2.3	163.2	6.0	0.0%
6	120.0	53.5	2.0	165.4	6.0	0.0%
7	120.0	56.5	2.2	160.6	6.0	0.0%
8	120.0	53.5	2.1	164.0	6.0	0.0%
9	120.0	55.1	2.1	186.6	7.0	0.0%
10	120.0	46.4	1.9	153.5	6.0	0.0%
Average:	**120.0**	**53.2**	**2.1**	**164.4**	**5.9**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	120.0	16.7	0.8	62.3	2.0	0.0%
2	120.0	23.8	0.9	76.5	3.0	0.0%
3	120.0	14.6	0.7	57.2	2.0	0.0%
4	120.0	18.9	0.8	71.9	2.0	0.0%
5	120.0	17.2	0.8	56.2	2.0	0.0%
6	120.0	16.5	0.8	61.5	3.0	0.0%
7	120.0	25.1	1.0	81.2	3.0	0.0%
8	120.0	20.0	0.9	68.2	3.0	0.0%
9	120.0	17.3	0.8	55.8	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	120.0	14.9	0.7	55.9	2.0	0.0%
Average:	**120.0**	**18.5**	**0.8**	**64.7**	**2.4**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	2.6	0.1	17.6	1.0	0.0%
2	120.0	2.6	0.1	17.2	1.0	0.0%
3	120.0	3.6	0.2	32.6	1.0	0.0%
4	120.0	3.5	0.2	28.8	1.0	0.0%
5	120.0	2.8	0.1	17.6	1.0	0.0%
6	120.0	3.3	0.1	19.6	1.0	0.0%
7	120.0	3.3	0.2	19.4	1.0	0.0%
8	120.0	2.9	0.2	18.4	1.0	0.0%
9	120.0	2.2	0.1	17.7	1.0	0.0%
10	120.0	3.9	0.2	31.2	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**22.0**	**1.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	57.7	2.3	178.8	7.0	0.0%
2	120.0	56.0	2.2	165.5	6.0	0.0%
3	120.0	54.8	2.1	176.1	7.0	0.0%
4	120.0	53.4	2.1	158.9	6.0	0.0%
5	120.0	57.1	2.3	182.0	7.0	0.0%
6	120.0	61.0	2.4	188.3	7.0	0.0%
7	120.0	43.8	1.8	155.3	6.0	0.0%
8	120.0	59.6	2.3	192.9	7.0	0.0%
9	120.0	54.7	2.2	180.5	6.0	0.0%
10	120.0	52.7	2.0	170.0	6.0	0.0%
Average:	**120.0**	**55.1**	**2.2**	**174.8**	**6.5**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	13.7	0.7	48.1	2.0	0.0%
2	120.0	16.4	0.8	52.1	2.0	0.0%
3	120.0	16.7	0.8	47.8	2.0	0.0%
4	120.0	14.1	0.7	50.7	2.0	0.0%
5	120.0	16.5	0.8	57.9	2.0	0.0%
6	120.0	19.9	0.9	75.5	2.0	0.0%
7	120.0	19.8	0.9	75.4	3.0	0.0%
8	120.0	17.2	0.8	71.1	3.0	0.0%
9	120.0	15.8	0.8	48.6	2.0	0.0%
10	120.0	18.3	0.8	62.7	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**120.0**	**16.8**	**0.8**	**59.0**	**2.2**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	19.9	0.8	108.9	4.0	0.0%
2	120.0	12.4	0.5	72.0	3.0	0.0%
3	120.0	16.1	0.7	100.3	4.0	0.0%
4	120.0	11.3	0.5	72.8	3.0	0.0%
5	120.0	16.6	0.7	102.1	4.0	0.0%
6	120.0	13.0	0.5	75.5	3.0	0.0%
7	120.0	15.6	0.6	103.4	4.0	0.0%
8	120.0	19.4	0.8	119.4	4.0	0.0%
9	120.0	15.7	0.7	98.9	4.0	0.0%
10	120.0	16.7	0.7	115.7	4.0	0.0%
Average:	**120.0**	**15.7**	**0.7**	**96.9**	**3.7**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	62.2	2.5	182.3	7.0	0.0%
2	120.0	66.3	2.5	177.9	6.0	0.0%
3	120.0	61.4	2.4	167.0	6.0	0.0%
4	120.0	63.0	2.5	165.2	6.0	0.0%
5	120.0	65.9	2.5	195.3	7.0	0.0%
6	120.0	62.8	2.5	178.1	7.0	0.0%
7	120.0	67.1	2.5	189.5	7.0	0.0%
8	120.0	59.2	2.3	179.2	6.0	0.0%
9	120.0	58.4	2.3	153.2	6.0	0.0%
10	120.0	61.7	2.4	154.4	6.0	0.0%
Average:	**120.0**	**62.8**	**2.4**	**174.2**	**6.4**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	120.0	66.4	2.6	180.9	7.0	0.0%
2	120.0	66.8	2.6	167.3	6.0	0.0%
3	120.0	62.8	2.4	188.3	7.0	0.0%
4	120.0	66.2	2.6	181.8	7.0	0.0%
5	120.0	61.8	2.5	192.7	7.0	0.0%
6	120.0	63.8	2.5	180.4	7.0	0.0%
7	120.0	66.3	2.5	191.0	7.0	0.0%
8	120.0	65.7	2.6	166.2	6.0	0.0%
9	120.0	65.7	2.6	189.8	7.0	0.0%
10	120.0	66.9	2.7	187.8	7.0	0.0%
Average:	**120.0**	**65.2**	**2.6**	**182.6**	**6.8**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	3.0	0.2	20.4	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 7						
2	120.0	3.8	0.2	20.5	1.0	0.0%
3	120.0	4.9	0.3	20.5	1.0	0.0%
4	120.0	3.5	0.2	18.3	1.0	0.0%
5	120.0	3.2	0.2	17.9	1.0	0.0%
6	120.0	3.6	0.2	18.3	1.0	0.0%
7	120.0	3.5	0.2	17.6	1.0	0.0%
8	120.0	3.8	0.2	18.3	1.0	0.0%
9	120.0	2.9	0.2	18.4	1.0	0.0%
10	120.0	4.8	0.3	22.2	1.0	0.0%
Average:	**120.0**	**3.7**	**0.2**	**19.2**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	3.4	0.2	29.3	1.0	0.0%
2	120.0	2.3	0.1	13.6	1.0	0.0%
3	120.0	3.9	0.2	26.9	1.0	0.0%
4	120.0	3.6	0.2	39.9	2.0	0.0%
5	120.0	2.2	0.1	17.8	1.0	0.0%
6	120.0	3.3	0.1	19.9	1.0	0.0%
7	120.0	2.5	0.1	16.5	1.0	0.0%
8	120.0	2.4	0.1	18.2	1.0	0.0%
9	120.0	3.1	0.1	18.7	1.0	0.0%
10	120.0	1.4	0.1	14.7	1.0	0.0%
Average:	**120.0**	**2.8**	**0.1**	**21.6**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	15.3	0.6	122.7	4.0	0.0%
2	120.0	15.9	0.6	96.2	4.0	0.0%
3	120.0	15.8	0.7	101.2	4.0	0.0%
4	120.0	16.0	0.7	119.0	5.0	0.0%
5	120.0	17.7	0.7	132.4	4.0	0.0%
6	120.0	19.4	0.7	139.6	4.0	0.0%
7	120.0	17.2	0.7	113.9	4.0	0.0%
8	120.0	14.3	0.6	94.6	3.0	0.0%
9	120.0	20.2	0.9	150.4	6.0	0.0%
10	120.0	19.0	0.7	117.9	5.0	0.0%
Average:	**120.0**	**17.1**	**0.7**	**118.8**	**4.3**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	41.4	2.7	35.6	44.4	10
NB T	23	98th Street	3.8	0.8	2.3	4.7	10
NB L	108	98th Street	1.3	0.4	0.7	2.2	10
NB R	109	98th Street	11.3	1.9	7.6	15.2	10
SB T	118	98th Street	4.0	1.1	2.3	5.9	10
SB L	124	98th Street	680.7	34.0	601.0	724.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	41.5	5.7	33.4	50.4	10
WB L	116	Dennis Chavez Blvd	1.5	0.7	0.4	2.9	10
WB R	117	Dennis Chavez Blvd	3.1	0.5	2.4	3.8	10
EB T	125	Dennis Chavez Blvd	26.9	3.1	23.2	33.3	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB L	130	Dennis Chavez Blvd	7.0	0.8	5.6	8.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.6	0.7	0.5	2.5	10
NB LTR	14	Condershire Dr	390.9	123.7	161.3	543.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	21.4	14.0	7.2	52.6	10
EB LTR	94	Dennis Chavez Blvd	2.3	2.6	0.0	8.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	59.4	3.4	55.3	65.9	10
NB T	41	Coors Blvd	69.4	7.2	59.3	80.2	10
SB T	78	Coors Blvd	51.6	6.1	43.6	62.3	10
SB TR	79	Coors Blvd	53.2	3.9	46.4	58.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	8.7	1.6	5.9	11.9	10
NB L	92	Coors Blvd	132.1	30.9	97.1	199.6	10
SB L	131	Coors Blvd	56.0	2.1	53.5	60.3	10
SB L	132	Coors Blvd	48.0	2.9	42.3	52.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	55.1	4.8	43.8	61.0	10
NEB L	46	Dennis Chavez Blvd	7.5	1.3	5.4	9.9	10
NEB T	47	Dennis Chavez Blvd	88.3	4.4	80.7	94.3	10
NEB T	48	Dennis Chavez Blvd	86.4	2.9	82.8	93.2	10
NEB R	54	Dennis Chavez Blvd	4.7	1.0	3.7	7.0	10
WB R	83	Dennis Chavez Blvd	3.1	0.5	2.2	3.9	10
WB L	84	Dennis Chavez Blvd	18.5	3.5	14.6	25.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	17.1	2.0	14.3	20.2	10
WB R	95	Dennis Chavez Blvd	2.8	0.8	1.4	3.9	10
EB L	96	Dennis Chavez Blvd	16.8	2.1	13.7	19.9	10
EB T	97	Dennis Chavez Blvd	15.7	2.8	11.3	19.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	3.7	0.7	2.9	4.9	10
SB L	105	Unser Blvd	62.8	2.9	58.4	67.1	10
SB L	138	Unser Blvd	65.2	1.8	61.8	66.9	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	1.7	0.1	1.5	1.8	10
NB T	23	98th Street	0.2	0.1	0.1	0.3	10
NB L	108	98th Street	0.1	0.0	0.0	0.1	10
NB R	109	98th Street	0.6	0.1	0.4	0.7	10
SB T	118	98th Street	0.2	0.1	0.1	0.3	10
SB L	124	98th Street	23.8	1.2	21.1	25.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.6	0.2	1.3	1.9	10
WB L	116	Dennis Chavez Blvd	0.1	0.0	0.0	0.2	10
WB R	117	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
EB T	125	Dennis Chavez Blvd	1.0	0.1	0.9	1.2	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.5	0.1	0.3	0.7	10
NB LTR	14	Condershire Dr	14.2	4.3	6.3	19.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.8	0.5	0.3	1.9	10
EB LTR	94	Dennis Chavez Blvd	0.1	0.1	0.0	0.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.3	0.1	2.1	2.6	10
NB T	41	Coors Blvd	2.7	0.3	2.3	3.1	10
SB T	78	Coors Blvd	2.0	0.2	1.7	2.3	10
SB TR	79	Coors Blvd	2.1	0.1	1.9	2.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.4	0.1	0.3	0.5	10
NB L	92	Coors Blvd	4.9	1.0	3.8	7.1	10
SB L	131	Coors Blvd	2.2	0.1	2.1	2.4	10
SB L	132	Coors Blvd	1.9	0.1	1.7	2.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	2.2	0.2	1.8	2.4	10
NEB L	46	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
NEB T	47	Dennis Chavez Blvd	3.3	0.1	3.1	3.5	10
NEB T	48	Dennis Chavez Blvd	3.2	0.1	3.1	3.4	10
NEB R	54	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
WB R	83	Dennis Chavez Blvd	0.2	0.1	0.1	0.2	10
WB L	84	Dennis Chavez Blvd	0.8	0.1	0.7	1.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10
WB R	95	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
EB L	96	Dennis Chavez Blvd	0.8	0.1	0.7	0.9	10
EB T	97	Dennis Chavez Blvd	0.7	0.1	0.5	0.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.2	0.0	0.2	0.3	10
SB L	105	Unser Blvd	2.4	0.1	2.3	2.5	10
SB L	138	Unser Blvd	2.6	0.1	2.4	2.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	127.8	4.6	121.4	133.1	10
NB T	23	98th Street	18.3	1.2	16.0	19.9	10
NB L	108	98th Street	14.5	5.2	0.0	17.9	10
NB R	109	98th Street	46.9	4.6	37.1	54.0	10
SB T	118	98th Street	22.6	7.1	17.4	39.7	10
SB L	124	98th Street	1,163.4	2.0	1,160.1	1,166.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	189.7	20.0	153.9	212.2	10
WB L	116	Dennis Chavez Blvd	13.0	6.8	0.0	19.1	10
WB R	117	Dennis Chavez Blvd	20.6	7.2	17.3	40.9	10
EB T	125	Dennis Chavez Blvd	138.7	13.7	119.8	162.2	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	41.3	3.2	34.5	46.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	9.7	4.9	0.0	16.4	10
NB LTR	14	Condershire Dr	750.8	234.5	287.3	1,027.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	167.3	117.2	34.2	432.5	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	184.4	10.1	172.8	206.0	10
NB T	41	Coors Blvd	201.2	15.7	176.7	222.3	10
SB T	78	Coors Blvd	160.3	12.5	135.7	174.1	10
SB TR	79	Coors Blvd	164.4	9.5	153.5	186.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	38.8	8.9	20.2	48.8	10
NB L	92	Coors Blvd	304.0	67.1	238.4	412.8	10
SB L	131	Coors Blvd	147.2	5.3	138.8	153.3	10
SB L	132	Coors Blvd	132.2	10.6	120.3	148.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	174.8	12.3	155.3	192.9	10
NEB L	46	Dennis Chavez Blvd	39.3	7.4	22.3	46.0	10
NEB T	47	Dennis Chavez Blvd	261.7	8.8	249.6	276.8	10
NEB T	48	Dennis Chavez Blvd	262.1	18.7	233.5	288.3	10
NEB R	54	Dennis Chavez Blvd	35.3	7.8	22.0	47.9	10
WB R	83	Dennis Chavez Blvd	22.0	6.2	17.2	32.6	10
WB L	84	Dennis Chavez Blvd	64.7	9.3	55.8	81.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	118.8	18.4	94.6	150.4	10
WB R	95	Dennis Chavez Blvd	21.6	8.1	13.6	39.9	10
EB L	96	Dennis Chavez Blvd	59.0	11.4	47.8	75.5	10
EB T	97	Dennis Chavez Blvd	96.9	17.5	72.0	119.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	19.2	1.5	17.6	22.2	10
SB L	105	Unser Blvd	174.2	14.0	153.2	195.3	10
SB L	138	Unser Blvd	182.6	9.4	166.2	192.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	4.7	0.5	4.0	5.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.9	0.3	0.0	1.0	10
NB R	109	98th Street	2.0	0.0	2.0	2.0	10
SB T	118	98th Street	1.1	0.3	1.0	2.0	10
SB L	124	98th Street	42.0	0.8	41.0	43.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	6.9	0.7	6.0	8.0	10
WB L	116	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
WB R	117	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
EB T	125	Dennis Chavez Blvd	5.2	0.6	4.0	6.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.9	0.3	1.0	2.0	10
NB LTR	14	Condershire Dr	26.6	8.2	10.0	38.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	6.7	4.2	2.0	16.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	6.8	0.6	6.0	8.0	10
NB T	41	Coors Blvd	7.4	0.7	6.0	8.0	10
SB T	78	Coors Blvd	5.8	0.4	5.0	6.0	10
SB TR	79	Coors Blvd	5.9	0.6	5.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	1.7	0.5	1.0	2.0	10
NB L	92	Coors Blvd	10.9	2.0	9.0	14.0	10
SB L	131	Coors Blvd	5.5	0.5	5.0	6.0	10
SB L	132	Coors Blvd	4.9	0.6	4.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	6.5	0.5	6.0	7.0	10
NEB L	46	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
NEB T	47	Dennis Chavez Blvd	9.6	0.5	9.0	10.0	10
NEB T	48	Dennis Chavez Blvd	9.2	0.8	8.0	10.0	10
NEB R	54	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
WB R	83	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB L	84	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	4.3	0.8	3.0	6.0	10
WB R	95	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
EB L	96	Dennis Chavez Blvd	2.2	0.4	2.0	3.0	10
EB T	97	Dennis Chavez Blvd	3.7	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	105	Unser Blvd	6.4	0.5	6.0	7.0	10
SB L	138	Unser Blvd	6.8	0.4	6.0	7.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.5	0.0	0.4	0.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,490.0	9.40	22.8	C
2	1,474.0	14.70	35.9	D
3	1,478.0	11.00	26.9	C
4	1,485.0	10.70	25.9	C
5	1,477.0	9.50	23.2	C
6	1,484.0	12.30	29.9	C
7	1,488.0	10.90	26.3	C
8	1,477.0	11.40	27.7	C
9	1,473.0	10.40	25.3	C
10	1,478.0	11.50	27.9	C
Average:	**1,480.4**	**11.18**	**27.2**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,795.0	11.60	23.2	C
2	1,791.0	9.20	18.5	C
3	1,795.0	4.50	9.0	A
4	1,791.0	5.70	11.5	B
5	1,802.0	5.50	11.0	B
6	1,813.0	8.20	16.2	C
7	1,810.0	4.10	8.2	A
8	1,806.0	5.40	10.8	B
9	1,802.0	8.10	16.1	C
10	1,804.0	7.60	15.1	C
Average:	**1,800.9**	**6.99**	**14.0**	**B**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,611.0	107.40	107.1	F
2	3,590.0	110.40	110.7	F
3	3,624.0	106.80	106.1	F
4	3,619.0	108.70	108.2	F
5	3,610.0	109.20	108.9	F
6	3,637.0	107.10	106.1	F
7	3,648.0	110.00	108.5	F
8	3,640.0	111.30	110.1	F

9	3,616.0	109.50	109.1	F
10	3,603.0	108.20	108.1	F
Average:	**3,619.8**	**108.86**	**108.3**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,899.0	6.60	12.5	B
2	1,868.0	6.80	13.1	B
3	1,894.0	6.70	12.8	B
4	1,898.0	6.60	12.5	B
5	1,890.0	6.70	12.7	B
6	1,918.0	6.90	12.9	B
7	1,910.0	7.00	13.3	B
8	1,905.0	6.90	13.1	B
9	1,901.0	6.80	12.9	B
10	1,900.0	6.80	13.0	B
Average:	**1,898.3**	**6.78**	**12.9**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	11.2	1.5	9.4	14.7	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	7.0	2.4	4.1	11.6	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	108.9	1.5	106.8	111.3	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	6.8	0.1	6.6	7.0	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	27.2	3.7	22.8	35.9	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	14.0	4.7	8.2	23.2	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	108.3	1.5	106.1	110.7	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	12.9	0.3	12.5	13.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	155.0	0.80	18.9	B
2	158.0	0.80	18.5	B
3	147.0	0.80	20.5	C
4	145.0	0.70	16.9	B
5	154.0	0.80	18.6	B
6	148.0	0.80	20.1	C
7	144.0	0.80	19.9	B
8	160.0	0.80	17.9	B
9	152.0	0.90	20.9	C
10	155.0	0.80	18.4	B
Average:	**151.8**	**0.80**	**19.1**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	55.0	0.10	4.9	A
2	56.0	0.10	6.5	A
3	53.0	0.10	5.4	A
4	53.0	0.10	6.0	A
5	57.0	0.10	6.7	A
6	55.0	0.10	7.2	A
7	54.0	0.10	7.9	A
8	58.0	0.10	6.3	A
9	57.0	0.10	5.3	A
10	58.0	0.10	4.6	A
Average:	**55.6**	**0.10**	**6.1**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	605.0	11.40	67.8	E
2	620.0	9.40	54.4	D
3	582.0	13.00	80.3	F
4	581.0	11.40	70.3	E
5	608.0	11.30	67.2	E
6	581.0	12.00	74.5	E
7	567.0	11.90	75.5	E
8	620.0	10.10	58.4	E
9	605.0	10.90	64.8	E
10	616.0	10.40	60.9	E

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**598.5**	**11.18**	**67.4**	**E**
NB L on 98th Street: Superlink ID 12				
1	147.0	1.60	38.5	D
2	148.0	1.60	38.8	D
3	148.0	1.40	34.7	C
4	148.0	1.60	40.0	D
5	149.0	1.50	36.8	D
6	149.0	1.60	37.5	D
7	148.0	1.60	38.4	D
8	149.0	1.40	34.7	C
9	149.0	1.80	42.7	D
10	148.0	1.40	34.6	C
Average:	**148.3**	**1.55**	**37.7**	**D**
NB R on 98th Street: Superlink ID 12				
1	173.0	3.00	61.8	E
2	175.0	2.30	46.5	D
3	172.0	2.80	58.3	E
4	175.0	2.30	48.3	D
5	171.0	2.50	52.0	D
6	173.0	3.00	62.5	E
7	173.0	2.80	57.9	E
8	172.0	2.40	51.0	D
9	181.0	2.60	52.6	D
10	179.0	2.40	47.6	D
Average:	**174.4**	**2.61**	**53.8**	**D**
NB T on 98th Street: Superlink ID 12				
1	112.0	1.10	34.0	C
2	112.0	1.10	36.0	D
3	111.0	1.10	36.6	D
4	110.0	1.10	36.4	D
5	112.0	1.10	33.9	C
6	111.0	1.20	38.1	D
7	111.0	1.10	35.6	D
8	112.0	1.20	37.5	D
9	111.0	1.20	37.7	D
10	113.0	1.00	33.2	C
Average:	**111.5**	**1.12**	**35.9**	**D**
SB L on 98th Street: Superlink ID 2				
1	238.0	16.00	241.3	F
2	262.0	7.50	102.9	F
3	210.0	11.60	199.2	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	247.0	18.00	262.0	F
5	231.0	9.70	151.6	F
6	219.0	10.10	165.6	F
7	222.0	10.30	166.9	F
8	233.0	13.50	208.4	F
9	232.0	13.10	203.5	F
10	211.0	6.10	104.0	F
Average:	**230.5**	**11.59**	**180.5**	**F**
SB R on 98th Street: Superlink ID 2				
1	147.0	2.10	51.1	D
2	151.0	2.50	60.1	E
3	130.0	2.30	63.4	E
4	152.0	2.60	61.3	E
5	133.0	2.10	57.0	E
6	131.0	1.80	50.4	D
7	128.0	1.70	47.5	D
8	125.0	1.60	45.1	D
9	153.0	2.90	67.4	E
10	126.0	1.50	43.7	D
Average:	**137.6**	**2.11**	**54.7**	**D**
SB T on 98th Street: Superlink ID 2				
1	132.0	4.00	108.9	F
2	114.0	3.20	102.4	F
3	117.0	6.50	200.1	F
4	138.0	4.50	117.4	F
5	111.0	3.10	100.9	F
6	114.0	4.00	125.5	F
7	95.0	2.20	83.9	F
8	86.0	1.90	78.0	E
9	146.0	7.50	184.4	F
10	103.0	3.10	108.1	F
Average:	**115.6**	**4.00**	**121.0**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	72.0	0.40	18.7	B
2	73.0	0.40	19.9	B
3	76.0	0.40	19.7	B
4	73.0	0.40	17.4	B
5	73.0	0.40	18.8	B
6	71.0	0.40	19.3	B
7	76.0	0.40	20.0	C
8	73.0	0.40	22.0	C
9	74.0	0.50	24.7	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	74.0	0.40	19.4	B
Average:	**73.5**	**0.41**	**20.0**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	137.0	0.30	7.5	A
2	138.0	0.30	6.7	A
3	142.0	0.30	6.5	A
4	138.0	0.30	6.6	A
5	139.0	0.30	7.8	A
6	143.0	0.30	7.3	A
7	144.0	0.30	7.6	A
8	143.0	0.30	7.0	A
9	145.0	0.30	8.6	A
10	144.0	0.30	7.4	A
Average:	**141.3**	**0.30**	**7.3**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	420.0	2.20	18.8	B
2	413.0	2.40	21.2	C
3	420.0	2.20	19.3	B
4	416.0	2.20	18.9	B
5	410.0	2.20	19.1	B
6	411.0	2.30	20.6	C
7	428.0	2.30	19.0	B
8	413.0	2.10	18.7	B
9	419.0	2.10	18.1	B
10	422.0	2.10	18.3	B
Average:	**417.2**	**2.21**	**19.2**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on Dennis Chavez Blvd: Superlink ID 5				
1	893.0	46.20	186.2	F
2	916.0	46.60	183.2	F
3	896.0	53.10	213.3	F
4	904.0	48.40	192.9	F
5	912.0	50.80	200.6	F
6	899.0	51.70	207.0	F
7	914.0	50.70	199.8	F
8	917.0	48.00	188.6	F
9	914.0	48.90	192.6	F
10	979.0	49.80	183.1	F
Average:	**914.4**	**49.42**	**194.7**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	605.0	35.50	211.4	F
2	671.0	32.70	175.6	F
3	573.0	35.50	222.9	F
4	594.0	34.70	210.4	F
5	608.0	34.00	201.1	F
6	584.0	37.00	227.8	F
7	601.0	33.20	198.9	F
8	604.0	34.10	203.4	F
9	601.0	34.80	208.2	F
10	599.0	33.60	201.8	F
Average:	**604.0**	**34.51**	**206.2**	**F**
NB LTR on Condershire Dr: Superlink ID 7				
1	43.0	15.70	1,311.3	F
2	29.0	5.70	710.5	F
3	42.0	16.80	1,444.2	F
4	32.0	15.00	1,688.4	F
5	13.0	2.10	572.3	F
6	28.0	10.70	1,370.3	F
7	33.0	10.40	1,138.0	F
8	17.0	8.30	1,752.5	F
9	32.0	17.60	1,983.7	F
10	29.0	5.00	619.9	F
Average:	**29.8**	**10.73**	**1,259.1**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	47.0	2.10	162.9	F
2	24.0	1.20	175.5	F
3	49.0	2.30	169.0	F
4	42.0	3.30	286.4	F
5	44.0	1.90	156.4	F
6	45.0	2.60	204.1	F
7	39.0	1.00	96.7	F
8	27.0	3.50	470.4	F
9	44.0	3.20	264.1	F
10	26.0	1.10	157.7	F
Average:	**38.7**	**2.22**	**214.3**	**F**
WB LT on Dennis Chavez Blvd: Superlink ID 17				
1	382.0	0.40	3.4	A
2	376.0	0.30	2.9	A
3	417.0	0.30	2.2	A
4	391.0	0.30	2.6	A
5	417.0	0.20	2.1	A

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	419.0	0.30	2.6	A
7	403.0	0.30	2.4	A
8	372.0	0.30	3.3	A
9	429.0	0.20	2.1	A
10	419.0	0.30	2.2	A
Average:	**402.5**	**0.29**	**2.6**	**A**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	603.0	0.30	1.6	A
2	619.0	0.30	1.6	A
3	568.0	0.20	1.2	A
4	599.0	0.20	1.3	A
5	573.0	0.30	1.7	A
6	565.0	0.30	1.6	A
7	580.0	0.30	1.7	A
8	614.0	0.30	1.7	A
9	556.0	0.30	1.7	A
10	568.0	0.30	1.7	A
Average:	**584.5**	**0.28**	**1.6**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	210.0	14.70	251.2	F
2	221.0	14.50	236.6	F
3	206.0	14.80	259.2	F
4	211.0	14.60	249.8	F
5	214.0	15.90	267.8	F
6	209.0	15.70	270.9	F
7	208.0	15.10	261.6	F
8	200.0	15.10	271.0	F
9	206.0	14.10	246.8	F
10	225.0	15.40	247.0	F
Average:	**211.0**	**14.99**	**256.2**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	354.0	34.50	350.9	F
2	378.0	33.20	316.2	F
3	354.0	35.20	357.9	F
4	353.0	35.20	358.6	F
5	359.0	35.40	354.7	F
6	349.0	36.50	376.7	F
7	354.0	35.30	358.8	F
8	358.0	34.30	345.0	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	357.0	35.00	353.0	F
10	375.0	33.40	321.1	F
Average:	**359.1**	**34.80**	**349.3**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	789.0	77.90	355.7	F
2	829.0	75.30	326.8	F
3	774.0	78.30	364.3	F
4	808.0	79.90	356.0	F
5	800.0	80.00	359.9	F
6	787.0	77.40	354.0	F
7	805.0	77.60	346.9	F
8	816.0	81.30	358.8	F
9	829.0	81.50	353.8	F
10	838.0	79.30	340.5	F
Average:	**807.5**	**78.85**	**351.7**	**F**
NB L on Coors Blvd: Superlink ID 18				
1	351.0	4.50	46.4	D
2	348.0	4.00	41.4	D
3	347.0	4.20	43.8	D
4	348.0	4.70	48.7	D
5	351.0	4.60	47.3	D
6	350.0	4.40	45.2	D
7	350.0	4.30	44.5	D
8	349.0	4.10	42.8	D
9	348.0	4.30	44.2	D
10	349.0	4.20	43.8	D
Average:	**349.1**	**4.33**	**44.8**	**D**
NB R on Coors Blvd: Superlink ID 18				
1	155.0	1.00	24.3	C
2	153.0	1.20	27.2	C
3	154.0	1.00	23.3	C
4	154.0	1.10	24.6	C
5	155.0	0.90	21.8	C
6	153.0	1.10	25.9	C
7	154.0	1.10	25.3	C
8	153.0	1.00	24.1	C
9	153.0	1.00	24.1	C
10	154.0	1.10	26.0	C
Average:	**153.8**	**1.05**	**24.7**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	726.0	7.90	39.4	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	743.0	8.50	41.1	D
3	734.0	8.00	39.4	D
4	726.0	8.00	39.9	D
5	728.0	8.00	39.7	D
6	729.0	7.90	39.0	D
7	729.0	7.90	39.2	D
8	728.0	8.10	40.0	D
9	727.0	8.10	40.1	D
10	727.0	8.40	41.8	D
Average:	**729.7**	**8.08**	**40.0**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	475.0	6.30	47.4	D
2	466.0	5.90	46.0	D
3	468.0	5.80	45.0	D
4	471.0	6.00	45.6	D
5	472.0	5.80	44.3	D
6	473.0	5.90	45.0	D
7	472.0	6.00	45.4	D
8	472.0	5.70	43.7	D
9	472.0	5.80	44.6	D
10	470.0	5.80	44.3	D
Average:	**471.1**	**5.90**	**45.1**	**D**
SB R on Coors Blvd: Superlink ID 21				
1	131.0	0.50	14.4	B
2	134.0	0.50	13.1	B
3	130.0	0.50	14.9	B
4	134.0	0.50	13.1	B
5	134.0	0.50	14.7	B
6	132.0	0.50	12.7	B
7	132.0	0.60	15.8	B
8	134.0	0.40	11.9	B
9	131.0	0.50	13.0	B
10	133.0	0.40	12.2	B
Average:	**132.5**	**0.49**	**13.6**	**B**
SB T on Coors Blvd: Superlink ID 21				
1	592.0	5.70	34.9	C
2	603.0	6.30	37.7	D
3	593.0	6.00	36.4	D
4	592.0	6.20	37.7	D
5	593.0	5.80	35.1	D
6	593.0	6.00	36.7	D
7	592.0	5.90	36.0	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	594.0	6.00	36.4	D
9	594.0	6.10	36.9	D
10	592.0	6.00	36.5	D
Average:	**593.8**	**6.00**	**36.4**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	121.0	1.10	32.8	C
2	120.0	1.60	48.5	D
3	123.0	1.60	47.6	D
4	123.0	1.80	52.3	D
5	120.0	1.70	49.8	D
6	122.0	1.40	42.6	D
7	122.0	1.70	51.4	D
8	121.0	1.50	45.2	D
9	120.0	1.60	47.1	D
10	122.0	1.70	50.7	D
Average:	**121.4**	**1.57**	**46.8**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	271.0	0.00	0.3	A
2	270.0	0.00	0.1	A
3	270.0	0.00	0.4	A
4	271.0	0.00	0.0	A
5	272.0	0.00	0.1	A
6	270.0	0.00	0.2	A
7	271.0	0.00	0.3	A
8	271.0	0.00	0.4	A
9	271.0	0.00	0.1	A
10	270.0	0.00	0.2	A
Average:	**270.7**	**0.00**	**0.2**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	510.0	4.80	33.8	C
2	509.0	4.60	32.4	C
3	509.0	4.70	33.1	C
4	511.0	4.70	33.4	C
5	513.0	4.70	33.2	C
6	511.0	4.70	32.9	C
7	511.0	4.80	34.0	C
8	513.0	4.50	31.2	C
9	510.0	4.40	30.9	C
10	512.0	4.80	33.6	C
Average:	**510.9**	**4.67**	**32.8**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	62.0	4.80	278.4	F
2	67.0	0.70	36.1	D
3	58.0	5.40	337.3	F
4	58.0	4.60	287.3	F
5	61.0	0.70	43.9	D
6	58.0	0.70	42.8	D
7	60.0	5.40	321.3	F
8	65.0	0.80	44.0	D
9	63.0	0.70	39.2	D
10	64.0	5.70	318.1	F
Average:	**61.6**	**2.95**	**174.8**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	9.0	0.70	285.4	F
2	10.0	0.10	30.3	C
3	10.0	0.80	296.7	F
4	10.0	0.80	287.7	F
5	10.0	0.10	39.0	D
6	7.0	0.10	52.3	D
7	7.0	0.70	334.3	F
8	8.0	0.00	20.8	C
9	10.0	0.10	29.0	C
10	10.0	0.70	236.1	F
Average:	**9.1**	**0.41**	**161.2**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	817.0	66.70	293.9	F
2	845.0	14.50	61.9	E
3	762.0	72.60	342.9	F
4	803.0	69.20	310.4	F
5	802.0	14.80	66.4	E
6	795.0	16.00	72.3	E
7	786.0	72.50	332.1	F
8	827.0	14.30	62.1	E
9	823.0	14.60	63.7	E
10	817.0	78.80	347.4	F
Average:	**807.7**	**43.40**	**195.3**	**F**
NB L on Unser Blvd: Superlink ID 23				
1	33.0	0.20	20.5	C
2	36.0	0.20	24.6	C
3	34.0	0.30	33.5	C
4	36.0	0.30	30.9	C
5	36.0	0.20	20.1	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	35.0	0.30	28.3	C
7	35.0	0.30	25.9	C
8	34.0	0.30	34.0	C
9	35.0	0.30	26.8	C
10	37.0	0.30	24.9	C
Average:	**35.1**	**0.27**	**27.0**	**C**

NB R on Unser Blvd: Superlink ID 23

1	455.0	11.00	87.3	F
2	486.0	11.80	87.2	F
3	455.0	12.90	102.0	F
4	456.0	10.70	84.1	F
5	470.0	7.50	57.2	E
6	456.0	12.50	98.9	F
7	478.0	10.60	80.1	F
8	455.0	11.40	90.0	F
9	461.0	10.30	80.3	F
10	484.0	11.00	81.7	F
Average:	**465.6**	**10.97**	**84.9**	**F**

NB T on Unser Blvd: Superlink ID 23

1	79.0	0.70	32.3	C
2	84.0	0.60	24.6	C
3	81.0	0.80	35.7	D
4	80.0	0.50	23.2	C
5	83.0	0.70	32.1	C
6	79.0	0.70	31.4	C
7	83.0	0.70	29.6	C
8	78.0	0.60	30.0	C
9	80.0	0.80	37.4	D
10	83.0	0.70	29.7	C
Average:	**81.0**	**0.68**	**30.6**	**C**

SB L on Unser Blvd: Superlink ID 4

1	329.0	57.70	631.1	F
2	341.0	57.30	604.9	F
3	342.0	60.40	635.4	F
4	346.0	56.00	582.3	F
5	333.0	53.40	577.1	F
6	338.0	61.70	657.3	F
7	362.0	61.40	611.1	F
8	344.0	53.10	555.5	F
9	335.0	56.10	602.7	F
10	381.0	50.60	477.8	F
Average:	**345.1**	**56.77**	**593.5**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on Unser Blvd: Superlink ID 4				
1	88.0	6.20	255.3	F
2	92.0	6.40	251.8	F
3	92.0	6.30	245.8	F
4	93.0	6.70	259.1	F
5	89.0	5.70	232.5	F
6	89.0	6.70	272.1	F
7	102.0	7.30	256.5	F
8	92.0	5.90	229.8	F
9	95.0	7.00	265.8	F
10	103.0	5.50	191.7	F
Average:	**93.5**	**6.37**	**246.0**	**F**
SB T on Unser Blvd: Superlink ID 4				
1	76.0	10.20	485.0	F
2	74.0	9.70	473.0	F
3	67.0	8.40	453.5	F
4	63.0	7.70	442.8	F
5	65.0	8.70	483.6	F
6	73.0	9.90	490.5	F
7	67.0	8.00	427.3	F
8	68.0	9.00	476.3	F
9	69.0	9.30	484.2	F
10	66.0	7.00	379.2	F
Average:	**68.8**	**8.79**	**459.5**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	172.0	1.50	31.4	C
2	169.0	2.10	43.7	D
3	171.0	1.70	35.9	D
4	172.0	1.90	40.6	D
5	171.0	2.00	42.0	D
6	174.0	1.90	38.8	D
7	172.0	1.80	38.7	D
8	169.0	1.90	40.2	D
9	175.0	1.90	38.9	D
10	173.0	2.20	46.1	D
Average:	**171.8**	**1.89**	**39.6**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	336.0	2.20	24.1	C
2	331.0	2.10	22.9	C
3	335.0	2.10	22.7	C
4	333.0	2.00	21.7	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	331.0	2.00	22.1	C
6	335.0	2.00	21.8	C
7	336.0	1.90	20.6	C
8	328.0	2.10	22.8	C
9	335.0	1.90	20.7	C
10	329.0	2.30	24.8	C
Average:	**332.9**	**2.06**	**22.4**	**C**

WB T on Dennis Chavez Blvd: Superlink ID 5

1	520.0	3.10	21.5	C
2	510.0	2.80	19.8	B
3	524.0	2.80	19.3	B
4	511.0	2.80	19.8	B
5	518.0	2.70	18.7	B
6	516.0	2.80	19.3	B
7	523.0	2.80	19.2	B
8	512.0	2.80	20.0	C
9	523.0	2.80	19.3	B
10	510.0	3.10	21.7	C
Average:	**516.7**	**2.85**	**19.9**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.8	0.0	0.7	0.9	10
EB R	Dennis Chavez Blvd	1	0.1	0.0	0.1	0.1	10
EB T	Dennis Chavez Blvd	1	11.2	1.0	9.4	13.0	10
NB L	98th Street	12	1.6	0.1	1.4	1.8	10
NB R	98th Street	12	2.6	0.3	2.3	3.0	10
NB T	98th Street	12	1.1	0.1	1.0	1.2	10
SB L	98th Street	2	11.6	3.7	6.1	18.0	10
SB R	98th Street	2	2.1	0.5	1.5	2.9	10
SB T	98th Street	2	4.0	1.8	1.9	7.5	10
WB L	Dennis Chavez Blvd	3	0.4	0.0	0.4	0.5	10
WB R	Dennis Chavez Blvd	3	0.3	0.0	0.3	0.3	10
WB T	Dennis Chavez Blvd	3	2.2	0.1	2.1	2.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	49.4	2.2	46.2	53.1	10
EB TR	Dennis Chavez Blvd	5	34.5	1.3	32.7	37.0	10
NB LTR	Condershire Dr	7	10.7	5.4	2.1	17.6	10
SB LTR	Condershire Dr	6	2.2	0.9	1.0	3.5	10
WB LT	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.4	10
WB TR	Dennis Chavez Blvd	17	0.3	0.0	0.2	0.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	15.0	0.6	14.1	15.9	10
EB R	Dennis Chavez Blvd	17	34.8	1.0	33.2	36.5	10
EB T	Dennis Chavez Blvd	17	78.9	1.9	75.3	81.5	10
NB L	Coors Blvd	18	4.3	0.2	4.0	4.7	10
NB R	Coors Blvd	18	1.1	0.1	0.9	1.2	10
NB T	Coors Blvd	18	8.1	0.2	7.9	8.5	10
SB L	Coors Blvd	21	5.9	0.2	5.7	6.3	10
SB R	Coors Blvd	21	0.5	0.1	0.4	0.6	10
SB T	Coors Blvd	21	6.0	0.2	5.7	6.3	10
WB L	Dennis Chavez Blvd	11	1.6	0.2	1.1	1.8	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	4.7	0.1	4.4	4.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	3.0	2.4	0.7	5.7	10
EB R	Dennis Chavez Blvd	3	0.4	0.4	0.0	0.8	10
EB T	Dennis Chavez Blvd	3	43.4	30.3	14.3	78.8	10
NB L	Unser Blvd	23	0.3	0.0	0.2	0.3	10
NB R	Unser Blvd	23	11.0	1.5	7.5	12.9	10
NB T	Unser Blvd	23	0.7	0.1	0.5	0.8	10
SB L	Unser Blvd	4	56.8	3.7	50.6	61.7	10
SB R	Unser Blvd	4	6.4	0.6	5.5	7.3	10
SB T	Unser Blvd	4	8.8	1.0	7.0	10.2	10
WB L	Dennis Chavez Blvd	5	1.9	0.2	1.5	2.2	10
WB R	Dennis Chavez Blvd	5	2.1	0.1	1.9	2.3	10
WB T	Dennis Chavez Blvd	5	2.9	0.1	2.7	3.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	19.1	1.3	16.9	20.9	10
EB R	Dennis Chavez Blvd	1	6.1	1.0	4.6	7.9	10
EB T	Dennis Chavez Blvd	1	67.4	8.1	54.4	80.3	10
NB L	98th Street	12	37.7	2.6	34.6	42.7	10
NB R	98th Street	12	53.8	5.9	46.5	62.5	10
NB T	98th Street	12	35.9	1.7	33.2	38.1	10
SB L	98th Street	2	180.5	52.8	102.9	262.0	10
SB R	98th Street	2	54.7	8.2	43.7	67.4	10
SB T	98th Street	2	121.0	40.3	78.0	200.1	10
WB L	Dennis Chavez Blvd	3	20.0	2.0	17.4	24.7	10
WB R	Dennis Chavez Blvd	3	7.3	0.6	6.5	8.6	10
WB T	Dennis Chavez Blvd	3	19.2	1.0	18.1	21.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	194.7	10.2	183.1	213.3	10
EB TR	Dennis Chavez Blvd	5	206.2	14.3	175.6	227.8	10
NB LTR	Condershire Dr	7	1,259.1	494.2	572.3	1,983.7	10
SB LTR	Condershire Dr	6	214.3	105.4	96.7	470.4	10
WB LT	Dennis Chavez Blvd	17	2.6	0.5	2.1	3.4	10
WB TR	Dennis Chavez Blvd	17	1.6	0.2	1.2	1.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	256.2	11.7	236.6	271.0	10
EB R	Dennis Chavez Blvd	17	349.3	18.1	316.2	376.7	10
EB T	Dennis Chavez Blvd	17	351.7	11.0	326.8	364.3	10
NB L	Coors Blvd	18	44.8	2.2	41.4	48.7	10
NB R	Coors Blvd	18	24.7	1.5	21.8	27.2	10
NB T	Coors Blvd	18	40.0	0.9	39.0	41.8	10
SB L	Coors Blvd	21	45.1	1.1	43.7	47.4	10
SB R	Coors Blvd	21	13.6	1.3	11.9	15.8	10
SB T	Coors Blvd	21	36.4	0.9	34.9	37.7	10
WB L	Dennis Chavez Blvd	11	46.8	5.7	32.8	52.3	10
WB R	Dennis Chavez Blvd	11	0.2	0.1	0.0	0.4	10
WB T	Dennis Chavez Blvd	11	32.8	1.1	30.9	34.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	174.8	141.9	36.1	337.3	10
EB R	Dennis Chavez Blvd	3	161.2	136.0	20.8	334.3	10
EB T	Dennis Chavez Blvd	3	195.3	137.9	61.9	347.4	10
NB L	Unser Blvd	23	27.0	4.8	20.1	34.0	10
NB R	Unser Blvd	23	84.9	12.3	57.2	102.0	10
NB T	Unser Blvd	23	30.6	4.4	23.2	37.4	10
SB L	Unser Blvd	4	593.5	50.5	477.8	657.3	10
SB R	Unser Blvd	4	246.0	23.2	191.7	272.1	10
SB T	Unser Blvd	4	459.5	35.0	379.2	490.5	10
WB L	Dennis Chavez Blvd	5	39.6	4.1	31.4	46.1	10
WB R	Dennis Chavez Blvd	5	22.4	1.3	20.6	24.8	10
WB T	Dennis Chavez Blvd	5	19.9	1.0	18.7	21.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	11.6	0.6	50.6	2.0	0.0%
2	120.0	21.3	0.9	80.7	4.0	0.0%
3	120.0	15.5	0.7	73.1	3.0	0.0%
4	120.0	13.7	0.7	48.3	2.0	0.0%
5	120.0	12.5	0.7	49.8	2.0	0.0%
6	120.0	19.2	0.9	70.6	2.0	0.0%
7	120.0	16.1	0.8	68.0	2.0	0.0%
8	120.0	15.6	0.7	59.0	2.0	0.0%
9	120.0	15.3	0.7	58.3	2.0	0.0%
10	120.0	12.1	0.6	53.8	2.0	0.0%
Average:	**120.0**	**15.3**	**0.7**	**61.2**	**2.3**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	75.4	3.0	190.2	7.0	0.0%
2	120.0	201.2	7.2	568.8	20.0	0.0%
3	120.0	113.9	4.2	312.8	11.0	0.0%
4	120.0	98.6	3.7	251.6	9.0	0.0%
5	120.0	80.0	3.1	239.8	9.0	0.0%
6	120.0	144.7	5.3	346.0	12.0	0.0%
7	120.0	121.6	4.5	324.2	11.0	0.0%
8	120.0	135.5	5.0	321.0	12.0	0.0%
9	120.0	95.3	3.6	243.8	9.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	128.9	4.7	295.0	10.0	0.0%
Average:	**120.0**	**119.5**	**4.4**	**309.3**	**11.0**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	0.2	0.0	0.0	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	1.2	0.1	0.8	0.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.1**	**0.0**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	120.0	1.4	0.1	15.2	1.0	0.0%
2	120.0	1.9	0.1	17.1	1.0	0.0%
3	120.0	1.7	0.1	17.0	1.0	0.0%
4	120.0	1.1	0.1	14.1	1.0	0.0%
5	120.0	1.2	0.1	14.9	1.0	0.0%
6	120.0	1.1	0.1	15.5	1.0	0.0%
7	120.0	2.0	0.1	16.0	1.0	0.0%
8	120.0	1.8	0.1	15.6	1.0	0.0%
9	120.0	1.5	0.1	16.8	1.0	0.0%
10	120.0	1.2	0.1	14.9	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**15.7**	**1.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	2.3	0.1	19.5	1.0	0.0%
2	120.0	1.5	0.1	15.9	1.0	0.0%
3	120.0	2.3	0.1	16.9	1.0	0.0%
4	120.0	2.7	0.2	16.8	1.0	0.0%
5	120.0	1.7	0.1	16.8	1.0	0.0%
6	120.0	2.2	0.1	16.5	1.0	0.0%
7	120.0	1.6	0.1	15.1	1.0	0.0%
8	120.0	1.8	0.1	15.5	1.0	0.0%
9	120.0	2.5	0.2	16.1	1.0	0.0%
10	120.0	1.7	0.1	17.3	1.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**16.6**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	120.0	26.4	1.1	102.8	4.0	0.0%
2	120.0	21.9	0.9	87.1	3.0	0.0%
3	120.0	19.4	0.8	78.1	3.0	0.0%
4	120.0	20.1	0.9	75.9	3.0	0.0%
5	120.0	26.7	1.1	109.8	4.0	0.0%
6	120.0	22.4	1.0	111.1	4.0	0.0%
7	120.0	20.1	0.9	82.2	3.0	0.0%
8	120.0	23.8	1.0	106.8	4.0	0.0%
9	120.0	21.9	1.0	96.6	4.0	0.0%
10	120.0	26.6	1.2	103.1	4.0	0.0%
Average:	**120.0**	**22.9**	**1.0**	**95.4**	**3.6**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	1.4	0.1	16.5	1.0	0.0%
3	120.0	0.9	0.1	0.7	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	0.6	0.0	0.0	0.0	0.0%
6	120.0	1.4	0.1	15.1	1.0	0.0%
7	120.0	0.9	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	1.0	0.1	0.7	0.0	0.0%
10	120.0	1.3	0.1	16.4	1.0	0.0%
Average:	**120.0**	**0.9**	**0.1**	**4.9**	**0.3**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	120.0	8.7	0.4	40.1	2.0	0.0%
2	120.0	9.7	0.5	41.2	2.0	0.0%
3	120.0	8.6	0.4	41.1	2.0	0.0%
4	120.0	11.4	0.6	43.3	2.0	0.0%
5	120.0	8.7	0.5	37.2	2.0	0.0%
6	120.0	9.3	0.5	47.3	1.0	0.0%
7	120.0	10.9	0.5	49.3	2.0	0.0%
8	120.0	10.8	0.6	39.5	2.0	0.0%
9	120.0	10.2	0.5	44.5	2.0	0.0%
10	120.0	9.5	0.5	44.3	2.0	0.0%
Average:	**120.0**	**9.8**	**0.5**	**42.8**	**1.9**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	2.5	0.1	16.0	1.0	0.0%
2	120.0	2.7	0.2	16.2	1.0	0.0%
3	120.0	2.0	0.1	17.8	1.0	0.0%
4	120.0	2.0	0.1	17.1	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	120.0	2.7	0.1	16.7	1.0	0.0%
6	120.0	4.6	0.2	20.1	1.0	0.0%
7	120.0	3.9	0.2	17.8	1.0	0.0%
8	120.0	2.3	0.1	16.4	1.0	0.0%
9	120.0	1.7	0.1	17.8	1.0	0.0%
10	120.0	2.7	0.2	18.2	1.0	0.0%
Average:	**120.0**	**2.7**	**0.1**	**17.4**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	9.2	0.4	52.5	2.0	0.0%
2	120.0	7.4	0.3	46.7	2.0	0.0%
3	120.0	8.2	0.4	57.7	2.0	0.0%
4	120.0	10.8	0.5	71.8	3.0	0.0%
5	120.0	10.5	0.4	86.2	3.0	0.0%
6	120.0	11.6	0.5	80.4	3.0	0.0%
7	120.0	12.4	0.5	92.0	4.0	0.0%
8	120.0	12.2	0.5	76.6	3.0	0.0%
9	120.0	8.5	0.4	61.0	2.0	0.0%
10	120.0	7.1	0.3	62.5	3.0	0.0%
Average:	**120.0**	**9.8**	**0.4**	**68.7**	**2.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	30.7	1.3	104.1	4.0	0.0%
2	120.0	33.6	1.4	131.4	5.0	0.0%
3	120.0	30.7	1.3	113.2	5.0	0.0%
4	120.0	28.5	1.2	120.5	5.0	0.0%
5	120.0	32.1	1.3	131.7	4.0	0.0%
6	120.0	33.5	1.4	126.2	5.0	0.0%
7	120.0	35.9	1.5	146.2	5.0	0.0%
8	120.0	33.3	1.4	129.0	5.0	0.0%
9	120.0	34.5	1.4	143.0	5.0	0.0%
10	120.0	35.4	1.4	127.3	5.0	0.0%
Average:	**120.0**	**32.8**	**1.4**	**127.3**	**4.8**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	120.0	14.6	0.5	9.5	1.2	0.0%
2	120.0	6.7	0.3	17.1	1.1	0.0%
3	120.0	13.3	0.5	140.8	6.0	0.0%
4	120.0	5.2	0.2	0.0	0.0	0.0%
5	120.0	2.1	0.1	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	120.0	11.9	0.5	58.3	3.0	0.0%
7	120.0	4.7	0.2	0.0	0.0	0.0%
8	120.0	6.7	0.3	0.3	0.0	0.0%
9	120.0	24.3	0.9	37.3	2.1	0.0%
10	120.0	7.3	0.3	28.0	2.0	0.0%
Average:	**120.0**	**9.7**	**0.4**	**29.1**	**1.5**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	233.9	9.1	348.6	13.0	0.0%
2	120.0	186.4	6.8	334.8	12.0	0.0%
3	120.0	49.7	2.3	151.1	6.0	0.0%
4	120.0	96.3	3.8	276.9	10.0	0.0%
5	120.0	96.8	3.9	201.8	8.0	0.0%
6	120.0	140.2	5.7	263.1	11.0	0.0%
7	120.0	64.4	3.0	153.3	6.0	0.0%
8	120.0	51.1	2.5	149.5	6.0	0.0%
9	120.0	83.0	3.6	212.1	9.0	0.0%
10	120.0	114.1	4.5	295.8	9.0	0.0%
Average:	**120.0**	**111.6**	**4.5**	**238.7**	**9.0**	**0.0%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	2.0	0.5	7.1	2.0	0.0%
2	120.0	0.3	0.4	0.0	1.0	0.0%
3	120.0	0.0	0.2	0.0	1.0	0.0%
4	120.0	1.3	0.4	10.8	2.0	0.0%
5	120.0	0.2	0.3	0.0	1.0	0.0%
6	120.0	5.3	0.6	42.2	2.0	2.5%
7	120.0	0.3	0.3	0.0	1.0	0.0%
8	120.0	1.6	0.4	10.6	2.0	0.0%
9	120.0	0.0	0.3	0.0	1.0	0.0%
10	120.0	1.2	0.6	2.6	2.0	0.0%
Average:	**120.0**	**1.2**	**0.4**	**7.3**	**1.5**	**0.3%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	12.5	0.5	10.0	1.1	0.0%
2	120.0	21.4	0.8	173.6	7.1	0.0%
3	120.0	11.8	0.5	55.8	3.0	0.0%
4	120.0	15.5	0.6	134.0	5.0	0.0%
5	120.0	11.7	0.5	8.5	1.1	0.0%
6	120.0	8.8	0.4	37.7	2.0	0.0%
7	120.0	6.0	0.2	0.0	0.0	0.0%
8	120.0	22.6	0.9	140.8	5.2	0.0%
9	120.0	61.8	2.0	504.3	15.3	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	120.0	29.3	1.1	272.1	10.0	0.0%
Average:	**120.0**	**20.1**	**0.8**	**133.7**	**5.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 92						
1	120.0	702.0	24.7	1,001.7	37.0	60.0%
2	120.0	680.4	23.5	1,002.7	36.0	55.0%
3	120.0	700.1	24.5	1,001.1	37.0	56.7%
4	120.0	682.8	23.6	998.5	35.0	54.2%
5	120.0	692.4	23.3	1,006.1	36.0	52.5%
6	120.0	683.9	24.1	1,003.5	36.0	55.0%
7	120.0	698.3	24.2	1,001.9	36.0	54.2%
8	120.0	730.8	25.8	999.2	37.0	60.8%
9	120.0	704.1	24.7	998.2	36.1	53.3%
10	120.0	687.0	24.9	1,001.1	38.0	53.3%
Average:	**120.0**	**696.2**	**24.3**	**1,001.4**	**36.4**	**55.5%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	0.9	0.1	0.7	0.0	0.0%
2	120.0	1.3	0.1	15.6	1.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	1.7	0.1	17.1	1.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	1.1	0.1	16.1	1.0	0.0%
7	120.0	1.2	0.1	9.7	1.0	0.0%
8	120.0	0.9	0.0	0.0	0.0	0.0%
9	120.0	0.4	0.0	0.0	0.0	0.0%
10	120.0	2.0	0.1	18.1	1.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**7.7**	**0.5**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	41.2	1.6	137.3	5.0	0.0%
2	120.0	30.3	1.2	119.3	5.0	0.0%
3	120.0	39.1	1.6	161.3	6.0	0.0%
4	120.0	34.9	1.5	141.8	5.0	0.0%
5	120.0	40.0	1.6	124.4	5.0	0.0%
6	120.0	41.3	1.7	161.5	6.0	0.0%
7	120.0	41.6	1.7	146.3	5.0	0.0%
8	120.0	36.2	1.5	120.6	4.0	0.0%
9	120.0	33.3	1.4	114.6	5.0	0.0%
10	120.0	36.8	1.5	114.3	4.0	0.0%

DENNIS CHAVEZ BLVD & COORDS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
Average:	**120.0**	**37.5**	**1.5**	**134.1**	**5.0**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	73.5	2.8	215.6	7.0	0.0%
2	120.0	68.8	2.7	191.7	8.0	0.0%
3	120.0	64.0	2.4	225.8	8.0	0.0%
4	120.0	68.9	2.6	208.3	7.0	0.0%
5	120.0	70.5	2.7	212.4	7.0	0.0%
6	120.0	80.4	3.1	210.5	8.0	0.0%
7	120.0	76.6	2.8	227.4	8.0	0.0%
8	120.0	78.6	3.0	212.3	8.0	0.0%
9	120.0	71.5	2.7	198.0	8.0	0.0%
10	120.0	79.1	2.9	228.6	9.0	0.0%
Average:	**120.0**	**73.2**	**2.8**	**213.1**	**7.8**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	4.4	0.3	18.4	1.0	0.0%
2	120.0	9.9	0.5	45.5	2.0	0.0%
3	120.0	11.1	0.5	63.5	2.0	0.0%
4	120.0	8.4	0.4	45.1	2.0	0.0%
5	120.0	7.3	0.4	40.2	2.0	0.0%
6	120.0	9.2	0.5	41.3	2.0	0.0%
7	120.0	10.4	0.5	49.3	2.0	0.0%
8	120.0	6.8	0.4	40.7	2.0	0.0%
9	120.0	7.6	0.4	41.2	2.0	0.0%
10	120.0	5.5	0.3	23.8	1.0	0.0%
Average:	**120.0**	**8.1**	**0.4**	**40.9**	**1.8**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	9.1	0.4	66.6	2.0	0.0%
2	120.0	14.9	0.6	99.6	3.0	0.0%
3	120.0	11.5	0.5	79.2	3.0	0.0%
4	120.0	9.6	0.4	72.9	3.0	0.0%
5	120.0	10.2	0.5	65.1	3.0	0.0%
6	120.0	9.4	0.4	74.4	3.0	0.0%
7	120.0	8.5	0.4	45.4	2.0	0.0%
8	120.0	12.3	0.5	78.1	3.0	0.0%
9	120.0	10.8	0.4	69.0	3.0	0.0%
10	120.0	10.1	0.4	82.7	3.0	0.0%
Average:	**120.0**	**10.6**	**0.5**	**73.3**	**2.8**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	25.4	1.2	79.1	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on Dennis Chavez Blvd - Lane ID 47						
2	120.0	29.6	1.3	84.8	3.0	0.0%
3	120.0	26.3	1.2	75.0	3.0	0.0%
4	120.0	25.1	1.1	77.8	3.0	0.0%
5	120.0	28.3	1.2	95.4	3.0	0.0%
6	120.0	28.0	1.2	94.5	4.0	0.0%
7	120.0	30.6	1.4	104.5	4.0	0.0%
8	120.0	25.5	1.1	88.6	4.0	0.0%
9	120.0	26.9	1.1	97.8	4.0	0.0%
10	120.0	23.0	1.1	73.3	3.0	0.0%
Average:	**120.0**	**26.9**	**1.2**	**87.1**	**3.4**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	27.7	1.2	80.0	3.0	0.0%
2	120.0	28.5	1.3	80.5	3.0	0.0%
3	120.0	21.9	1.0	76.9	3.0	0.0%
4	120.0	24.9	1.1	81.2	3.0	0.0%
5	120.0	28.5	1.2	98.5	3.0	0.0%
6	120.0	23.7	1.1	81.2	3.0	0.0%
7	120.0	30.7	1.4	89.2	3.0	0.0%
8	120.0	25.6	1.2	76.6	3.0	0.0%
9	120.0	25.9	1.1	99.8	4.0	0.0%
10	120.0	26.4	1.1	88.0	3.0	0.0%
Average:	**120.0**	**26.4**	**1.2**	**85.2**	**3.1**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	26.4	1.2	77.8	3.0	0.0%
2	120.0	25.4	1.2	73.1	3.0	0.0%
3	120.0	27.9	1.2	76.3	3.0	0.0%
4	120.0	26.5	1.2	79.8	3.0	0.0%
5	120.0	30.2	1.3	84.8	3.0	0.0%
6	120.0	28.5	1.3	76.5	3.0	0.0%
7	120.0	27.2	1.1	78.6	3.0	0.0%
8	120.0	31.6	1.4	87.2	3.0	0.0%
9	120.0	25.8	1.2	72.5	3.0	0.0%
10	120.0	27.7	1.3	79.7	3.0	0.0%
Average:	**120.0**	**27.7**	**1.2**	**78.6**	**3.0**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	120.0	20.5	0.9	68.5	3.0	0.0%
2	120.0	18.0	0.9	61.2	3.0	0.0%
3	120.0	18.9	0.9	71.2	3.0	0.0%
4	120.0	16.2	0.8	56.0	2.0	0.0%
5	120.0	20.0	0.9	71.4	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	120.0	19.5	0.9	69.3	2.0	0.0%
7	120.0	24.1	1.1	73.7	3.0	0.0%
8	120.0	21.4	0.9	73.1	3.0	0.0%
9	120.0	20.4	1.0	72.2	3.0	0.0%
10	120.0	19.8	0.9	62.7	2.0	0.0%
Average:	**120.0**	**19.9**	**0.9**	**67.9**	**2.7**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	66.7	2.5	203.7	7.0	0.0%
2	120.0	65.3	2.6	191.1	7.0	0.0%
3	120.0	62.4	2.4	195.0	7.0	0.0%
4	120.0	59.7	2.4	175.6	7.0	0.0%
5	120.0	60.6	2.4	191.9	7.0	0.0%
6	120.0	60.0	2.4	186.2	7.0	0.0%
7	120.0	65.4	2.5	192.9	7.0	0.0%
8	120.0	66.8	2.5	189.1	6.0	0.0%
9	120.0	60.7	2.3	180.5	6.0	0.0%
10	120.0	63.4	2.4	195.0	7.0	0.0%
Average:	**120.0**	**63.1**	**2.4**	**190.1**	**6.8**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	120.0	68.6	2.6	190.4	7.0	0.0%
2	120.0	66.0	2.5	188.9	7.0	0.0%
3	120.0	58.6	2.3	179.3	7.0	0.0%
4	120.0	63.5	2.4	197.4	7.0	0.0%
5	120.0	66.8	2.6	188.2	7.0	0.0%
6	120.0	63.6	2.4	185.7	7.0	0.0%
7	120.0	64.3	2.5	190.5	7.0	0.0%
8	120.0	65.8	2.6	183.3	7.0	0.0%
9	120.0	65.6	2.5	196.3	7.0	0.0%
10	120.0	66.2	2.6	184.6	7.0	0.0%
Average:	**120.0**	**64.9**	**2.5**	**188.5**	**7.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	120.0	17.0	0.7	76.5	3.0	0.0%
2	120.0	17.0	0.7	94.5	3.0	0.0%
3	120.0	17.0	0.8	67.4	3.0	0.0%
4	120.0	19.7	0.9	83.0	3.0	0.0%
5	120.0	17.6	0.8	73.4	3.0	0.0%
6	120.0	20.4	0.8	90.7	3.0	0.0%
7	120.0	15.9	0.7	70.7	3.0	0.0%
8	120.0	18.5	0.8	89.8	3.0	0.0%
9	120.0	19.4	0.8	90.0	4.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	120.0	17.5	0.7	97.8	3.0	0.0%
Average:	**120.0**	**18.0**	**0.8**	**83.4**	**3.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	11.2	0.4	51.1	2.0	0.0%
2	120.0	13.4	0.5	113.5	4.0	0.0%
3	120.0	10.4	0.4	69.7	3.0	0.0%
4	120.0	11.5	0.4	77.6	3.0	0.0%
5	120.0	11.7	0.4	100.5	3.0	0.0%
6	120.0	9.0	0.3	49.7	2.0	0.0%
7	120.0	5.9	0.2	22.5	1.0	0.0%
8	120.0	14.1	0.5	91.0	3.0	0.0%
9	120.0	15.6	0.5	49.5	2.0	0.0%
10	120.0	12.7	0.5	72.8	3.0	0.0%
Average:	**120.0**	**11.6**	**0.4**	**69.8**	**2.6**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	893.7	30.8	1,269.2	45.0	55.0%
2	120.0	881.0	30.3	1,268.9	45.0	60.8%
3	120.0	872.1	30.0	1,267.8	45.0	55.8%
4	120.0	853.1	30.1	1,270.4	46.0	55.8%
5	120.0	841.3	29.4	1,266.3	47.0	49.2%
6	120.0	799.6	28.2	1,265.9	46.1	47.5%
7	120.0	793.0	27.8	1,269.7	47.0	50.0%
8	120.0	783.4	27.1	1,270.1	45.0	50.0%
9	120.0	747.3	26.6	1,267.0	46.0	42.5%
10	120.0	764.8	26.4	1,268.7	46.0	46.7%
Average:	**120.0**	**822.9**	**28.7**	**1,268.4**	**45.8**	**51.3%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	4.5	0.3	23.5	1.0	0.0%
2	120.0	5.7	0.3	40.3	1.0	0.0%
3	120.0	6.9	0.3	46.7	2.0	0.0%
4	120.0	4.3	0.3	21.3	1.0	0.0%
5	120.0	7.3	0.4	36.9	2.0	0.0%
6	120.0	5.3	0.3	18.3	1.0	0.0%
7	120.0	6.1	0.4	31.2	2.0	0.0%
8	120.0	5.8	0.4	33.0	2.0	0.0%
9	120.0	6.8	0.4	38.9	2.0	0.0%
10	120.0	8.1	0.5	44.0	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**120.0**	**6.1**	**0.4**	**33.4**	**1.6**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	18.0	0.7	138.4	5.0	0.0%
2	120.0	20.8	0.8	131.0	5.0	0.0%
3	120.0	18.9	0.8	106.2	4.0	0.0%
4	120.0	15.5	0.6	103.4	4.0	0.0%
5	120.0	17.9	0.7	102.4	4.0	0.0%
6	120.0	20.6	0.8	160.7	6.0	0.0%
7	120.0	26.9	1.0	148.2	6.0	0.0%
8	120.0	20.2	0.8	132.1	5.0	0.0%
9	120.0	20.0	0.8	144.0	5.0	0.0%
10	120.0	28.3	1.1	182.7	7.0	0.0%
Average:	**120.0**	**20.7**	**0.8**	**134.9**	**5.1**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	18.9	0.8	67.1	3.0	0.0%
2	120.0	22.8	1.0	82.2	3.0	0.0%
3	120.0	18.1	0.8	66.4	3.0	0.0%
4	120.0	21.3	0.9	90.0	3.0	0.0%
5	120.0	20.8	0.9	73.3	3.0	0.0%
6	120.0	17.6	0.8	66.8	3.0	0.0%
7	120.0	22.4	1.0	90.7	3.0	0.0%
8	120.0	21.2	1.0	70.4	3.0	0.0%
9	120.0	22.2	1.0	73.4	3.0	0.0%
10	120.0	19.7	0.8	85.6	3.0	0.0%
Average:	**120.0**	**20.5**	**0.9**	**76.6**	**3.0**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	120.0	22.4	1.0	93.5	3.0	0.0%
2	120.0	22.7	1.0	70.8	3.0	0.0%
3	120.0	19.8	0.9	65.0	3.0	0.0%
4	120.0	22.1	1.0	73.8	3.0	0.0%
5	120.0	22.8	1.0	91.6	3.0	0.0%
6	120.0	21.8	0.9	83.9	3.0	0.0%
7	120.0	22.5	1.0	77.5	3.0	0.0%
8	120.0	19.5	0.9	67.7	2.0	0.0%
9	120.0	23.2	1.0	71.9	3.0	0.0%
10	120.0	22.0	1.0	76.0	3.0	0.0%
Average:	**120.0**	**21.9**	**1.0**	**77.2**	**2.9**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	1.3	0.1	14.7	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 7						
2	120.0	0.7	0.0	0.0	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	1.9	0.1	16.2	1.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	1.0	0.1	8.5	1.0	0.0%
7	120.0	1.3	0.1	16.3	1.0	0.0%
8	120.0	1.6	0.1	15.5	1.0	0.0%
9	120.0	1.8	0.1	16.9	1.0	0.0%
10	120.0	1.2	0.1	15.5	1.0	0.0%
Average:	**120.0**	**1.2**	**0.1**	**10.4**	**0.7**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	6.4	0.3	44.8	2.0	0.0%
2	120.0	9.4	0.4	74.7	3.0	0.0%
3	120.0	6.9	0.3	48.4	2.0	0.0%
4	120.0	4.5	0.2	35.9	2.0	0.0%
5	120.0	7.9	0.4	53.0	2.0	0.0%
6	120.0	6.6	0.3	56.4	2.0	0.0%
7	120.0	8.5	0.4	71.0	3.0	0.0%
8	120.0	5.2	0.2	46.8	2.0	0.0%
9	120.0	7.0	0.3	70.1	2.0	0.0%
10	120.0	6.4	0.3	49.0	2.0	0.0%
Average:	**120.0**	**6.9**	**0.3**	**55.0**	**2.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	30.6	1.3	175.3	7.0	0.0%
2	120.0	39.4	1.5	232.6	9.0	0.0%
3	120.0	40.8	1.6	172.3	6.0	0.0%
4	120.0	29.8	1.2	155.3	6.0	0.0%
5	120.0	35.6	1.4	161.1	5.0	0.0%
6	120.0	36.7	1.4	209.6	8.0	0.0%
7	120.0	41.3	1.6	182.6	7.0	0.0%
8	120.0	42.7	1.6	191.4	7.1	0.0%
9	120.0	27.8	1.1	129.6	5.0	0.0%
10	120.0	35.0	1.4	178.1	5.1	0.0%
Average:	**120.0**	**36.0**	**1.4**	**178.8**	**6.5**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	9.8	1.0	8.6	11.4	10
NB T	23	98th Street	2.0	0.4	1.5	2.7	10
NB L	108	98th Street	0.5	0.3	0.2	1.2	10
NB R	109	98th Street	1.5	0.3	1.1	2.0	10
SB T	118	98th Street	0.9	0.4	0.2	1.4	10
SB L	124	98th Street	22.9	2.8	19.4	26.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	32.8	2.3	28.5	35.9	10
WB L	116	Dennis Chavez Blvd	2.7	0.9	1.7	4.6	10
WB R	117	Dennis Chavez Blvd	9.8	2.0	7.1	12.4	10
EB T	125	Dennis Chavez Blvd	119.5	36.8	75.4	201.2	10
EB R	126	Dennis Chavez Blvd	0.2	0.1	0.0	0.3	10
EB L	130	Dennis Chavez Blvd	15.3	3.1	11.6	21.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.2	1.6	0.0	5.3	10
NB LTR	14	Condershire Dr	111.6	60.0	49.7	233.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	20.1	16.2	6.0	61.8	10
EB LTR	94	Dennis Chavez Blvd	9.7	6.5	2.1	24.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	37.5	3.8	30.3	41.6	10
NB T	41	Coors Blvd	73.2	5.4	64.0	80.4	10
SB T	78	Coors Blvd	63.1	2.8	59.7	66.8	10
SB TR	79	Coors Blvd	64.9	2.7	58.6	68.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	1.1	0.5	0.4	2.0	10
NB L	92	Coors Blvd	696.2	14.9	680.4	730.8	10
SB L	131	Coors Blvd	27.7	2.0	25.4	31.6	10
SB L	132	Coors Blvd	19.9	2.1	16.2	24.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	822.9	51.8	747.3	893.7	10
NEB L	46	Dennis Chavez Blvd	8.1	2.2	4.4	11.1	10
NEB T	47	Dennis Chavez Blvd	26.9	2.3	23.0	30.6	10
NEB T	48	Dennis Chavez Blvd	26.4	2.6	21.9	30.7	10
NEB R	54	Dennis Chavez Blvd	10.6	1.9	8.5	14.9	10
WB R	83	Dennis Chavez Blvd	11.6	2.7	5.9	15.6	10
WB L	84	Dennis Chavez Blvd	18.0	1.4	15.9	20.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	36.0	5.2	27.8	42.7	10
WB R	95	Dennis Chavez Blvd	6.9	1.5	4.5	9.4	10
EB L	96	Dennis Chavez Blvd	6.1	1.2	4.3	8.1	10
EB T	97	Dennis Chavez Blvd	20.7	4.0	15.5	28.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.2	0.5	0.4	1.9	10
SB L	105	Unser Blvd	20.5	1.8	17.6	22.8	10
SB L	138	Unser Blvd	21.9	1.2	19.5	23.2	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.5	0.1	0.4	0.6	10
NB T	23	98th Street	0.1	0.0	0.1	0.2	10
NB L	108	98th Street	0.0	0.0	0.0	0.1	10
NB R	109	98th Street	0.1	0.0	0.1	0.1	10
SB T	118	98th Street	0.1	0.1	0.0	0.1	10
SB L	124	98th Street	1.0	0.1	0.8	1.2	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.4	0.1	1.2	1.5	10
WB L	116	Dennis Chavez Blvd	0.1	0.1	0.1	0.2	10
WB R	117	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	125	Dennis Chavez Blvd	4.4	1.2	3.0	7.2	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.4	0.1	0.2	0.6	10
NB LTR	14	Condershire Dr	4.5	2.1	2.3	9.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.8	0.5	0.2	2.0	10
EB LTR	94	Dennis Chavez Blvd	0.4	0.2	0.1	0.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	1.5	0.1	1.2	1.7	10
NB T	41	Coors Blvd	2.8	0.2	2.4	3.1	10
SB T	78	Coors Blvd	2.4	0.1	2.3	2.6	10
SB TR	79	Coors Blvd	2.5	0.1	2.3	2.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.1	0.1	0.0	0.1	10
NB L	92	Coors Blvd	24.3	0.8	23.3	25.8	10
SB L	131	Coors Blvd	1.2	0.1	1.1	1.4	10
SB L	132	Coors Blvd	0.9	0.1	0.8	1.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	28.7	1.6	26.4	30.8	10
NEB L	46	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
NEB T	47	Dennis Chavez Blvd	1.2	0.1	1.1	1.4	10
NEB T	48	Dennis Chavez Blvd	1.2	0.1	1.0	1.4	10
NEB R	54	Dennis Chavez Blvd	0.5	0.1	0.4	0.6	10
WB R	83	Dennis Chavez Blvd	0.4	0.1	0.2	0.5	10
WB L	84	Dennis Chavez Blvd	0.8	0.1	0.7	0.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	1.4	0.2	1.1	1.6	10
WB R	95	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
EB L	96	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	97	Dennis Chavez Blvd	0.8	0.1	0.6	1.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.1	0.0	0.0	0.1	10
SB L	105	Unser Blvd	0.9	0.1	0.8	1.0	10
SB L	138	Unser Blvd	1.0	0.0	0.9	1.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	42.8	3.7	37.2	49.3	10
NB T	23	98th Street	16.6	1.2	15.1	19.5	10
NB L	108	98th Street	0.1	0.3	0.0	0.8	10
NB R	109	98th Street	15.7	1.0	14.1	17.1	10
SB T	118	98th Street	4.9	7.6	0.0	16.5	10
SB L	124	98th Street	95.4	13.4	75.9	111.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	127.3	12.6	104.1	146.2	10
WB L	116	Dennis Chavez Blvd	17.4	1.2	16.0	20.1	10
WB R	117	Dennis Chavez Blvd	68.7	15.0	46.7	92.0	10
EB T	125	Dennis Chavez Blvd	309.3	103.2	190.2	568.8	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	61.2	11.2	48.3	80.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	7.3	13.0	0.0	42.2	10
NB LTR	14	Condershire Dr	238.7	75.7	149.5	348.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	133.7	157.2	0.0	504.3	10
EB LTR	94	Dennis Chavez Blvd	29.1	43.8	0.0	140.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	134.1	18.2	114.3	161.5	10
NB T	41	Coors Blvd	213.1	12.2	191.7	228.6	10
SB T	78	Coors Blvd	190.1	7.9	175.6	203.7	10
SB TR	79	Coors Blvd	188.5	5.6	179.3	197.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	7.7	8.3	0.0	18.1	10
NB L	92	Coors Blvd	1,001.4	2.4	998.2	1,006.1	10
SB L	131	Coors Blvd	78.6	4.6	72.5	87.2	10
SB L	132	Coors Blvd	67.9	5.9	56.0	73.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1,268.4	1.6	1,265.9	1,270.4	10
NEB L	46	Dennis Chavez Blvd	40.9	12.6	18.4	63.5	10
NEB T	47	Dennis Chavez Blvd	87.1	10.7	73.3	104.5	10
NEB T	48	Dennis Chavez Blvd	85.2	8.4	76.6	99.8	10
NEB R	54	Dennis Chavez Blvd	73.3	13.9	45.4	99.6	10
WB R	83	Dennis Chavez Blvd	69.8	27.4	22.5	113.5	10
WB L	84	Dennis Chavez Blvd	83.4	10.7	67.4	97.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	178.8	28.6	129.6	232.6	10
WB R	95	Dennis Chavez Blvd	55.0	12.9	35.9	74.7	10
EB L	96	Dennis Chavez Blvd	33.4	9.8	18.3	46.7	10
EB T	97	Dennis Chavez Blvd	134.9	26.1	102.4	182.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	10.4	7.5	0.0	16.9	10
SB L	105	Unser Blvd	76.6	9.7	66.4	90.7	10
SB L	138	Unser Blvd	77.2	9.7	65.0	93.5	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	1.9	0.3	1.0	2.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	1.0	0.0	1.0	1.0	10
SB T	118	98th Street	0.3	0.5	0.0	1.0	10
SB L	124	98th Street	3.6	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	4.8	0.4	4.0	5.0	10
WB L	116	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	117	Dennis Chavez Blvd	2.7	0.7	2.0	4.0	10
EB T	125	Dennis Chavez Blvd	11.0	3.5	7.0	20.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	2.3	0.7	2.0	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.5	0.5	1.0	2.0	10
NB LTR	14	Condershire Dr	9.0	2.5	6.0	13.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	5.0	4.8	0.0	15.3	10
EB LTR	94	Dennis Chavez Blvd	1.5	1.9	0.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	5.0	0.7	4.0	6.0	10
NB T	41	Coors Blvd	7.8	0.6	7.0	9.0	10
SB T	78	Coors Blvd	6.8	0.4	6.0	7.0	10
SB TR	79	Coors Blvd	7.0	0.0	7.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.5	0.5	0.0	1.0	10
NB L	92	Coors Blvd	36.4	0.8	35.0	38.0	10
SB L	131	Coors Blvd	3.0	0.0	3.0	3.0	10
SB L	132	Coors Blvd	2.7	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	45.8	0.8	45.0	47.0	10
NEB L	46	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
NEB T	47	Dennis Chavez Blvd	3.4	0.5	3.0	4.0	10
NEB T	48	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10
NEB R	54	Dennis Chavez Blvd	2.8	0.4	2.0	3.0	10
WB R	83	Dennis Chavez Blvd	2.6	0.8	1.0	4.0	10
WB L	84	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	6.5	1.3	5.0	9.0	10
WB R	95	Dennis Chavez Blvd	2.2	0.4	2.0	3.0	10
EB L	96	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	5.1	1.0	4.0	7.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.7	0.5	0.0	1.0	10
SB L	105	Unser Blvd	3.0	0.0	3.0	3.0	10
SB L	138	Unser Blvd	2.9	0.3	2.0	3.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2026 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.6	0.0	0.5	0.6	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.5	0.1	0.4	0.6	10
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
OPENING YEAR (2031) TOTAL

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,332.0	36.80	99.5	F
2	1,351.0	37.10	98.9	F
3	1,357.0	38.40	101.9	F
4	1,354.0	38.20	101.6	F
5	1,338.0	37.70	101.4	F
6	1,345.0	38.30	102.6	F
7	1,353.0	38.40	102.2	F
8	1,346.0	38.30	102.4	F
9	1,339.0	37.50	100.8	F
10	1,347.0	38.50	103.0	F
Average:	**1,346.2**	**37.92**	**101.4**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,737.0	15.50	32.1	D
2	1,742.0	20.30	41.9	E
3	1,752.0	19.40	39.9	E
4	1,753.0	19.60	40.2	E
5	1,733.0	16.80	34.8	D
6	1,745.0	16.10	33.2	D
7	1,739.0	20.80	43.1	E
8	1,728.0	16.50	34.3	D
9	1,742.0	18.30	37.8	E
10	1,738.0	20.10	41.7	E
Average:	**1,740.9**	**18.34**	**37.9**	**E**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,464.0	43.00	44.7	D
2	3,448.0	46.70	48.8	D
3	3,458.0	44.00	45.8	D
4	3,459.0	43.10	44.9	D
5	3,465.0	42.40	44.1	D
6	3,457.0	48.20	50.2	D
7	3,462.0	43.30	45.0	D
8	3,433.0	47.60	49.9	D

9	3,441.0	44.20	46.2	D
10	3,438.0	48.10	50.3	D
Average:	**3,452.5**	**45.06**	**47.0**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,834.0	9.20	18.0	B
2	1,842.0	9.30	18.2	B
3	1,846.0	9.00	17.5	B
4	1,853.0	8.90	17.3	B
5	1,823.0	8.90	17.5	B
6	1,844.0	9.00	17.6	B
7	1,835.0	9.10	17.9	B
8	1,818.0	9.00	17.8	B
9	1,851.0	9.70	18.8	B
10	1,836.0	8.90	17.4	B
Average:	**1,838.2**	**9.10**	**17.8**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	37.9	0.6	36.8	38.5	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	18.3	2.0	15.5	20.8	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	45.1	2.3	42.4	48.2	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	9.1	0.2	8.9	9.7	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	101.4	1.3	98.9	103.0	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	37.9	4.0	32.1	43.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	47.0	2.5	44.1	50.3	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	17.8	0.5	17.3	18.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	121.0	0.40	13.0	B
2	121.0	0.40	13.3	B
3	121.0	0.50	13.9	B
4	122.0	0.40	12.2	B
5	122.0	0.50	13.5	B
6	122.0	0.50	14.0	B
7	121.0	0.50	14.4	B
8	120.0	0.40	12.5	B
9	120.0	0.40	12.5	B
10	121.0	0.40	13.2	B
Average:	**121.1**	**0.44**	**13.2**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	8.0	0.00	1.0	A
2	9.0	0.00	1.6	A
3	8.0	0.00	2.1	A
4	9.0	0.00	3.0	A
5	8.0	0.00	1.9	A
6	9.0	0.00	1.3	A
7	8.0	0.00	0.7	A
8	8.0	0.00	0.1	A
9	8.0	0.00	1.6	A
10	8.0	0.00	2.3	A
Average:	**8.3**	**0.00**	**1.6**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	385.0	1.20	11.5	B
2	385.0	1.40	13.4	B
3	388.0	1.20	11.2	B
4	388.0	1.30	11.8	B
5	386.0	1.10	10.6	B
6	387.0	1.20	10.7	B
7	389.0	1.50	13.5	B
8	385.0	1.20	11.0	B
9	386.0	1.40	12.8	B
10	385.0	1.30	12.5	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**386.4**	**1.28**	**11.9**	**B**
NB L on 98th Street: Superlink ID 12				
1	8.0	0.10	41.7	D
2	8.0	0.10	49.8	D
3	8.0	0.00	21.0	C
4	7.0	0.00	16.7	B
5	9.0	0.10	25.6	C
6	7.0	0.10	29.3	C
7	8.0	0.10	37.6	D
8	8.0	0.10	34.5	C
9	8.0	0.10	28.7	C
10	9.0	0.10	20.8	C
Average:	**8.0**	**0.08**	**30.6**	**C**
NB R on 98th Street: Superlink ID 12				
1	44.0	0.60	49.4	D
2	45.0	0.60	51.7	D
3	44.0	0.50	44.5	D
4	45.0	0.60	45.8	D
5	45.0	0.60	48.0	D
6	43.0	0.50	40.7	D
7	45.0	0.50	43.9	D
8	46.0	0.50	42.4	D
9	46.0	0.60	47.9	D
10	45.0	0.60	47.5	D
Average:	**44.8**	**0.56**	**46.2**	**D**
NB T on 98th Street: Superlink ID 12				
1	18.0	0.20	34.9	C
2	18.0	0.20	48.8	D
3	18.0	0.20	44.3	D
4	18.0	0.10	29.9	C
5	18.0	0.20	38.9	D
6	17.0	0.20	47.3	D
7	18.0	0.20	41.8	D
8	18.0	0.30	50.9	D
9	18.0	0.20	45.4	D
10	19.0	0.20	41.3	D
Average:	**18.0**	**0.20**	**42.4**	**D**
SB L on 98th Street: Superlink ID 2				
1	224.0	30.20	484.9	F
2	233.0	29.70	458.1	F
3	239.0	31.40	472.9	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	235.0	31.20	477.6	F
5	221.0	30.50	496.9	F
6	235.0	31.50	482.8	F
7	228.0	30.80	486.1	F
8	245.0	31.40	461.3	F
9	226.0	30.40	484.5	F
10	240.0	31.70	474.9	F
Average:	**232.6**	**30.88**	**478.0**	**F**
SB T on 98th Street: Superlink ID 2				
1	6.0	0.10	62.3	E
2	9.0	0.30	116.3	F
3	7.0	0.20	114.5	F
4	8.0	0.20	99.3	F
5	11.0	0.40	118.5	F
6	10.0	0.20	85.0	F
7	10.0	0.20	85.1	F
8	7.0	0.10	77.1	E
9	8.0	0.20	97.5	F
10	9.0	0.20	76.1	E
Average:	**8.5**	**0.21**	**93.2**	**F**
SB TR on 98th Street: Superlink ID 2				
1	104.0	1.80	60.9	E
2	112.0	2.00	63.0	E
3	112.0	2.10	66.1	E
4	111.0	2.00	64.6	E
5	104.0	2.00	69.8	E
6	108.0	1.90	62.1	E
7	110.0	2.10	69.3	E
8	115.0	2.00	63.0	E
9	105.0	1.90	66.2	E
10	107.0	1.90	64.2	E
Average:	**108.8**	**1.97**	**64.9**	**E**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	16.0	0.10	21.0	C
2	15.0	0.10	22.9	C
3	15.0	0.10	23.2	C
4	14.0	0.10	17.3	B
5	14.0	0.10	20.1	C
6	13.0	0.10	18.4	B
7	16.0	0.10	21.7	C
8	14.0	0.10	21.6	C
9	17.0	0.10	19.7	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	16.0	0.10	17.1	B
Average:	**15.0**	**0.10**	**20.3**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	117.0	0.10	4.6	A
2	120.0	0.20	5.2	A
3	118.0	0.20	5.1	A
4	121.0	0.20	4.5	A
5	121.0	0.20	6.9	A
6	120.0	0.20	5.8	A
7	116.0	0.20	5.9	A
8	114.0	0.20	6.0	A
9	120.0	0.20	6.2	A
10	115.0	0.20	4.9	A
Average:	**118.2**	**0.19**	**5.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	281.0	2.00	25.6	C
2	276.0	2.10	27.0	C
3	279.0	2.00	25.7	C
4	276.0	2.20	28.3	C
5	279.0	2.00	26.3	C
6	274.0	2.00	26.8	C
7	284.0	2.20	27.7	C
8	266.0	2.00	27.0	C
9	277.0	1.90	25.1	C
10	273.0	1.90	24.9	C
Average:	**276.5**	**2.03**	**26.4**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Dennis Chavez Blvd: Superlink ID 5				
1	1,124.0	0.30	0.8	A
2	1,128.0	0.30	0.9	A
3	1,139.0	1.60	5.1	A
4	1,137.0	0.50	1.6	A
5	1,119.0	0.10	0.2	A
6	1,138.0	0.60	1.9	A
7	1,134.0	0.30	0.9	A
8	1,140.0	0.40	1.1	A
9	1,133.0	0.80	2.5	A
10	1,134.0	0.90	2.9	A
Average:	**1,132.6**	**0.58**	**1.8**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LTR on Condershire Dr: Superlink ID 7				
1	52.0	13.40	927.5	F
2	51.0	16.80	1,187.1	F
3	46.0	14.00	1,095.1	F
4	45.0	15.90	1,270.6	F
5	52.0	14.80	1,026.6	F
6	44.0	12.80	1,046.4	F
7	54.0	18.10	1,206.0	F
8	52.0	14.20	979.9	F
9	49.0	15.20	1,117.8	F
10	47.0	16.80	1,285.1	F
Average:	**49.2**	**15.20**	**1,114.2**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	36.0	0.80	81.6	F
2	36.0	0.70	73.5	F
3	36.0	0.80	77.4	F
4	34.0	0.80	89.5	F
5	35.0	0.50	47.0	E
6	34.0	0.40	47.4	E
7	33.0	0.60	66.1	F
8	32.0	0.70	73.2	F
9	36.0	0.90	93.6	F
10	35.0	0.80	78.8	F
Average:	**34.7**	**0.70**	**72.8**	**F**
WB LTR on Dennis Chavez Blvd: Superlink ID 17				
1	525.0	1.00	6.9	A
2	527.0	2.40	16.6	C
3	531.0	3.00	20.6	C
4	537.0	2.30	15.7	C
5	527.0	1.40	9.6	A
6	529.0	2.30	15.6	C
7	518.0	1.80	12.7	B
8	504.0	1.30	9.3	A
9	524.0	1.30	9.3	A
10	522.0	1.70	11.6	B
Average:	**524.4**	**1.85**	**12.8**	**B**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on Coors Blvd: Superlink ID 16				
1	230.0	15.00	235.0	F
2	233.0	17.80	275.5	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	230.0	15.90	248.9	F
4	236.0	15.00	228.1	F
5	236.0	14.60	222.3	F
6	234.0	19.90	305.5	F
7	234.0	15.30	234.7	F
8	225.0	18.70	299.7	F
9	225.0	16.50	263.8	F
10	225.0	19.30	309.3	F
Average:	**230.8**	**16.80**	**262.3**	**F**

NB R on Coors Blvd: Superlink ID 16

1	120.0	0.70	20.5	C
2	117.0	0.70	20.5	C
3	119.0	0.60	19.5	B
4	120.0	0.70	19.9	B
5	120.0	0.60	18.6	B
6	118.0	0.50	16.8	B
7	119.0	0.60	18.2	B
8	117.0	0.70	21.8	C
9	119.0	0.70	21.4	C
10	115.0	0.70	22.7	C
Average:	**118.4**	**0.65**	**20.0**	**B**

NB T on Coors Blvd: Superlink ID 16

1	571.0	7.00	44.2	D
2	550.0	6.90	45.1	D
3	555.0	6.60	42.7	D
4	567.0	7.00	44.2	D
5	569.0	6.50	41.0	D
6	555.0	7.60	49.1	D
7	564.0	6.80	43.6	D
8	541.0	7.20	48.1	D
9	559.0	6.70	43.3	D
10	546.0	8.00	52.8	D
Average:	**557.7**	**7.03**	**45.4**	**D**

NEB L on Dennis Chavez Blvd: Superlink ID 17

1	48.0	0.40	28.1	C
2	49.0	0.40	28.6	C
3	48.0	0.30	24.9	C
4	50.0	0.40	27.2	C
5	50.0	0.40	29.4	C
6	49.0	0.30	22.4	C
7	46.0	0.40	27.8	C
8	47.0	0.30	24.6	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	48.0	0.50	34.2	C
10	48.0	0.30	22.2	C
Average:	**48.3**	**0.37**	**26.9**	**C**
NEB R on Dennis Chavez Blvd: Superlink ID 17				
1	406.0	0.40	3.7	A
2	403.0	0.60	5.0	A
3	408.0	0.50	4.8	A
4	403.0	0.40	4.0	A
5	401.0	0.50	4.9	A
6	407.0	0.40	3.8	A
7	410.0	0.50	4.0	A
8	412.0	0.50	4.8	A
9	407.0	0.50	4.2	A
10	406.0	0.40	3.3	A
Average:	**406.3**	**0.47**	**4.2**	**A**
NEB T on Dennis Chavez Blvd: Superlink ID 17				
1	657.0	7.10	38.8	D
2	663.0	7.80	42.2	D
3	665.0	7.40	40.1	D
4	652.0	7.20	40.0	D
5	659.0	7.50	40.7	D
6	662.0	7.20	38.9	D
7	659.0	7.10	38.8	D
8	662.0	7.60	41.3	D
9	656.0	7.10	39.1	D
10	667.0	7.00	37.9	D
Average:	**660.2**	**7.30**	**39.8**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	369.0	4.60	45.1	D
2	369.0	4.40	43.2	D
3	370.0	4.60	45.0	D
4	369.0	4.60	45.0	D
5	369.0	4.60	44.7	D
6	368.0	4.60	44.9	D
7	369.0	4.60	44.7	D
8	368.0	4.50	43.9	D
9	368.0	4.40	42.8	D
10	370.0	4.60	44.4	D
Average:	**368.9**	**4.55**	**44.4**	**D**
SB T on Coors Blvd: Superlink ID 21				
1	234.0	2.30	34.9	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	229.0	2.30	35.6	D
3	247.0	2.40	35.3	D
4	233.0	2.40	36.4	D
5	237.0	2.30	34.4	C
6	244.0	2.30	34.2	C
7	246.0	2.30	33.1	C
8	246.0	2.40	34.7	C
9	233.0	2.30	35.1	D
10	245.0	2.20	33.0	C
Average:	**239.4**	**2.32**	**34.7**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	256.0	2.30	32.4	C
2	263.0	2.40	32.7	C
3	244.0	2.10	31.2	C
4	255.0	2.20	31.2	C
5	253.0	2.30	32.1	C
6	249.0	2.30	33.7	C
7	243.0	2.20	33.3	C
8	243.0	2.30	33.5	C
9	255.0	2.30	32.2	C
10	245.0	2.40	35.2	D
Average:	**250.6**	**2.28**	**32.7**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	94.0	1.00	37.1	D
2	93.0	0.90	34.2	C
3	93.0	0.90	35.5	D
4	94.0	0.80	29.6	C
5	93.0	1.00	38.1	D
6	94.0	0.90	32.9	C
7	94.0	1.00	37.7	D
8	94.0	1.00	37.5	D
9	94.0	0.90	35.1	D
10	93.0	0.90	33.4	C
Average:	**93.6**	**0.93**	**35.1**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	209.0	0.00	0.0	A
2	209.0	0.00	0.1	A
3	208.0	0.00	0.1	A
4	208.0	0.00	0.0	A
5	208.0	0.00	0.0	A
6	208.0	0.00	0.1	A
7	208.0	0.00	0.0	A

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	208.0	0.00	0.0	A
9	209.0	0.00	0.1	A
10	208.0	0.00	0.0	A
Average:	**208.3**	**0.00**	**0.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	270.0	2.20	29.8	C
2	270.0	2.60	35.1	D
3	271.0	2.50	33.2	C
4	272.0	2.50	33.2	C
5	270.0	2.30	30.3	C
6	269.0	2.30	30.4	C
7	270.0	2.60	34.7	C
8	270.0	2.40	31.5	C
9	268.0	2.40	31.8	C
10	270.0	2.20	30.0	C
Average:	**270.0**	**2.40**	**32.0**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	40.0	0.70	61.7	E
2	43.0	0.70	55.3	E
3	41.0	0.70	58.1	E
4	41.0	0.70	63.2	E
5	41.0	0.70	60.0	E
6	40.0	0.60	52.4	D
7	41.0	0.60	51.5	D
8	42.0	0.70	61.1	E
9	42.0	0.70	62.6	E
10	44.0	0.70	57.4	E
Average:	**41.5**	**0.68**	**58.3**	**E**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	609.0	1.00	6.1	A
2	613.0	1.00	6.1	A
3	623.0	0.90	5.4	A
4	620.0	1.10	6.3	A
5	603.0	1.10	6.8	A
6	618.0	1.10	6.7	A
7	614.0	1.10	6.5	A
8	621.0	1.30	7.5	A
9	615.0	1.20	6.9	A
10	619.0	1.00	6.0	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**615.5**	**1.08**	**6.4**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	524.0	5.80	39.7	D
2	531.0	5.90	39.9	D
3	528.0	5.90	39.9	D
4	525.0	5.50	37.8	D
5	522.0	5.50	38.1	D
6	526.0	5.80	39.8	D
7	526.0	5.90	40.4	D
8	530.0	5.70	38.6	D
9	531.0	5.90	39.8	D
10	525.0	5.30	36.4	D
Average:	**526.8**	**5.72**	**39.0**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	92.0	0.20	9.7	A
2	92.0	0.30	11.2	B
3	89.0	0.20	9.5	A
4	89.0	0.20	7.2	A
5	90.0	0.20	8.3	A
6	88.0	0.20	9.7	A
7	91.0	0.30	10.3	B
8	88.0	0.20	7.5	A
9	91.0	0.20	9.3	A
10	90.0	0.20	8.9	A
Average:	**90.0**	**0.22**	**9.1**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	252.0	0.30	4.0	A
2	249.0	0.30	4.0	A
3	246.0	0.20	3.6	A
4	254.0	0.20	3.2	A
5	250.0	0.20	3.1	A
6	250.0	0.20	2.8	A
7	247.0	0.20	3.1	A
8	236.0	0.20	2.4	A
9	249.0	0.30	4.4	A
10	245.0	0.30	5.0	A
Average:	**247.8**	**0.24**	**3.6**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	317.0	1.20	13.1	B
2	314.0	1.20	13.6	B
3	319.0	1.00	11.6	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	324.0	1.20	13.0	B
5	317.0	1.10	12.6	B
6	322.0	1.00	11.7	B
7	316.0	1.10	12.3	B
8	301.0	1.00	11.4	B
9	323.0	1.40	15.4	B
10	313.0	1.30	14.5	B
Average:	**316.6**	**1.15**	**12.9**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.4	0.1	0.4	0.5	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	1.3	0.1	1.1	1.5	10
NB L	98th Street	12	0.1	0.0	0.0	0.1	10
NB R	98th Street	12	0.6	0.1	0.5	0.6	10
NB T	98th Street	12	0.2	0.0	0.1	0.3	10
SB L	98th Street	2	30.9	0.7	29.7	31.7	10
SB T	98th Street	2	0.2	0.1	0.1	0.4	10
SB TR	98th Street	2	2.0	0.1	1.8	2.1	10
WB L	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	3	0.2	0.0	0.1	0.2	10
WB T	Dennis Chavez Blvd	3	2.0	0.1	1.9	2.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.6	0.4	0.1	1.6	10
NB LTR	Condershire Dr	7	15.2	1.7	12.8	18.1	10
SB LTR	Condershire Dr	6	0.7	0.2	0.4	0.9	10
WB LTR	Dennis Chavez Blvd	17	1.9	0.6	1.0	3.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	16.8	2.0	14.6	19.9	10
NB R	Coors Blvd	16	0.7	0.1	0.5	0.7	10
NB T	Coors Blvd	16	7.0	0.5	6.5	8.0	10
NEB L	Dennis Chavez Blvd	17	0.4	0.1	0.3	0.5	10
NEB R	Dennis Chavez Blvd	17	0.5	0.1	0.4	0.6	10
NEB T	Dennis Chavez Blvd	17	7.3	0.3	7.0	7.8	10
SB L	Coors Blvd	21	4.6	0.1	4.4	4.6	10
SB T	Coors Blvd	21	2.3	0.1	2.2	2.4	10
SB TR	Coors Blvd	21	2.3	0.1	2.1	2.4	10
WB L	Dennis Chavez Blvd	11	0.9	0.1	0.8	1.0	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	2.4	0.1	2.2	2.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.7	0.0	0.6	0.7	10
EB T	Dennis Chavez Blvd	3	1.1	0.1	0.9	1.3	10
SB L	Unser Blvd	4	5.7	0.2	5.3	5.9	10
SB R	Unser Blvd	4	0.2	0.0	0.2	0.3	10
WB R	Dennis Chavez Blvd	5	0.2	0.1	0.2	0.3	10
WB T	Dennis Chavez Blvd	5	1.2	0.1	1.0	1.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	13.2	0.7	12.2	14.4	10
EB R	Dennis Chavez Blvd	1	1.6	0.8	0.1	3.0	10
EB T	Dennis Chavez Blvd	1	11.9	1.1	10.6	13.5	10
NB L	98th Street	12	30.6	10.4	16.7	49.8	10
NB R	98th Street	12	46.2	3.4	40.7	51.7	10
NB T	98th Street	12	42.4	6.5	29.9	50.9	10
SB L	98th Street	2	478.0	11.8	458.1	496.9	10
SB T	98th Street	2	93.2	19.2	62.3	118.5	10
SB TR	98th Street	2	64.9	2.9	60.9	69.8	10
WB L	Dennis Chavez Blvd	3	20.3	2.2	17.1	23.2	10
WB R	Dennis Chavez Blvd	3	5.5	0.8	4.5	6.9	10
WB T	Dennis Chavez Blvd	3	26.4	1.1	24.9	28.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	1.8	1.4	0.2	5.1	10
NB LTR	Condershire Dr	7	1,114.2	121.5	927.5	1,285.1	10
SB LTR	Condershire Dr	6	72.8	15.6	47.0	93.6	10
WB LTR	Dennis Chavez Blvd	17	12.8	4.2	6.9	20.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	262.3	33.5	222.3	309.3	10
NB R	Coors Blvd	16	20.0	1.8	16.8	22.7	10
NB T	Coors Blvd	16	45.4	3.5	41.0	52.8	10
NEB L	Dennis Chavez Blvd	17	26.9	3.6	22.2	34.2	10
NEB R	Dennis Chavez Blvd	17	4.2	0.6	3.3	5.0	10
NEB T	Dennis Chavez Blvd	17	39.8	1.3	37.9	42.2	10
SB L	Coors Blvd	21	44.4	0.8	42.8	45.1	10
SB T	Coors Blvd	21	34.7	1.1	33.0	36.4	10
SB TR	Coors Blvd	21	32.7	1.2	31.2	35.2	10
WB L	Dennis Chavez Blvd	11	35.1	2.7	29.6	38.1	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.1	10
WB T	Dennis Chavez Blvd	11	32.0	2.0	29.8	35.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	58.3	4.2	51.5	63.2	10
EB T	Dennis Chavez Blvd	3	6.4	0.6	5.4	7.5	10
SB L	Unser Blvd	4	39.0	1.3	36.4	40.4	10
SB R	Unser Blvd	4	9.1	1.2	7.2	11.2	10
WB R	Dennis Chavez Blvd	5	3.6	0.8	2.4	5.0	10
WB T	Dennis Chavez Blvd	5	12.9	1.3	11.4	15.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	99.0	10.2	0.5	64.9	2.0	0.0%
2	99.0	10.5	0.6	58.8	2.0	0.0%
3	99.0	11.1	0.6	50.4	2.0	0.0%
4	99.0	8.0	0.4	60.0	2.0	0.0%
5	99.0	5.1	0.4	30.8	2.0	0.0%
6	99.0	8.4	0.5	43.6	2.0	0.0%
7	99.0	6.7	0.4	42.5	2.0	0.0%
8	99.0	6.0	0.4	41.9	2.0	0.0%
9	99.0	7.6	0.5	41.6	2.0	0.0%
10	99.0	8.6	0.5	47.0	2.0	0.0%
Average:	**99.0**	**8.2**	**0.5**	**48.2**	**2.0**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	99.0	0.0	0.0	0.0	0.0	0.0%
2	99.0	0.2	0.0	0.0	0.0	0.0%
3	99.0	0.0	0.0	0.0	0.0	0.0%
4	99.0	0.0	0.0	0.0	0.0	0.0%
5	99.0	0.1	0.0	0.0	0.0	0.0%
6	99.0	0.0	0.0	0.0	0.0	0.0%
7	99.0	0.3	0.0	0.0	0.0	0.0%
8	99.0	0.0	0.0	0.0	0.0	0.0%
9	99.0	0.0	0.0	0.0	0.0	0.0%
10	99.0	0.0	0.0	0.0	0.0	0.0%
Average:	**99.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	99.0	24.2	1.0	119.2	5.0	0.0%
2	99.0	35.2	1.4	153.8	6.1	0.0%
3	99.0	28.0	1.1	148.7	6.0	0.0%
4	99.0	31.9	1.3	176.2	6.1	0.0%
5	99.0	20.5	0.9	108.3	4.1	0.0%
6	99.0	26.0	1.0	125.4	4.1	0.0%
7	99.0	27.9	1.1	160.6	6.0	0.0%
8	99.0	20.6	0.8	122.0	5.0	0.0%
9	99.0	33.3	1.2	180.5	6.1	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	99.0	33.2	1.3	132.5	5.0	0.0%
Average:	**99.0**	**28.1**	**1.1**	**142.7**	**5.4**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	99.0	1.5	0.1	15.9	1.0	0.0%
2	99.0	2.0	0.1	17.6	1.0	0.0%
3	99.0	0.7	0.0	0.0	0.0	0.0%
4	99.0	0.6	0.0	0.0	0.0	0.0%
5	99.0	1.2	0.1	17.1	1.0	0.0%
6	99.0	2.0	0.1	17.7	1.0	0.0%
7	99.0	1.7	0.1	16.3	1.0	0.0%
8	99.0	2.1	0.1	18.2	1.0	0.0%
9	99.0	1.4	0.1	16.6	1.0	0.0%
10	99.0	1.1	0.1	10.0	1.0	0.0%
Average:	**99.0**	**1.4**	**0.1**	**12.9**	**0.8**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	99.0	14.9	0.7	57.4	3.0	0.0%
2	99.0	14.8	0.7	50.7	2.0	0.0%
3	99.0	11.7	0.6	46.9	2.0	0.0%
4	99.0	12.9	0.6	47.5	2.0	0.0%
5	99.0	16.5	0.7	50.1	2.0	0.0%
6	99.0	10.7	0.5	46.3	2.0	0.0%
7	99.0	11.5	0.6	46.2	2.0	0.0%
8	99.0	12.6	0.6	47.4	2.0	0.0%
9	99.0	13.4	0.6	44.0	2.0	0.0%
10	99.0	14.0	0.6	52.4	2.0	0.0%
Average:	**99.0**	**13.3**	**0.6**	**48.9**	**2.1**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	99.0	3.7	0.2	19.2	1.0	0.0%
2	99.0	5.4	0.3	19.3	1.0	0.0%
3	99.0	4.1	0.3	17.5	1.0	0.0%
4	99.0	2.6	0.2	16.2	1.0	0.0%
5	99.0	3.9	0.2	18.0	1.0	0.0%
6	99.0	4.3	0.3	18.1	1.0	0.0%
7	99.0	4.7	0.3	17.9	1.0	0.0%
8	99.0	6.1	0.3	21.7	1.0	0.0%
9	99.0	4.2	0.3	18.1	1.0	0.0%
10	99.0	4.5	0.3	18.7	1.0	0.0%
Average:	**99.0**	**4.4**	**0.3**	**18.5**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	99.0	749.3	26.5	1,161.5	42.0	64.6%
2	99.0	682.2	23.5	1,166.0	42.1	56.6%
3	99.0	709.4	25.4	1,162.4	43.0	57.6%
4	99.0	750.1	26.0	1,188.1	42.1	62.6%
5	99.0	788.9	26.9	1,175.1	41.0	65.7%
6	99.0	751.0	26.4	1,163.7	43.1	63.6%
7	99.0	796.4	28.6	1,167.8	42.1	65.7%
8	99.0	741.1	26.5	1,164.4	43.0	60.6%
9	99.0	746.3	25.6	1,167.6	42.0	62.6%
10	99.0	736.3	25.9	1,162.8	42.1	61.6%
Average:	**99.0**	**745.1**	**26.1**	**1,167.9**	**42.3**	**62.1%**
SB T on 98th Street - Lane ID 118						
1	99.0	1.4	0.1	15.6	1.0	0.0%
2	99.0	5.1	0.2	17.3	1.0	0.0%
3	99.0	3.9	0.2	22.9	1.0	0.0%
4	99.0	4.0	0.2	20.7	1.0	0.0%
5	99.0	9.4	0.4	44.3	1.1	0.0%
6	99.0	3.6	0.2	19.2	1.0	0.0%
7	99.0	3.7	0.2	16.0	1.0	0.0%
8	99.0	3.5	0.2	23.4	1.0	0.0%
9	99.0	5.5	0.3	18.9	1.0	0.0%
10	99.0	4.2	0.2	33.2	1.0	0.0%
Average:	**99.0**	**4.4**	**0.2**	**23.2**	**1.0**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	99.0	43.5	1.7	146.8	5.0	0.0%
2	99.0	42.9	1.8	111.5	5.0	0.0%
3	99.0	41.3	1.7	125.2	5.0	0.0%
4	99.0	38.8	1.7	148.1	6.0	0.0%
5	99.0	46.9	1.8	136.6	5.0	0.0%
6	99.0	41.7	1.6	146.9	5.1	0.0%
7	99.0	48.7	2.0	194.6	7.0	0.0%
8	99.0	45.7	1.8	154.4	6.0	0.0%
9	99.0	42.1	1.6	152.1	5.0	0.0%
10	99.0	45.0	1.8	130.9	5.0	0.0%
Average:	**99.0**	**43.7**	**1.8**	**144.7**	**5.4**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	99.0	2.2	0.1	16.6	1.0	0.0%
2	99.0	2.2	0.1	16.6	1.0	0.0%
3	99.0	2.2	0.1	16.8	1.0	0.0%
4	99.0	1.0	0.1	14.2	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	99.0	1.1	0.1	14.4	1.0	0.0%
6	99.0	1.8	0.1	15.3	1.0	0.0%
7	99.0	1.9	0.1	15.7	1.0	0.0%
8	99.0	2.1	0.1	15.9	1.0	0.0%
9	99.0	1.0	0.1	15.0	1.0	0.0%
10	99.0	1.7	0.1	16.9	1.0	0.0%
Average:	**99.0**	**1.7**	**0.1**	**15.7**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	99.0	2.5	0.1	16.3	1.0	0.0%
2	99.0	2.7	0.1	16.7	1.0	0.0%
3	99.0	2.4	0.1	17.1	1.0	0.0%
4	99.0	1.9	0.1	17.8	1.0	0.0%
5	99.0	3.7	0.2	22.4	1.0	0.0%
6	99.0	2.1	0.1	15.3	1.0	0.0%
7	99.0	3.9	0.2	32.3	2.0	0.0%
8	99.0	4.5	0.2	29.4	1.0	0.0%
9	99.0	4.8	0.2	40.2	2.0	0.0%
10	99.0	2.8	0.1	17.4	1.0	0.0%
Average:	**99.0**	**3.1**	**0.1**	**22.5**	**1.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	99.0	52.3	2.0	202.6	7.1	0.0%
2	99.0	57.4	2.1	259.6	8.0	0.0%
3	99.0	57.6	2.2	211.5	8.0	0.0%
4	99.0	48.7	1.8	195.5	7.1	0.0%
5	99.0	49.6	1.9	209.2	8.0	0.0%
6	99.0	53.6	2.0	203.5	7.2	0.0%
7	99.0	50.4	1.9	217.1	8.0	0.0%
8	99.0	44.6	1.7	239.8	8.1	0.0%
9	99.0	47.1	1.8	207.9	7.1	0.0%
10	99.0	52.9	2.0	228.9	8.0	0.0%
Average:	**99.0**	**51.4**	**1.9**	**217.6**	**7.7**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	99.0	1.5	0.1	0.0	0.0	0.0%
2	99.0	2.4	0.1	0.0	0.0	0.0%
3	99.0	13.9	0.5	0.0	0.0	0.0%
4	99.0	2.2	0.1	0.0	0.0	0.0%
5	99.0	0.0	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	99.0	0.0	0.0	0.0	0.0	0.0%
7	99.0	0.0	0.0	0.0	0.0	0.0%
8	99.0	1.3	0.1	0.0	0.0	0.0%
9	99.0	1.2	0.1	0.0	0.0	0.0%
10	99.0	4.6	0.2	0.0	0.0	0.0%
Average:	**99.0**	**2.7**	**0.1**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	99.0	727.3	26.3	1,133.9	41.0	23.2%
2	99.0	811.6	27.5	1,137.0	41.0	44.4%
3	99.0	801.6	29.1	1,140.8	42.0	35.4%
4	99.0	904.2	33.3	1,150.4	42.0	46.5%
5	99.0	838.1	29.3	1,135.8	41.0	33.3%
6	99.0	785.4	28.5	1,136.5	42.0	31.3%
7	99.0	876.4	31.0	1,159.5	40.0	38.4%
8	99.0	748.7	26.3	1,133.2	40.0	29.3%
9	99.0	855.9	31.5	1,142.1	41.0	32.3%
10	99.0	942.9	31.4	1,133.9	39.0	62.6%
Average:	**99.0**	**829.2**	**29.4**	**1,140.3**	**40.9**	**37.7%**
SB LTR on Condershire Dr - Lane ID 12						
1	99.0	3.5	0.7	18.2	2.1	0.0%
2	99.0	4.2	0.7	33.3	2.1	0.0%
3	99.0	4.7	0.8	36.4	3.0	0.0%
4	99.0	6.5	0.9	43.4	3.1	3.0%
5	99.0	0.8	0.4	6.2	2.0	0.0%
6	99.0	2.1	0.5	15.0	2.0	0.0%
7	99.0	3.2	0.6	28.2	2.0	0.0%
8	99.0	3.1	0.8	15.2	2.1	0.0%
9	99.0	3.7	0.9	23.5	2.1	0.0%
10	99.0	3.4	0.8	34.0	3.0	0.0%
Average:	**99.0**	**3.5**	**0.7**	**25.3**	**2.4**	**0.3%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	99.0	19.2	0.8	98.5	4.2	0.0%
2	99.0	58.9	2.0	369.5	14.1	0.0%
3	99.0	55.5	2.1	457.6	16.0	0.0%
4	99.0	48.0	1.8	320.2	11.4	0.0%
5	99.0	23.9	0.9	179.8	7.1	0.0%
6	99.0	55.8	2.2	326.2	12.2	0.0%
7	99.0	35.7	1.4	222.1	8.3	0.0%
8	99.0	47.4	1.7	412.9	16.3	0.0%
9	99.0	24.3	1.0	190.0	7.3	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	99.0	36.0	1.4	161.1	6.3	0.0%
Average:	**99.0**	**40.5**	**1.5**	**273.8**	**10.3**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 92						
1	99.0	470.6	16.9	916.0	33.0	4.0%
2	99.0	570.1	19.9	987.2	35.0	19.2%
3	99.0	461.3	16.2	981.0	34.0	12.1%
4	99.0	432.0	15.4	883.2	32.0	2.0%
5	99.0	441.8	16.0	840.5	31.0	2.0%
6	99.0	583.9	20.7	991.7	36.0	21.2%
7	99.0	468.4	16.4	983.6	32.1	6.1%
8	99.0	581.5	20.1	991.4	34.0	22.2%
9	99.0	517.6	18.2	996.8	37.0	22.2%
10	99.0	582.1	20.8	994.6	36.1	28.3%
Average:	**99.0**	**510.9**	**18.1**	**956.6**	**34.0**	**13.9%**
NB R on Coors Blvd - Lane ID 90						
1	99.0	11.3	0.5	45.6	2.0	0.0%
2	99.0	9.5	0.5	42.2	2.0	0.0%
3	99.0	12.1	0.6	64.1	2.1	0.0%
4	99.0	10.5	0.5	44.7	2.0	0.0%
5	99.0	10.0	0.5	45.0	2.0	0.0%
6	99.0	6.3	0.3	22.1	1.0	0.0%
7	99.0	9.8	0.5	42.8	2.0	0.0%
8	99.0	14.2	0.6	60.3	2.0	0.0%
9	99.0	9.5	0.5	47.9	2.0	0.0%
10	99.0	9.2	0.5	49.7	2.0	0.0%
Average:	**99.0**	**10.2**	**0.5**	**46.4**	**1.9**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	99.0	53.5	2.2	185.1	7.0	0.0%
2	99.0	42.2	1.7	167.5	6.0	0.0%
3	99.0	58.6	2.4	178.2	7.0	0.0%
4	99.0	55.2	2.2	174.7	6.1	0.0%
5	99.0	43.9	1.8	157.1	6.0	0.0%
6	99.0	53.0	2.1	177.8	6.1	0.0%
7	99.0	43.4	1.8	127.7	5.0	0.0%
8	99.0	63.7	2.5	188.2	7.0	0.0%
9	99.0	44.4	1.8	145.6	6.0	0.0%
10	99.0	51.6	2.0	170.4	6.0	0.0%

DENNIS CHAVEZ BLVD & COORDS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
Average:	**99.0**	**51.0**	**2.1**	**167.2**	**6.2**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	99.0	94.3	3.5	265.1	10.0	0.0%
2	99.0	90.4	3.5	244.8	9.1	0.0%
3	99.0	101.5	3.8	259.7	10.0	0.0%
4	99.0	107.7	4.0	277.3	10.1	0.0%
5	99.0	90.5	3.3	251.2	9.0	0.0%
6	99.0	108.9	3.9	294.9	10.1	0.0%
7	99.0	101.8	3.8	320.7	11.1	0.0%
8	99.0	114.1	4.2	329.6	13.0	0.0%
9	99.0	85.5	3.1	243.4	9.0	0.0%
10	99.0	107.7	3.9	313.6	11.0	0.0%
Average:	**99.0**	**100.2**	**3.7**	**280.0**	**10.2**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	99.0	5.3	0.3	20.1	1.1	0.0%
2	99.0	7.6	0.4	41.6	2.0	0.0%
3	99.0	3.9	0.2	17.7	1.0	0.0%
4	99.0	8.0	0.4	42.6	2.0	0.0%
5	99.0	7.4	0.4	34.8	1.1	0.0%
6	99.0	4.9	0.3	20.2	1.0	0.0%
7	99.0	7.7	0.4	41.4	2.0	0.0%
8	99.0	7.4	0.4	47.1	2.0	0.0%
9	99.0	11.5	0.5	50.5	2.0	0.0%
10	99.0	4.9	0.3	22.4	1.0	0.0%
Average:	**99.0**	**6.9**	**0.4**	**33.8**	**1.5**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	99.0	7.1	0.3	49.0	2.0	0.0%
2	99.0	7.5	0.3	49.7	2.0	0.0%
3	99.0	5.9	0.3	38.4	2.0	0.0%
4	99.0	5.9	0.3	59.7	3.0	0.0%
5	99.0	6.0	0.3	46.5	2.0	0.0%
6	99.0	7.5	0.3	54.1	2.1	0.0%
7	99.0	9.2	0.4	69.5	3.0	0.0%
8	99.0	7.9	0.3	53.9	2.0	0.0%
9	99.0	8.7	0.3	74.7	3.0	0.0%
10	99.0	4.9	0.2	35.0	2.0	0.0%
Average:	**99.0**	**7.1**	**0.3**	**53.1**	**2.3**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	99.0	93.3	3.6	274.3	10.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on Dennis Chavez Blvd - Lane ID 47						
2	99.0	92.2	3.4	258.8	10.0	0.0%
3	99.0	80.3	3.1	254.5	9.0	0.0%
4	99.0	97.1	3.7	267.2	10.0	0.0%
5	99.0	93.8	3.5	285.6	10.1	0.0%
6	99.0	89.3	3.4	250.3	10.0	0.0%
7	99.0	86.6	3.3	281.5	10.1	0.0%
8	99.0	96.2	3.7	263.5	10.0	0.0%
9	99.0	91.8	3.4	297.2	10.1	0.0%
10	99.0	88.9	3.4	252.9	9.0	0.0%
Average:	**99.0**	**91.0**	**3.5**	**268.6**	**9.8**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	99.0	95.9	3.5	263.2	9.0	0.0%
2	99.0	92.1	3.4	278.8	10.0	0.0%
3	99.0	79.6	3.0	257.4	9.1	0.0%
4	99.0	101.3	3.7	271.2	9.0	0.0%
5	99.0	96.3	3.6	273.7	9.1	0.0%
6	99.0	92.8	3.4	248.1	9.0	0.0%
7	99.0	84.6	3.2	255.4	9.1	0.0%
8	99.0	85.9	3.4	235.8	9.0	0.0%
9	99.0	95.6	3.5	257.7	9.1	0.0%
10	99.0	90.5	3.4	253.8	9.0	0.0%
Average:	**99.0**	**91.5**	**3.4**	**259.5**	**9.1**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	99.0	64.2	2.5	157.2	6.0	0.0%
2	99.0	59.7	2.4	152.8	6.0	0.0%
3	99.0	58.6	2.3	151.5	6.0	0.0%
4	99.0	62.3	2.3	160.7	6.0	0.0%
5	99.0	66.1	2.5	173.1	6.1	0.0%
6	99.0	58.1	2.3	157.6	6.0	0.0%
7	99.0	69.5	2.8	174.0	7.0	0.0%
8	99.0	61.5	2.4	161.1	6.0	0.0%
9	99.0	54.7	2.1	154.3	6.0	0.0%
10	99.0	60.9	2.5	154.0	6.0	0.0%
Average:	**99.0**	**61.6**	**2.4**	**159.6**	**6.1**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	99.0	55.5	2.2	140.4	5.0	0.0%
2	99.0	55.6	2.3	149.8	5.1	0.0%
3	99.0	52.3	2.0	135.2	5.0	0.0%
4	99.0	51.5	2.1	140.0	5.0	0.0%
5	99.0	53.6	2.2	155.5	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	99.0	53.5	2.1	148.2	6.0	0.0%
7	99.0	51.8	2.0	148.5	5.0	0.0%
8	99.0	57.3	2.3	144.6	6.0	0.0%
9	99.0	47.2	1.9	134.7	5.0	0.0%
10	99.0	49.3	2.0	131.5	5.0	0.0%
Average:	**99.0**	**52.8**	**2.1**	**142.8**	**5.3**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	99.0	53.3	2.1	160.9	6.0	0.0%
2	99.0	51.0	2.0	157.4	6.0	0.0%
3	99.0	64.7	2.6	197.9	7.0	0.0%
4	99.0	67.9	2.7	195.5	7.0	0.0%
5	99.0	59.4	2.2	175.5	6.0	0.0%
6	99.0	61.4	2.4	173.7	6.1	0.0%
7	99.0	58.7	2.3	178.5	7.0	0.0%
8	99.0	59.3	2.4	155.3	6.0	0.0%
9	99.0	56.5	2.1	170.1	6.0	0.0%
10	99.0	59.0	2.2	177.8	7.0	0.0%
Average:	**99.0**	**59.1**	**2.3**	**174.3**	**6.4**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	99.0	56.5	2.2	186.0	6.1	0.0%
2	99.0	51.1	2.1	160.4	6.1	0.0%
3	99.0	62.6	2.2	192.5	7.0	0.0%
4	99.0	68.9	2.6	193.4	7.0	0.0%
5	99.0	54.9	2.1	168.7	6.0	0.0%
6	99.0	56.0	2.2	178.6	6.0	0.0%
7	99.0	58.6	2.3	184.2	6.1	0.0%
8	99.0	58.5	2.3	175.5	7.0	0.0%
9	99.0	55.2	2.1	174.6	6.1	0.0%
10	99.0	56.9	2.3	167.6	6.1	0.0%
Average:	**99.0**	**57.9**	**2.2**	**178.2**	**6.4**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	99.0	19.5	0.8	67.8	3.0	0.0%
2	99.0	16.9	0.8	56.8	2.0	0.0%
3	99.0	18.1	0.8	71.5	3.0	0.0%
4	99.0	17.2	0.8	65.7	2.0	0.0%
5	99.0	22.1	1.0	70.9	3.0	0.0%
6	99.0	20.2	0.9	68.6	3.0	0.0%
7	99.0	25.5	1.1	72.5	3.0	0.0%
8	99.0	19.6	0.9	61.2	2.1	0.0%
9	99.0	19.9	0.9	70.0	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	99.0	17.0	0.9	55.8	2.0	0.0%
Average:	**99.0**	**19.6**	**0.9**	**66.1**	**2.6**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	99.0	4.3	0.2	30.5	1.0	0.0%
2	99.0	5.7	0.2	34.8	1.1	0.0%
3	99.0	3.6	0.2	18.9	1.0	0.0%
4	99.0	6.4	0.2	41.8	1.0	0.0%
5	99.0	5.7	0.3	39.7	2.0	0.0%
6	99.0	4.8	0.2	22.1	1.0	0.0%
7	99.0	5.9	0.3	35.0	1.1	0.0%
8	99.0	3.4	0.2	19.8	1.0	0.0%
9	99.0	7.4	0.3	48.0	2.0	0.0%
10	99.0	6.1	0.2	43.8	1.0	0.0%
Average:	**99.0**	**5.3**	**0.2**	**33.4**	**1.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	99.0	56.2	2.2	201.5	7.0	0.0%
2	99.0	66.8	2.5	214.2	8.0	0.0%
3	99.0	53.5	2.1	169.6	7.0	0.0%
4	99.0	59.6	2.3	193.2	7.0	0.0%
5	99.0	56.5	2.2	164.6	7.0	0.0%
6	99.0	57.1	2.3	181.8	7.0	0.0%
7	99.0	73.9	2.7	208.2	8.0	0.0%
8	99.0	50.3	2.0	194.0	7.0	0.0%
9	99.0	60.2	2.3	185.5	7.0	0.0%
10	99.0	63.7	2.5	203.9	7.1	0.0%
Average:	**99.0**	**59.8**	**2.3**	**191.7**	**7.2**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	99.0	16.3	0.8	53.0	2.0	0.0%
2	99.0	15.5	0.8	56.8	2.0	0.0%
3	99.0	16.2	0.7	50.1	2.0	0.0%
4	99.0	18.3	0.8	63.1	2.1	0.0%
5	99.0	17.2	0.7	67.0	2.1	0.0%
6	99.0	12.8	0.7	47.3	2.0	0.0%
7	99.0	12.4	0.6	49.3	2.0	0.0%
8	99.0	17.6	0.9	63.6	3.0	0.0%
9	99.0	18.0	0.8	74.9	2.1	0.0%
10	99.0	16.1	0.8	49.4	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**99.0**	**16.0**	**0.8**	**57.5**	**2.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	99.0	16.6	0.7	77.5	3.2	0.0%
2	99.0	21.8	0.9	118.6	4.1	0.0%
3	99.0	25.3	0.9	147.8	5.0	0.0%
4	99.0	16.2	0.7	82.9	3.1	0.0%
5	99.0	19.7	0.8	129.8	5.0	0.0%
6	99.0	23.9	1.0	119.0	4.1	0.0%
7	99.0	14.3	0.6	86.3	3.1	0.0%
8	99.0	19.2	0.8	117.5	5.0	0.0%
9	99.0	20.0	0.8	108.0	4.1	0.0%
10	99.0	21.0	0.9	112.5	5.0	0.0%
Average:	**99.0**	**19.8**	**0.8**	**110.0**	**4.2**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	99.0	66.9	2.6	206.6	8.0	0.0%
2	99.0	65.7	2.5	190.1	7.0	0.0%
3	99.0	69.0	2.7	177.8	7.0	0.0%
4	99.0	72.6	2.7	197.6	7.0	0.0%
5	99.0	74.1	2.8	191.6	7.0	0.0%
6	99.0	72.0	2.8	221.5	9.0	0.0%
7	99.0	72.4	2.8	211.7	7.1	0.0%
8	99.0	82.8	3.2	218.8	8.0	0.0%
9	99.0	70.4	2.7	215.2	8.0	0.0%
10	99.0	68.7	2.5	194.6	7.0	0.0%
Average:	**99.0**	**71.5**	**2.7**	**202.6**	**7.5**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	99.0	72.9	2.8	191.5	7.0	0.0%
2	99.0	73.9	2.8	210.4	7.0	0.0%
3	99.0	66.1	2.6	197.8	7.1	0.0%
4	99.0	78.2	2.9	214.4	8.0	0.0%
5	99.0	76.8	2.9	224.5	8.0	0.0%
6	99.0	76.8	2.9	225.4	8.0	0.0%
7	99.0	71.4	2.8	185.5	7.0	0.0%
8	99.0	73.9	2.9	193.6	8.0	0.0%
9	99.0	65.7	2.5	209.8	8.0	0.0%
10	99.0	67.5	2.6	196.1	7.1	0.0%
Average:	**99.0**	**72.3**	**2.8**	**204.9**	**7.5**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	99.0	4.4	0.2	31.0	1.1	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 7						
2	99.0	7.8	0.4	47.5	2.0	0.0%
3	99.0	3.5	0.2	18.8	1.0	0.0%
4	99.0	3.8	0.2	18.8	1.0	0.0%
5	99.0	5.9	0.3	34.7	2.0	0.0%
6	99.0	5.0	0.3	28.3	1.0	0.0%
7	99.0	5.6	0.3	42.8	2.0	0.0%
8	99.0	4.2	0.2	18.9	1.0	0.0%
9	99.0	5.4	0.3	21.7	1.0	0.0%
10	99.0	4.5	0.2	22.2	1.1	0.0%
Average:	**99.0**	**5.0**	**0.3**	**28.5**	**1.3**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	99.0	2.8	0.1	19.2	1.0	0.0%
2	99.0	2.4	0.1	15.5	1.0	0.0%
3	99.0	7.8	0.3	68.0	2.1	0.0%
4	99.0	5.8	0.3	44.1	2.0	0.0%
5	99.0	4.8	0.2	27.9	1.1	0.0%
6	99.0	2.5	0.1	0.0	0.0	0.0%
7	99.0	3.3	0.2	17.2	1.0	0.0%
8	99.0	2.2	0.1	16.0	1.0	0.0%
9	99.0	9.8	0.4	64.8	3.0	0.0%
10	99.0	4.0	0.2	24.2	1.1	0.0%
Average:	**99.0**	**4.5**	**0.2**	**29.7**	**1.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	99.0	21.1	0.8	139.6	5.1	0.0%
2	99.0	23.1	0.9	155.7	6.0	0.0%
3	99.0	27.2	1.1	127.0	5.0	0.0%
4	99.0	23.4	1.0	124.1	5.1	0.0%
5	99.0	25.4	1.0	146.0	6.0	0.0%
6	99.0	17.3	0.7	141.4	5.1	0.0%
7	99.0	20.6	0.8	120.4	5.0	0.0%
8	99.0	10.1	0.4	71.7	3.0	0.0%
9	99.0	37.0	1.4	209.2	7.0	0.0%
10	99.0	25.9	1.0	131.3	5.0	0.0%
Average:	**99.0**	**23.1**	**0.9**	**136.6**	**5.2**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	43.7	2.9	38.8	48.7	10
NB T	23	98th Street	4.4	0.9	2.6	6.1	10
NB L	108	98th Street	1.4	0.5	0.6	2.1	10
NB R	109	98th Street	13.3	1.8	10.7	16.5	10
SB T	118	98th Street	4.4	2.1	1.4	9.4	10
SB L	124	98th Street	745.1	33.3	682.2	796.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	51.4	4.2	44.6	57.6	10
WB L	116	Dennis Chavez Blvd	1.7	0.5	1.0	2.2	10
WB R	117	Dennis Chavez Blvd	3.1	1.0	1.9	4.8	10
EB T	125	Dennis Chavez Blvd	28.1	5.3	20.5	35.2	10
EB R	126	Dennis Chavez Blvd	0.1	0.1	0.0	0.3	10
EB L	130	Dennis Chavez Blvd	8.2	2.0	5.1	11.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	3.5	1.5	0.8	6.5	10
NB LTR	14	Condershire Dr	829.2	67.8	727.3	942.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	40.5	14.7	19.2	58.9	10
EB LTR	94	Dennis Chavez Blvd	2.7	4.2	0.0	13.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	51.0	7.3	42.2	63.7	10
NB T	41	Coors Blvd	100.2	9.6	85.5	114.1	10
SB T	78	Coors Blvd	59.1	4.9	51.0	67.9	10
SB TR	79	Coors Blvd	57.9	4.9	51.1	68.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	10.2	2.1	6.3	14.2	10
NB L	92	Coors Blvd	510.9	63.1	432.0	583.9	10
SB L	131	Coors Blvd	61.6	4.3	54.7	69.5	10
SB L	132	Coors Blvd	52.8	3.0	47.2	57.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	59.8	6.9	50.3	73.9	10
NEB L	46	Dennis Chavez Blvd	6.9	2.2	3.9	11.5	10
NEB T	47	Dennis Chavez Blvd	91.0	5.0	80.3	97.1	10
NEB T	48	Dennis Chavez Blvd	91.5	6.5	79.6	101.3	10
NEB R	54	Dennis Chavez Blvd	7.1	1.4	4.9	9.2	10
WB R	83	Dennis Chavez Blvd	5.3	1.3	3.4	7.4	10
WB L	84	Dennis Chavez Blvd	19.6	2.7	16.9	25.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	23.1	7.0	10.1	37.0	10
WB R	95	Dennis Chavez Blvd	4.5	2.6	2.2	9.8	10
EB L	96	Dennis Chavez Blvd	16.0	2.0	12.4	18.3	10
EB T	97	Dennis Chavez Blvd	19.8	3.4	14.3	25.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	5.0	1.3	3.5	7.8	10
SB L	105	Unser Blvd	71.5	4.8	65.7	82.8	10
SB L	138	Unser Blvd	72.3	4.6	65.7	78.2	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	1.8	0.1	1.6	2.0	10
NB T	23	98th Street	0.3	0.0	0.2	0.3	10
NB L	108	98th Street	0.1	0.0	0.0	0.1	10
NB R	109	98th Street	0.6	0.1	0.5	0.7	10
SB T	118	98th Street	0.2	0.1	0.1	0.4	10
SB L	124	98th Street	26.1	1.3	23.5	28.6	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.9	0.2	1.7	2.2	10
WB L	116	Dennis Chavez Blvd	0.1	0.0	0.1	0.1	10
WB R	117	Dennis Chavez Blvd	0.1	0.1	0.1	0.2	10
EB T	125	Dennis Chavez Blvd	1.1	0.2	0.8	1.4	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.5	0.1	0.4	0.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.7	0.2	0.4	0.9	10
NB LTR	14	Condershire Dr	29.4	2.4	26.3	33.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	1.5	0.5	0.8	2.2	10
EB LTR	94	Dennis Chavez Blvd	0.1	0.1	0.0	0.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.1	0.3	1.7	2.5	10
NB T	41	Coors Blvd	3.7	0.3	3.1	4.2	10
SB T	78	Coors Blvd	2.3	0.2	2.0	2.7	10
SB TR	79	Coors Blvd	2.2	0.2	2.1	2.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.5	0.1	0.3	0.6	10
NB L	92	Coors Blvd	18.1	2.1	15.4	20.8	10
SB L	131	Coors Blvd	2.4	0.2	2.1	2.8	10
SB L	132	Coors Blvd	2.1	0.1	1.9	2.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	2.3	0.2	2.0	2.7	10
NEB L	46	Dennis Chavez Blvd	0.4	0.1	0.2	0.5	10
NEB T	47	Dennis Chavez Blvd	3.5	0.2	3.1	3.7	10
NEB T	48	Dennis Chavez Blvd	3.4	0.2	3.0	3.7	10
NEB R	54	Dennis Chavez Blvd	0.3	0.0	0.2	0.4	10
WB R	83	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
WB L	84	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.9	0.3	0.4	1.4	10
WB R	95	Dennis Chavez Blvd	0.2	0.1	0.1	0.4	10
EB L	96	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
EB T	97	Dennis Chavez Blvd	0.8	0.1	0.6	1.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.3	0.1	0.2	0.4	10
SB L	105	Unser Blvd	2.7	0.2	2.5	3.2	10
SB L	138	Unser Blvd	2.8	0.1	2.5	2.9	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	144.7	22.1	111.5	194.6	10
NB T	23	98th Street	18.5	1.4	16.2	21.7	10
NB L	108	98th Street	12.9	7.2	0.0	18.2	10
NB R	109	98th Street	48.9	3.9	44.0	57.4	10
SB T	118	98th Street	23.2	9.0	15.6	44.3	10
SB L	124	98th Street	1,167.9	8.1	1,161.5	1,188.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	217.6	19.7	195.5	259.6	10
WB L	116	Dennis Chavez Blvd	15.7	1.0	14.2	16.9	10
WB R	117	Dennis Chavez Blvd	22.5	8.6	15.3	40.2	10
EB T	125	Dennis Chavez Blvd	142.7	24.9	108.3	180.5	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	48.2	10.4	30.8	64.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	25.3	11.7	6.2	43.4	10
NB LTR	14	Condershire Dr	1,140.3	8.5	1,133.2	1,159.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	273.8	119.8	98.5	457.6	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	167.2	18.8	127.7	188.2	10
NB T	41	Coors Blvd	280.0	32.5	243.4	329.6	10
SB T	78	Coors Blvd	174.3	14.5	155.3	197.9	10
SB TR	79	Coors Blvd	178.2	10.9	160.4	193.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	46.4	11.3	22.1	64.1	10
NB L	92	Coors Blvd	956.6	56.1	840.5	996.8	10
SB L	131	Coors Blvd	159.6	8.0	151.5	174.0	10
SB L	132	Coors Blvd	142.8	7.7	131.5	155.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	191.7	16.3	164.6	214.2	10
NEB L	46	Dennis Chavez Blvd	33.8	12.5	17.7	50.5	10
NEB T	47	Dennis Chavez Blvd	268.6	15.7	250.3	297.2	10
NEB T	48	Dennis Chavez Blvd	259.5	12.8	235.8	278.8	10
NEB R	54	Dennis Chavez Blvd	53.1	12.5	35.0	74.7	10
WB R	83	Dennis Chavez Blvd	33.4	10.4	18.9	48.0	10
WB L	84	Dennis Chavez Blvd	66.1	6.1	55.8	72.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	136.6	34.2	71.7	209.2	10
WB R	95	Dennis Chavez Blvd	29.7	22.3	0.0	68.0	10
EB L	96	Dennis Chavez Blvd	57.5	9.3	47.3	74.9	10
EB T	97	Dennis Chavez Blvd	110.0	22.1	77.5	147.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	28.5	10.4	18.8	47.5	10
SB L	105	Unser Blvd	202.6	14.4	177.8	221.5	10
SB L	138	Unser Blvd	204.9	14.0	185.5	225.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	5.4	0.7	5.0	7.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.8	0.4	0.0	1.0	10
NB R	109	98th Street	2.1	0.3	2.0	3.0	10
SB T	118	98th Street	1.0	0.0	1.0	1.1	10
SB L	124	98th Street	42.3	0.6	41.0	43.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	7.7	0.5	7.1	8.1	10
WB L	116	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	117	Dennis Chavez Blvd	1.2	0.4	1.0	2.0	10
EB T	125	Dennis Chavez Blvd	5.4	0.8	4.1	6.1	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	2.4	0.5	2.0	3.1	10
NB LTR	14	Condershire Dr	40.9	1.0	39.0	42.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	10.3	4.3	4.2	16.3	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	6.2	0.6	5.0	7.0	10
NB T	41	Coors Blvd	10.2	1.2	9.0	13.0	10
SB T	78	Coors Blvd	6.4	0.5	6.0	7.0	10
SB TR	79	Coors Blvd	6.4	0.5	6.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	1.9	0.3	1.0	2.1	10
NB L	92	Coors Blvd	34.0	2.0	31.0	37.0	10
SB L	131	Coors Blvd	6.1	0.3	6.0	7.0	10
SB L	132	Coors Blvd	5.3	0.5	5.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	7.2	0.4	7.0	8.0	10
NEB L	46	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
NEB T	47	Dennis Chavez Blvd	9.8	0.4	9.0	10.1	10
NEB T	48	Dennis Chavez Blvd	9.1	0.3	9.0	10.0	10
NEB R	54	Dennis Chavez Blvd	2.3	0.5	2.0	3.0	10
WB R	83	Dennis Chavez Blvd	1.2	0.4	1.0	2.0	10
WB L	84	Dennis Chavez Blvd	2.6	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	5.2	1.0	3.0	7.0	10
WB R	95	Dennis Chavez Blvd	1.3	0.8	0.0	3.0	10
EB L	96	Dennis Chavez Blvd	2.1	0.3	2.0	3.0	10
EB T	97	Dennis Chavez Blvd	4.2	0.8	3.1	5.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.3	0.5	1.0	2.0	10
SB L	105	Unser Blvd	7.5	0.7	7.0	9.0	10
SB L	138	Unser Blvd	7.5	0.5	7.0	8.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:25:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.6	0.0	0.6	0.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.4	0.1	0.2	0.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.1	0.1	0.0	0.3	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,322.0	20.80	56.6	E
2	1,336.0	15.20	41.0	D
3	1,327.0	16.30	44.1	D
4	1,312.0	17.90	49.0	D
5	1,317.0	24.50	66.9	E
6	1,309.0	13.10	36.0	D
7	1,305.0	20.50	56.4	E
8	1,330.0	19.00	51.4	D
9	1,336.0	18.10	48.7	D
10	1,331.0	19.10	51.7	D
Average:	**1,322.5**	**18.45**	**50.2**	**D**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,601.0	11.50	25.9	D
2	1,620.0	13.50	29.9	D
3	1,612.0	5.50	12.4	B
4	1,599.0	11.10	25.0	C
5	1,599.0	13.90	31.3	D
6	1,590.0	9.40	21.3	C
7	1,602.0	9.30	20.9	C
8	1,622.0	11.70	26.0	D
9	1,614.0	10.90	24.4	C
10	1,608.0	14.40	32.2	D
Average:	**1,606.7**	**11.12**	**24.9**	**C**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,109.0	99.70	115.4	F
2	3,087.0	98.70	115.1	F
3	3,103.0	97.00	112.5	F
4	3,109.0	98.60	114.1	F
5	3,061.0	99.30	116.8	F
6	3,052.0	98.90	116.7	F
7	3,072.0	98.30	115.2	F
8	3,101.0	96.30	111.8	F

9	3,070.0	100.20	117.5	F
10	3,107.0	101.80	117.9	F
Average:	**3,087.1**	**98.88**	**115.3**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,704.0	6.70	14.1	B
2	1,714.0	6.30	13.3	B
3	1,711.0	6.60	13.8	B
4	1,701.0	6.40	13.5	B
5	1,705.0	6.20	13.1	B
6	1,696.0	6.30	13.5	B
7	1,692.0	6.00	12.9	B
8	1,722.0	5.90	12.4	B
9	1,716.0	6.40	13.5	B
10	1,721.0	6.60	13.9	B
Average:	**1,708.2**	**6.34**	**13.4**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	18.5	3.2	13.1	24.5	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	11.1	2.6	5.5	14.4	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	98.9	1.6	96.3	101.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	6.3	0.3	5.9	6.7	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	50.2	8.8	36.0	66.9	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	24.9	5.8	12.4	32.2	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	115.3	2.0	111.8	117.9	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	13.4	0.5	12.4	14.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	177.0	3.80	77.5	E
2	178.0	2.00	39.9	D
3	179.0	2.30	45.3	D
4	176.0	3.00	60.4	E
5	170.0	4.90	103.0	F
6	178.0	1.50	30.8	C
7	175.0	3.70	76.4	E
8	174.0	3.40	69.4	E
9	182.0	2.90	57.1	E
10	177.0	3.10	62.3	E
Average:	**176.6**	**3.06**	**62.2**	**E**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	10.0	0.10	44.7	D
2	11.0	0.10	22.8	C
3	10.0	0.00	10.2	B
4	11.0	0.10	34.3	C
5	10.0	0.20	80.9	F
6	11.0	0.00	13.2	B
7	11.0	0.10	36.0	D
8	10.0	0.10	40.8	D
9	11.0	0.10	21.9	C
10	11.0	0.10	37.7	D
Average:	**10.6**	**0.09**	**34.2**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	340.0	13.20	139.8	F
2	342.0	9.10	95.9	F
3	340.0	9.90	105.0	F
4	333.0	10.90	117.8	F
5	327.0	15.10	166.5	F
6	340.0	7.60	80.5	F
7	334.0	12.50	135.0	F
8	332.0	11.40	123.4	F
9	347.0	10.80	111.7	F
10	339.0	11.60	123.2	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**337.4**	**11.21**	**119.9**	**F**
NB L on 98th Street: Superlink ID 12				
1	4.0	0.00	10.2	B
2	5.0	0.00	35.0	C
3	5.0	0.00	26.0	C
4	5.0	0.00	6.6	A
5	5.0	0.00	17.6	B
6	4.0	0.00	14.0	B
7	4.0	0.00	10.7	B
8	4.0	0.00	5.8	A
9	5.0	0.00	13.3	B
10	4.0	0.00	15.1	B
Average:	**4.5**	**0.00**	**15.4**	**B**
NB R on 98th Street: Superlink ID 12				
1	22.0	0.10	10.3	B
2	20.0	0.10	13.7	B
3	23.0	0.10	13.8	B
4	22.0	0.10	16.3	B
5	22.0	0.10	12.8	B
6	21.0	0.10	14.3	B
7	22.0	0.10	12.1	B
8	23.0	0.10	14.5	B
9	21.0	0.10	14.4	B
10	23.0	0.10	12.0	B
Average:	**21.9**	**0.10**	**13.4**	**B**
NB T on 98th Street: Superlink ID 12				
1	14.0	0.10	21.2	C
2	14.0	0.10	20.6	C
3	14.0	0.10	27.4	C
4	14.0	0.10	19.2	B
5	13.0	0.10	29.5	C
6	13.0	0.10	16.1	B
7	13.0	0.10	27.0	C
8	15.0	0.10	19.5	B
9	15.0	0.10	24.6	C
10	14.0	0.10	27.6	C
Average:	**13.9**	**0.10**	**23.3**	**C**
SB L on 98th Street: Superlink ID 2				
1	252.0	1.00	14.9	B
2	254.0	1.00	14.6	B
3	252.0	1.20	16.8	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	252.0	1.10	16.1	B
5	253.0	1.20	16.7	B
6	252.0	1.10	16.3	B
7	250.0	1.20	17.7	B
8	253.0	1.20	17.3	B
9	253.0	1.20	17.4	B
10	251.0	1.30	18.0	B
Average:	**252.2**	**1.15**	**16.6**	**B**
SB T on 98th Street: Superlink ID 2				
1	7.0	0.00	25.3	C
2	10.0	0.00	16.5	B
3	9.0	0.00	17.4	B
4	7.0	0.00	6.9	A
5	6.0	0.10	33.4	C
6	9.0	0.00	17.1	B
7	8.0	0.00	13.3	B
8	10.0	0.10	31.6	C
9	9.0	0.00	17.8	B
10	11.0	0.10	24.1	C
Average:	**8.6**	**0.03**	**20.3**	**C**
SB TR on 98th Street: Superlink ID 2				
1	74.0	0.50	22.4	C
2	70.0	0.50	26.1	C
3	71.0	0.50	27.0	C
4	73.0	0.50	25.7	C
5	74.0	0.50	23.8	C
6	72.0	0.50	23.4	C
7	71.0	0.50	26.2	C
8	70.0	0.50	26.3	C
9	70.0	0.40	22.0	C
10	69.0	0.50	26.0	C
Average:	**71.4**	**0.49**	**24.9**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	21.0	0.10	23.7	C
2	23.0	0.10	21.9	C
3	21.0	0.20	26.3	C
4	20.0	0.10	18.9	B
5	22.0	0.10	23.5	C
6	20.0	0.10	18.7	B
7	19.0	0.10	21.2	C
8	22.0	0.20	26.0	C
9	18.0	0.10	23.8	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	23.0	0.10	22.1	C
Average:	**20.9**	**0.12**	**22.6**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	224.0	0.60	8.9	A
2	230.0	0.60	10.1	B
3	236.0	0.70	10.7	B
4	230.0	0.60	9.6	A
5	238.0	0.70	10.5	B
6	218.0	0.60	10.2	B
7	226.0	0.60	9.3	A
8	235.0	0.60	9.1	A
9	230.0	0.80	13.0	B
10	224.0	0.70	11.3	B
Average:	**229.1**	**0.65**	**10.3**	**B**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	177.0	1.30	25.5	C
2	179.0	1.50	29.7	C
3	167.0	1.20	26.5	C
4	169.0	1.30	28.5	C
5	177.0	1.50	30.6	C
6	171.0	1.40	29.1	C
7	172.0	1.50	30.4	C
8	182.0	1.40	27.7	C
9	175.0	1.50	30.9	C
10	185.0	1.50	28.3	C
Average:	**175.4**	**1.41**	**28.7**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Dennis Chavez Blvd: Superlink ID 5				
1	928.0	0.90	3.5	A
2	932.0	1.10	4.4	A
3	932.0	0.80	2.9	A
4	922.0	1.00	3.9	A
5	915.0	0.90	3.5	A
6	929.0	1.40	5.3	A
7	928.0	0.90	3.5	A
8	920.0	0.50	2.1	A
9	934.0	0.90	3.6	A
10	926.0	0.50	2.1	A
Average:	**926.6**	**0.89**	**3.5**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LTR on Condershire Dr: Superlink ID 7				
1	61.0	8.30	489.4	F
2	63.0	10.90	623.2	F
3	66.0	3.70	204.5	F
4	61.0	9.10	538.2	F
5	68.0	12.40	655.2	F
6	54.0	6.80	452.9	F
7	61.0	6.90	405.0	F
8	59.0	10.10	618.3	F
9	52.0	8.20	569.9	F
10	50.0	11.00	794.8	F
Average:	**59.5**	**8.74**	**535.1**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	29.0	0.70	89.0	F
2	29.0	0.60	76.9	F
3	29.0	0.40	50.7	F
4	31.0	0.40	41.5	E
5	30.0	0.40	46.5	E
6	31.0	0.90	99.7	F
7	29.0	0.50	56.3	F
8	32.0	0.40	48.2	E
9	30.0	0.50	55.0	F
10	30.0	0.80	92.1	F
Average:	**30.0**	**0.56**	**65.6**	**F**
WB LTR on Dennis Chavez Blvd: Superlink ID 17				
1	583.0	1.60	9.8	A
2	596.0	0.80	4.9	A
3	585.0	0.60	3.9	A
4	585.0	0.60	3.7	A
5	586.0	0.20	1.4	A
6	576.0	0.40	2.4	A
7	584.0	1.10	6.8	A
8	611.0	0.60	3.7	A
9	598.0	1.30	7.9	A
10	602.0	2.00	12.2	B
Average:	**590.6**	**0.92**	**5.7**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on Coors Blvd: Superlink ID 16				
1	200.0	27.00	485.8	F
2	205.0	27.00	473.6	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	187.0	26.50	509.9	F
4	206.0	27.70	483.8	F
5	201.0	26.90	482.6	F
6	198.0	26.50	482.3	F
7	211.0	26.30	448.1	F
8	193.0	26.50	495.0	F
9	189.0	25.80	491.7	F
10	196.0	27.30	501.9	F
Average:	**198.6**	**26.75**	**485.5**	**F**
NB R on Coors Blvd: Superlink ID 16				
1	37.0	0.20	15.9	B
2	36.0	0.10	11.8	B
3	35.0	0.10	14.7	B
4	39.0	0.20	16.0	B
5	37.0	0.20	17.5	B
6	36.0	0.20	20.2	C
7	38.0	0.10	9.6	A
8	34.0	0.20	19.2	B
9	35.0	0.20	19.3	B
10	34.0	0.10	11.6	B
Average:	**36.1**	**0.16**	**15.6**	**B**
NB T on Coors Blvd: Superlink ID 16				
1	361.0	5.00	50.3	D
2	359.0	5.00	50.4	D
3	349.0	5.00	52.0	D
4	385.0	5.50	51.2	D
5	361.0	5.40	54.1	D
6	357.0	5.20	52.1	D
7	377.0	5.00	48.1	D
8	339.0	5.20	55.3	E
9	341.0	5.00	52.6	D
10	347.0	5.10	53.3	D
Average:	**357.6**	**5.14**	**51.9**	**D**
NEB L on Dennis Chavez Blvd: Superlink ID 17				
1	48.0	0.30	23.4	C
2	51.0	0.30	21.7	C
3	51.0	0.40	29.5	C
4	53.0	0.30	23.3	C
5	49.0	0.40	27.2	C
6	48.0	0.30	22.1	C
7	51.0	0.30	21.5	C
8	48.0	0.40	27.2	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	50.0	0.40	29.7	C
10	52.0	0.40	26.1	C
Average:	**50.1**	**0.35**	**25.2**	**C**
NEB R on Dennis Chavez Blvd: Superlink ID 17				
1	504.0	0.30	2.5	A
2	507.0	0.40	2.9	A
3	500.0	0.40	2.6	A
4	502.0	0.40	3.1	A
5	495.0	0.40	2.6	A
6	495.0	0.40	2.7	A
7	501.0	0.40	2.5	A
8	502.0	0.30	2.0	A
9	499.0	0.40	2.8	A
10	501.0	0.40	3.0	A
Average:	**500.6**	**0.38**	**2.7**	**A**
NEB T on Dennis Chavez Blvd: Superlink ID 17				
1	306.0	2.70	31.3	C
2	305.0	2.70	32.1	C
3	307.0	2.60	30.1	C
4	307.0	2.60	30.3	C
5	304.0	2.60	30.3	C
6	306.0	2.70	32.0	C
7	303.0	2.70	32.1	C
8	304.0	2.70	32.3	C
9	310.0	2.70	31.2	C
10	304.0	2.70	31.6	C
Average:	**305.6**	**2.67**	**31.3**	**C**
SB L on Coors Blvd: Superlink ID 21				
1	246.0	2.40	35.6	D
2	246.0	2.30	33.5	C
3	245.0	2.30	34.2	C
4	246.0	2.40	35.5	D
5	245.0	2.40	35.2	D
6	246.0	2.40	35.3	D
7	245.0	2.40	34.6	C
8	244.0	2.30	34.4	C
9	246.0	2.40	35.7	D
10	245.0	2.30	34.2	C
Average:	**245.4**	**2.36**	**34.8**	**C**
SB T on Coors Blvd: Superlink ID 21				
1	344.0	2.90	30.0	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	336.0	2.90	31.1	C
3	349.0	2.70	27.6	C
4	350.0	2.80	29.3	C
5	341.0	2.70	28.3	C
6	335.0	2.80	29.6	C
7	337.0	2.90	30.9	C
8	341.0	2.80	29.8	C
9	347.0	2.80	29.2	C
10	349.0	2.90	29.6	C
Average:	**342.9**	**2.82**	**29.5**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	365.0	2.90	28.8	C
2	371.0	2.80	27.4	C
3	357.0	2.80	28.1	C
4	353.0	2.90	29.6	C
5	360.0	2.80	28.0	C
6	372.0	2.90	27.8	C
7	369.0	2.90	28.5	C
8	363.0	2.80	28.0	C
9	356.0	2.70	27.5	C
10	355.0	2.80	28.2	C
Average:	**362.1**	**2.83**	**28.2**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	77.0	8.20	384.0	F
2	74.0	7.50	363.1	F
3	80.0	8.20	369.1	F
4	71.0	7.40	376.4	F
5	73.0	7.40	363.5	F
6	70.0	7.50	386.3	F
7	73.0	7.80	385.7	F
8	78.0	7.20	332.4	F
9	74.0	7.80	377.0	F
10	79.0	7.70	350.1	F
Average:	**74.9**	**7.67**	**368.8**	**F**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	300.0	13.10	157.4	F
2	280.0	12.40	160.0	F
3	309.0	11.70	136.8	F
4	287.0	12.40	156.1	F
5	273.0	13.00	171.3	F
6	277.0	12.80	166.3	F
7	262.0	12.80	175.2	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	309.0	12.00	140.2	F
9	294.0	13.50	165.4	F
10	303.0	14.10	167.5	F
Average:	**289.4**	**12.78**	**159.6**	**F**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	321.0	34.60	388.1	F
2	317.0	35.20	399.8	F
3	334.0	34.20	368.8	F
4	310.0	33.80	393.0	F
5	322.0	35.20	393.7	F
6	312.0	35.30	407.3	F
7	305.0	34.80	411.1	F
8	346.0	33.80	351.6	F
9	329.0	36.50	399.3	F
10	342.0	36.00	378.8	F
Average:	**323.8**	**34.94**	**389.1**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	86.0	0.40	14.9	B
2	86.0	0.40	17.0	B
3	86.0	0.40	16.9	B
4	85.0	0.50	19.6	B
5	84.0	0.40	17.4	B
6	87.0	0.40	14.9	B
7	83.0	0.30	14.1	B
8	87.0	0.40	14.8	B
9	86.0	0.40	17.2	B
10	87.0	0.40	18.2	B
Average:	**85.7**	**0.40**	**16.5**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	526.0	1.50	10.1	B
2	526.0	1.30	9.2	A
3	526.0	1.40	9.4	A
4	520.0	1.30	8.8	A
5	513.0	1.30	9.2	A
6	527.0	1.40	9.5	A
7	522.0	1.40	9.3	A
8	520.0	1.40	9.5	A
9	534.0	1.40	9.4	A
10	526.0	1.50	10.3	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**524.0**	**1.39**	**9.5**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	410.0	2.20	19.1	B
2	408.0	2.10	18.7	B
3	407.0	2.40	21.2	C
4	411.0	2.40	20.8	C
5	410.0	2.30	20.1	C
6	407.0	2.30	20.1	C
7	409.0	2.30	20.3	C
8	408.0	2.20	19.8	B
9	412.0	2.30	20.4	C
10	410.0	2.30	20.5	C
Average:	**409.2**	**2.28**	**20.1**	**C**
SB R on Unser Blvd: Superlink ID 4				
1	40.0	0.10	8.8	A
2	43.0	0.10	8.5	A
3	42.0	0.10	7.6	A
4	40.0	0.10	7.9	A
5	40.0	0.10	9.2	A
6	41.0	0.10	7.7	A
7	38.0	0.10	9.4	A
8	41.0	0.10	9.1	A
9	40.0	0.10	9.6	A
10	41.0	0.10	8.2	A
Average:	**40.6**	**0.10**	**8.6**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	260.0	0.50	6.5	A
2	272.0	0.40	5.9	A
3	271.0	0.40	6.0	A
4	266.0	0.50	6.5	A
5	267.0	0.50	6.6	A
6	269.0	0.40	5.6	A
7	266.0	0.40	5.4	A
8	275.0	0.40	5.6	A
9	272.0	0.50	6.2	A
10	273.0	0.50	7.3	A
Average:	**269.1**	**0.45**	**6.1**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	382.0	2.10	19.8	B
2	379.0	1.90	18.2	B
3	379.0	1.80	17.5	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	379.0	1.70	16.3	B
5	391.0	1.60	14.9	B
6	365.0	1.80	18.0	B
7	374.0	1.60	15.0	B
8	391.0	1.40	13.2	B
9	372.0	1.70	16.7	B
10	384.0	1.70	16.0	B
Average:	**379.6**	**1.73**	**16.6**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	3.1	1.0	1.5	4.9	10
EB R	Dennis Chavez Blvd	1	0.1	0.1	0.0	0.2	10
EB T	Dennis Chavez Blvd	1	11.2	2.1	7.6	15.1	10
NB L	98th Street	12	0.0	0.0	0.0	0.0	10
NB R	98th Street	12	0.1	0.0	0.1	0.1	10
NB T	98th Street	12	0.1	0.0	0.1	0.1	10
SB L	98th Street	2	1.2	0.1	1.0	1.3	10
SB T	98th Street	2	0.0	0.0	0.0	0.1	10
SB TR	98th Street	2	0.5	0.0	0.4	0.5	10
WB L	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.2	10
WB R	Dennis Chavez Blvd	3	0.7	0.1	0.6	0.8	10
WB T	Dennis Chavez Blvd	3	1.4	0.1	1.2	1.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	0.9	0.3	0.5	1.4	10
NB LTR	Condershire Dr	7	8.7	2.5	3.7	12.4	10
SB LTR	Condershire Dr	6	0.6	0.2	0.4	0.9	10
WB LTR	Dennis Chavez Blvd	17	0.9	0.6	0.2	2.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	26.8	0.5	25.8	27.7	10
NB R	Coors Blvd	16	0.2	0.1	0.1	0.2	10
NB T	Coors Blvd	16	5.1	0.2	5.0	5.5	10
NEB L	Dennis Chavez Blvd	17	0.4	0.1	0.3	0.4	10
NEB R	Dennis Chavez Blvd	17	0.4	0.0	0.3	0.4	10
NEB T	Dennis Chavez Blvd	17	2.7	0.0	2.6	2.7	10
SB L	Coors Blvd	21	2.4	0.1	2.3	2.4	10
SB T	Coors Blvd	21	2.8	0.1	2.7	2.9	10
SB TR	Coors Blvd	21	2.8	0.1	2.7	2.9	10
WB L	Dennis Chavez Blvd	11	7.7	0.3	7.2	8.2	10
WB R	Dennis Chavez Blvd	11	12.8	0.7	11.7	14.1	10
WB T	Dennis Chavez Blvd	11	34.9	0.9	33.8	36.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.4	0.0	0.3	0.5	10
EB T	Dennis Chavez Blvd	3	1.4	0.1	1.3	1.5	10
SB L	Unser Blvd	4	2.3	0.1	2.1	2.4	10
SB R	Unser Blvd	4	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	5	0.5	0.1	0.4	0.5	10
WB T	Dennis Chavez Blvd	5	1.7	0.2	1.4	2.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	62.2	20.9	30.8	103.0	10
EB R	Dennis Chavez Blvd	1	34.2	20.1	10.2	80.9	10
EB T	Dennis Chavez Blvd	1	119.9	24.1	80.5	166.5	10
NB L	98th Street	12	15.4	9.0	5.8	35.0	10
NB R	98th Street	12	13.4	1.7	10.3	16.3	10
NB T	98th Street	12	23.3	4.5	16.1	29.5	10
SB L	98th Street	2	16.6	1.1	14.6	18.0	10
SB T	98th Street	2	20.3	8.2	6.9	33.4	10
SB TR	98th Street	2	24.9	1.8	22.0	27.0	10
WB L	Dennis Chavez Blvd	3	22.6	2.6	18.7	26.3	10
WB R	Dennis Chavez Blvd	3	10.3	1.2	8.9	13.0	10
WB T	Dennis Chavez Blvd	3	28.7	1.8	25.5	30.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Dennis Chavez Blvd	5	3.5	1.0	2.1	5.3	10
NB LTR	Condershire Dr	7	535.1	160.8	204.5	794.8	10
SB LTR	Condershire Dr	6	65.6	21.6	41.5	99.7	10
WB LTR	Dennis Chavez Blvd	17	5.7	3.4	1.4	12.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	485.5	16.8	448.1	509.9	10
NB R	Coors Blvd	16	15.6	3.6	9.6	20.2	10
NB T	Coors Blvd	16	51.9	2.1	48.1	55.3	10
NEB L	Dennis Chavez Blvd	17	25.2	3.2	21.5	29.7	10
NEB R	Dennis Chavez Blvd	17	2.7	0.3	2.0	3.1	10
NEB T	Dennis Chavez Blvd	17	31.3	0.8	30.1	32.3	10
SB L	Coors Blvd	21	34.8	0.8	33.5	35.7	10
SB T	Coors Blvd	21	29.5	1.0	27.6	31.1	10
SB TR	Coors Blvd	21	28.2	0.6	27.4	29.6	10
WB L	Dennis Chavez Blvd	11	368.8	17.3	332.4	386.3	10
WB R	Dennis Chavez Blvd	11	159.6	12.6	136.8	175.2	10
WB T	Dennis Chavez Blvd	11	389.1	18.2	351.6	411.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Intersection LOS by Lane Group - Summary

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	16.5	1.8	14.1	19.6	10
EB T	Dennis Chavez Blvd	3	9.5	0.5	8.8	10.3	10
SB L	Unser Blvd	4	20.1	0.8	18.7	21.2	10
SB R	Unser Blvd	4	8.6	0.7	7.6	9.6	10
WB R	Dennis Chavez Blvd	5	6.1	0.6	5.4	7.3	10
WB T	Dennis Chavez Blvd	5	16.6	1.9	13.2	19.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	99.0	39.2	1.6	136.1	5.0	0.0%
2	99.0	28.7	1.2	109.3	4.0	0.0%
3	99.0	35.4	1.5	131.6	5.0	0.0%
4	99.0	42.2	1.7	136.3	5.0	0.0%
5	99.0	44.2	1.8	123.0	5.0	0.0%
6	99.0	28.0	1.2	97.2	4.0	0.0%
7	99.0	39.3	1.6	145.2	5.0	0.0%
8	99.0	37.5	1.5	124.7	5.0	0.0%
9	99.0	45.8	1.7	160.1	5.0	0.0%
10	99.0	39.6	1.6	135.1	5.0	0.0%
Average:	**99.0**	**38.0**	**1.5**	**129.9**	**4.8**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	99.0	0.3	0.0	0.0	0.0	0.0%
2	99.0	0.2	0.0	0.0	0.0	0.0%
3	99.0	0.1	0.0	0.0	0.0	0.0%
4	99.0	0.2	0.0	0.0	0.0	0.0%
5	99.0	0.1	0.0	0.0	0.0	0.0%
6	99.0	0.7	0.0	0.0	0.0	0.0%
7	99.0	0.0	0.0	0.0	0.0	0.0%
8	99.0	0.0	0.0	0.0	0.0	0.0%
9	99.0	0.5	0.0	0.0	0.0	0.0%
10	99.0	0.2	0.0	0.0	0.0	0.0%
Average:	**99.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	99.0	316.8	11.4	706.0	25.0	0.0%
2	99.0	236.1	8.5	529.8	19.0	0.0%
3	99.0	265.6	9.6	572.6	20.0	0.0%
4	99.0	317.0	11.4	682.3	25.0	0.0%
5	99.0	408.8	14.8	1,082.9	38.0	0.0%
6	99.0	202.6	7.4	444.8	17.0	0.0%
7	99.0	387.7	13.7	833.1	29.0	0.0%
8	99.0	315.7	11.3	878.7	31.1	0.0%
9	99.0	270.4	9.8	522.1	18.1	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	99.0	323.4	11.6	700.5	26.0	0.0%
Average:	**99.0**	**304.4**	**11.0**	**695.3**	**24.8**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	99.0	0.2	0.0	0.0	0.0	0.0%
2	99.0	1.0	0.1	15.2	1.0	0.0%
3	99.0	0.7	0.0	0.0	0.0	0.0%
4	99.0	0.0	0.0	0.0	0.0	0.0%
5	99.0	0.5	0.0	0.0	0.0	0.0%
6	99.0	0.4	0.0	0.0	0.0	0.0%
7	99.0	0.3	0.0	0.0	0.0	0.0%
8	99.0	0.2	0.0	0.0	0.0	0.0%
9	99.0	0.3	0.0	0.0	0.0	0.0%
10	99.0	0.5	0.0	0.0	0.0	0.0%
Average:	**99.0**	**0.4**	**0.0**	**1.5**	**0.1**	**0.0%**
NB R on 98th Street - Lane ID 109						
1	99.0	1.5	0.1	18.1	1.0	0.0%
2	99.0	1.3	0.1	15.7	1.0	0.0%
3	99.0	1.7	0.1	15.7	1.0	0.0%
4	99.0	1.9	0.1	18.8	1.0	0.0%
5	99.0	1.1	0.1	14.3	1.0	0.0%
6	99.0	2.2	0.1	16.1	1.0	0.0%
7	99.0	0.8	0.1	1.2	0.1	0.0%
8	99.0	2.8	0.1	17.4	1.0	0.0%
9	99.0	1.7	0.1	15.9	1.0	0.0%
10	99.0	2.0	0.1	17.8	1.0	0.0%
Average:	**99.0**	**1.7**	**0.1**	**15.1**	**0.9**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	99.0	2.3	0.1	18.1	1.0	0.0%
2	99.0	1.7	0.1	16.2	1.0	0.0%
3	99.0	2.1	0.1	17.0	1.0	0.0%
4	99.0	1.2	0.1	15.2	1.0	0.0%
5	99.0	2.4	0.1	18.4	1.0	0.0%
6	99.0	1.4	0.1	15.9	1.0	0.0%
7	99.0	1.7	0.1	15.4	1.0	0.0%
8	99.0	1.2	0.1	15.0	1.0	0.0%
9	99.0	1.9	0.1	16.6	1.0	0.0%
10	99.0	2.1	0.1	15.9	1.0	0.0%
Average:	**99.0**	**1.8**	**0.1**	**16.4**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	99.0	25.3	1.1	100.2	4.0	0.0%
2	99.0	25.4	1.1	95.3	4.0	0.0%
3	99.0	29.5	1.3	82.2	4.0	0.0%
4	99.0	29.9	1.2	114.5	4.0	0.0%
5	99.0	29.8	1.2	124.8	4.0	0.0%
6	99.0	24.2	1.1	93.7	4.0	0.0%
7	99.0	31.5	1.3	123.2	5.0	0.0%
8	99.0	28.3	1.2	108.9	4.0	0.0%
9	99.0	29.5	1.3	111.3	4.0	0.0%
10	99.0	32.4	1.4	126.2	5.0	0.0%
Average:	**99.0**	**28.6**	**1.2**	**108.0**	**4.2**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	99.0	1.1	0.1	15.6	1.0	0.0%
2	99.0	1.0	0.1	14.5	1.0	0.0%
3	99.0	2.0	0.1	1.1	0.1	0.0%
4	99.0	0.9	0.0	0.0	0.0	0.0%
5	99.0	1.2	0.1	14.0	1.0	0.0%
6	99.0	0.7	0.0	0.0	0.0	0.0%
7	99.0	0.3	0.0	0.0	0.0	0.0%
8	99.0	1.6	0.1	16.3	1.0	0.0%
9	99.0	1.0	0.1	13.4	1.0	0.0%
10	99.0	1.4	0.1	16.6	1.0	0.0%
Average:	**99.0**	**1.1**	**0.1**	**9.2**	**0.6**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	99.0	13.1	0.6	49.8	2.0	0.0%
2	99.0	13.6	0.7	49.3	2.0	0.0%
3	99.0	12.6	0.6	49.5	2.0	0.0%
4	99.0	12.9	0.6	47.0	2.0	0.0%
5	99.0	12.4	0.6	45.9	2.0	0.0%
6	99.0	11.5	0.6	48.3	2.0	0.0%
7	99.0	9.4	0.5	41.0	2.0	0.0%
8	99.0	12.2	0.6	48.2	2.0	0.0%
9	99.0	10.1	0.5	43.0	2.0	0.0%
10	99.0	10.7	0.5	42.3	2.0	0.0%
Average:	**99.0**	**11.9**	**0.6**	**46.4**	**2.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	99.0	2.3	0.1	15.3	1.0	0.0%
2	99.0	2.6	0.1	17.3	1.0	0.0%
3	99.0	3.4	0.2	18.5	1.0	0.0%
4	99.0	1.9	0.1	16.6	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 116						
5	99.0	3.4	0.2	17.4	1.0	0.0%
6	99.0	2.8	0.2	17.3	1.0	0.0%
7	99.0	1.0	0.1	14.8	1.0	0.0%
8	99.0	3.5	0.2	18.3	1.0	0.0%
9	99.0	2.0	0.1	16.9	1.0	0.0%
10	99.0	2.1	0.1	16.8	1.0	0.0%
Average:	**99.0**	**2.5**	**0.1**	**16.9**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	99.0	6.3	0.3	53.3	2.0	0.0%
2	99.0	12.7	0.5	88.9	4.0	0.0%
3	99.0	14.1	0.6	78.6	3.0	0.0%
4	99.0	4.9	0.2	36.8	1.1	0.0%
5	99.0	10.3	0.4	75.1	3.0	0.0%
6	99.0	10.9	0.4	101.9	3.1	0.0%
7	99.0	11.5	0.5	74.5	3.0	0.0%
8	99.0	9.0	0.4	62.9	3.0	0.0%
9	99.0	13.8	0.6	82.5	3.1	0.0%
10	99.0	14.4	0.6	75.4	3.0	0.0%
Average:	**99.0**	**10.8**	**0.5**	**73.0**	**2.8**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	99.0	24.0	0.9	91.4	3.1	0.0%
2	99.0	33.3	1.4	132.2	5.0	0.0%
3	99.0	33.6	1.4	114.1	5.0	0.0%
4	99.0	32.9	1.3	137.0	5.1	0.0%
5	99.0	30.4	1.2	125.0	4.2	0.0%
6	99.0	36.2	1.4	116.3	5.0	0.0%
7	99.0	36.3	1.5	131.4	5.0	0.0%
8	99.0	37.0	1.5	138.8	5.1	0.0%
9	99.0	39.4	1.6	123.4	5.0	0.0%
10	99.0	33.4	1.4	167.5	7.0	0.0%
Average:	**99.0**	**33.7**	**1.4**	**127.7**	**5.0**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
1	99.0	18.9	0.7	148.9	6.0	0.0%
2	99.0	13.1	0.5	66.2	3.1	0.0%
3	99.0	11.5	0.4	62.5	3.0	0.0%
4	99.0	12.3	0.5	15.8	0.7	0.0%
5	99.0	7.6	0.3	15.1	1.3	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Dennis Chavez Blvd - Lane ID 94						
6	99.0	10.3	0.4	36.6	2.0	0.0%
7	99.0	15.9	0.6	6.7	0.3	0.0%
8	99.0	6.9	0.3	0.0	0.0	0.0%
9	99.0	5.5	0.2	0.9	0.1	0.0%
10	99.0	8.6	0.3	7.9	1.0	0.0%
Average:	**99.0**	**11.1**	**0.4**	**36.1**	**1.8**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	99.0	293.6	11.4	522.5	19.1	0.0%
2	99.0	379.3	14.4	552.8	21.0	0.0%
3	99.0	119.6	4.8	272.5	10.0	0.0%
4	99.0	319.2	11.9	497.7	18.0	0.0%
5	99.0	393.8	14.8	562.6	21.0	0.0%
6	99.0	301.8	11.4	550.9	20.0	0.0%
7	99.0	231.9	8.8	429.0	17.0	0.0%
8	99.0	367.2	13.8	637.6	24.0	0.0%
9	99.0	384.9	14.8	662.2	26.0	0.0%
10	99.0	549.5	20.2	884.7	32.1	0.0%
Average:	**99.0**	**334.1**	**12.6**	**557.3**	**20.8**	**0.0%**
SB LTR on Condershire Dr - Lane ID 12						
1	99.0	4.1	0.8	35.9	3.0	0.0%
2	99.0	4.2	0.7	33.7	2.1	0.0%
3	99.0	1.2	0.4	0.8	1.1	0.0%
4	99.0	0.4	0.4	0.0	1.0	0.0%
5	99.0	0.9	0.4	12.4	2.0	0.0%
6	99.0	6.0	0.9	24.7	2.2	2.0%
7	99.0	0.5	0.5	0.5	1.1	0.0%
8	99.0	3.0	0.5	27.2	2.0	0.0%
9	99.0	1.6	0.5	13.5	2.0	0.0%
10	99.0	6.7	0.9	34.9	3.0	0.0%
Average:	**99.0**	**2.9**	**0.6**	**18.4**	**2.0**	**0.2%**
WB LTR on Dennis Chavez Blvd - Lane ID 16						
1	99.0	43.1	1.5	368.1	13.1	0.0%
2	99.0	14.6	0.6	98.0	4.1	0.0%
3	99.0	13.4	0.5	132.0	5.0	0.0%
4	99.0	10.5	0.4	16.7	1.4	0.0%
5	99.0	4.4	0.2	0.0	0.0	0.0%
6	99.0	2.4	0.1	0.0	0.0	0.0%
7	99.0	30.8	1.2	294.3	11.1	0.0%
8	99.0	16.0	0.6	78.5	3.5	0.0%
9	99.0	22.3	0.9	107.7	3.9	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Dennis Chavez Blvd - Lane ID 16						
10	99.0	33.6	1.3	203.7	8.1	0.0%
Average:	**99.0**	**19.1**	**0.7**	**129.9**	**5.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 92						
1	99.0	703.4	24.4	1,000.3	37.0	61.6%
2	99.0	708.4	25.0	1,002.7	38.0	66.7%
3	99.0	788.6	27.6	1,001.4	37.0	72.7%
4	99.0	706.9	25.4	1,001.5	38.0	64.6%
5	99.0	758.7	26.6	1,005.1	37.0	63.6%
6	99.0	786.2	27.3	999.5	36.0	70.7%
7	99.0	736.0	25.7	1,000.8	37.0	64.6%
8	99.0	746.2	25.9	1,009.1	36.0	68.7%
9	99.0	744.9	25.8	1,000.4	38.0	63.6%
10	99.0	716.5	25.7	1,000.5	37.0	63.6%
Average:	**99.0**	**739.6**	**25.9**	**1,002.1**	**37.1**	**66.0%**
NB R on Coors Blvd - Lane ID 90						
1	99.0	1.1	0.1	14.4	1.0	0.0%
2	99.0	1.2	0.1	13.2	1.0	0.0%
3	99.0	0.6	0.0	0.0	0.0	0.0%
4	99.0	1.5	0.1	15.2	1.0	0.0%
5	99.0	1.6	0.1	15.4	1.0	0.0%
6	99.0	0.5	0.0	0.0	0.0	0.0%
7	99.0	0.6	0.0	0.0	0.0	0.0%
8	99.0	0.3	0.0	0.0	0.0	0.0%
9	99.0	0.4	0.0	0.0	0.0	0.0%
10	99.0	0.3	0.0	0.0	0.0	0.0%
Average:	**99.0**	**0.8**	**0.0**	**5.8**	**0.4**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	99.0	36.7	1.6	126.5	5.0	0.0%
2	99.0	30.7	1.4	121.1	5.0	0.0%
3	99.0	32.4	1.4	97.0	4.0	0.0%
4	99.0	40.2	1.7	114.8	5.0	0.0%
5	99.0	37.9	1.5	128.8	5.0	0.0%
6	99.0	31.1	1.3	130.2	5.0	0.0%
7	99.0	33.3	1.5	123.4	5.0	0.0%
8	99.0	35.0	1.4	132.7	5.0	0.0%
9	99.0	29.8	1.3	126.3	5.0	0.0%
10	99.0	36.9	1.5	124.6	5.0	0.0%

DENNIS CHAVEZ BLVD & COORDS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
Average:	**99.0**	**34.4**	**1.5**	**122.5**	**4.9**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	99.0	67.0	2.6	197.5	7.1	0.0%
2	99.0	71.4	2.7	203.1	7.1	0.0%
3	99.0	58.7	2.3	186.8	7.1	0.0%
4	99.0	75.9	2.8	218.0	8.0	0.0%
5	99.0	75.8	2.8	235.7	8.0	0.0%
6	99.0	61.1	2.4	197.4	7.0	0.0%
7	99.0	70.0	2.7	191.3	7.0	0.0%
8	99.0	63.0	2.4	201.3	7.1	0.0%
9	99.0	51.9	2.0	179.2	6.0	0.0%
10	99.0	63.5	2.5	163.3	6.0	0.0%
Average:	**99.0**	**65.8**	**2.5**	**197.4**	**7.0**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	99.0	5.4	0.3	19.6	1.0	0.0%
2	99.0	3.8	0.2	19.9	1.0	0.0%
3	99.0	7.6	0.4	45.2	2.0	0.0%
4	99.0	4.4	0.3	21.0	1.1	0.0%
5	99.0	6.1	0.3	42.4	2.0	0.0%
6	99.0	5.3	0.3	20.6	1.0	0.0%
7	99.0	6.7	0.3	26.3	1.0	0.0%
8	99.0	7.2	0.4	22.8	1.1	0.0%
9	99.0	9.0	0.5	43.3	2.0	0.0%
10	99.0	7.5	0.4	39.5	2.0	0.0%
Average:	**99.0**	**6.3**	**0.3**	**30.1**	**1.4**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	99.0	13.5	0.5	84.8	3.0	0.0%
2	99.0	15.7	0.7	97.2	4.1	0.0%
3	99.0	14.5	0.6	92.0	3.0	0.0%
4	99.0	14.1	0.6	83.8	3.1	0.0%
5	99.0	13.8	0.5	78.5	3.0	0.0%
6	99.0	13.6	0.6	92.4	4.0	0.0%
7	99.0	21.8	0.8	121.4	4.1	0.0%
8	99.0	14.3	0.6	92.1	4.0	0.0%
9	99.0	16.2	0.6	99.4	3.2	0.0%
10	99.0	10.3	0.4	77.3	3.0	0.0%
Average:	**99.0**	**14.8**	**0.6**	**91.9**	**3.5**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	99.0	32.3	1.3	104.5	4.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on Dennis Chavez Blvd - Lane ID 47						
2	99.0	37.2	1.5	122.0	4.1	0.0%
3	99.0	29.1	1.2	99.9	4.0	0.0%
4	99.0	25.4	1.1	101.5	4.0	0.0%
5	99.0	28.8	1.2	91.2	4.0	0.0%
6	99.0	31.7	1.4	103.2	4.0	0.0%
7	99.0	32.1	1.4	99.7	4.0	0.0%
8	99.0	30.8	1.2	100.1	4.0	0.0%
9	99.0	34.9	1.4	90.6	3.1	0.0%
10	99.0	27.1	1.2	95.5	4.0	0.0%
Average:	**99.0**	**30.9**	**1.3**	**100.8**	**3.9**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	99.0	32.1	1.3	101.0	4.0	0.0%
2	99.0	35.5	1.5	105.8	4.0	0.0%
3	99.0	32.4	1.4	95.8	4.0	0.0%
4	99.0	30.9	1.4	90.6	4.0	0.0%
5	99.0	26.3	1.2	92.5	3.1	0.0%
6	99.0	27.9	1.3	88.6	4.0	0.0%
7	99.0	28.3	1.3	97.5	4.0	0.0%
8	99.0	32.1	1.4	111.6	4.0	0.0%
9	99.0	31.1	1.4	87.5	4.0	0.0%
10	99.0	27.2	1.2	99.3	4.0	0.0%
Average:	**99.0**	**30.4**	**1.3**	**97.0**	**3.9**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	99.0	31.1	1.4	88.0	3.0	0.0%
2	99.0	31.1	1.4	82.2	3.0	0.0%
3	99.0	27.3	1.2	74.8	3.0	0.0%
4	99.0	31.5	1.3	90.0	3.0	0.0%
5	99.0	36.5	1.6	91.2	4.0	0.0%
6	99.0	35.8	1.6	89.2	4.0	0.0%
7	99.0	31.1	1.4	88.9	3.1	0.0%
8	99.0	30.6	1.4	77.0	3.0	0.0%
9	99.0	32.6	1.4	98.6	3.1	0.0%
10	99.0	29.7	1.2	93.2	3.1	0.0%
Average:	**99.0**	**31.7**	**1.4**	**87.3**	**3.2**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	99.0	19.8	0.9	61.9	3.0	0.0%
2	99.0	21.2	1.0	78.0	3.0	0.0%
3	99.0	26.7	1.2	74.4	3.0	0.0%
4	99.0	21.2	0.9	89.5	3.0	0.0%
5	99.0	24.2	1.1	71.7	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD

NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 132						
6	99.0	22.4	1.0	67.7	3.0	0.0%
7	99.0	20.9	0.9	77.5	3.0	0.0%
8	99.0	19.5	0.9	67.7	3.0	0.0%
9	99.0	23.7	1.1	78.2	3.0	0.0%
10	99.0	24.2	1.1	79.1	3.0	0.0%
Average:	**99.0**	**22.4**	**1.0**	**74.6**	**3.0**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	99.0	74.1	2.9	218.0	8.0	0.0%
2	99.0	80.1	3.1	215.3	8.0	0.0%
3	99.0	62.3	2.5	188.9	7.0	0.0%
4	99.0	69.7	2.7	196.3	8.0	0.0%
5	99.0	67.4	2.6	197.1	7.1	0.0%
6	99.0	60.4	2.4	188.6	7.0	0.0%
7	99.0	67.9	2.7	217.7	8.0	0.0%
8	99.0	74.7	2.8	208.9	8.0	0.0%
9	99.0	64.1	2.6	199.4	8.0	0.0%
10	99.0	69.0	2.7	186.9	7.0	0.0%
Average:	**99.0**	**69.0**	**2.7**	**201.7**	**7.6**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	99.0	75.1	2.9	220.9	8.0	0.0%
2	99.0	74.2	2.8	200.4	7.1	0.0%
3	99.0	66.8	2.6	211.3	8.0	0.0%
4	99.0	82.8	3.1	221.3	8.0	0.0%
5	99.0	77.8	3.0	193.9	8.0	0.0%
6	99.0	64.1	2.5	205.8	8.0	0.0%
7	99.0	71.3	2.7	210.6	7.1	0.0%
8	99.0	71.0	2.7	193.1	7.0	0.0%
9	99.0	68.0	2.5	231.6	8.1	0.0%
10	99.0	74.7	2.9	212.8	8.0	0.0%
Average:	**99.0**	**72.6**	**2.8**	**210.2**	**7.7**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	99.0	22.6	0.9	97.4	4.1	0.0%
2	99.0	16.8	0.7	89.4	4.0	0.0%
3	99.0	14.2	0.6	68.9	3.0	0.0%
4	99.0	15.9	0.7	81.9	3.1	0.0%
5	99.0	18.4	0.7	99.4	3.1	0.0%
6	99.0	14.8	0.7	58.4	3.1	0.0%
7	99.0	21.4	0.8	79.1	3.0	0.0%
8	99.0	16.7	0.7	88.8	3.1	0.0%
9	99.0	14.6	0.7	72.2	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 84						
10	99.0	14.9	0.7	67.2	3.0	0.0%
Average:	**99.0**	**17.0**	**0.7**	**80.3**	**3.3**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	99.0	8.2	0.3	50.6	2.0	0.0%
2	99.0	3.3	0.1	18.1	1.0	0.0%
3	99.0	4.0	0.1	16.2	1.0	0.0%
4	99.0	8.4	0.3	72.5	2.1	0.0%
5	99.0	12.1	0.4	84.0	3.1	0.0%
6	99.0	15.3	0.6	93.0	4.0	0.0%
7	99.0	7.4	0.3	16.2	1.0	0.0%
8	99.0	8.3	0.3	55.4	2.0	0.0%
9	99.0	1.6	0.1	1.7	0.1	0.0%
10	99.0	2.7	0.1	26.1	1.0	0.0%
Average:	**99.0**	**7.1**	**0.3**	**43.4**	**1.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	99.0	877.5	31.2	1,268.0	46.0	58.6%
2	99.0	866.7	30.6	1,269.9	47.0	60.6%
3	99.0	824.8	29.0	1,269.0	46.0	59.6%
4	99.0	860.4	29.7	1,268.5	45.0	55.6%
5	99.0	795.2	27.3	1,269.0	45.0	52.5%
6	99.0	819.8	28.6	1,269.0	46.1	58.6%
7	99.0	859.0	29.3	1,270.2	45.0	57.6%
8	99.0	720.3	25.5	1,265.6	46.0	47.5%
9	99.0	890.3	31.7	1,268.6	47.0	63.6%
10	99.0	790.9	28.1	1,268.2	46.0	55.6%
Average:	**99.0**	**830.5**	**29.1**	**1,268.6**	**45.9**	**57.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	99.0	6.2	0.4	30.0	1.1	0.0%
2	99.0	6.1	0.4	34.4	2.0	0.0%
3	99.0	5.9	0.3	44.6	2.0	0.0%
4	99.0	8.5	0.5	42.8	2.0	0.0%
5	99.0	6.7	0.4	20.6	1.0	0.0%
6	99.0	4.4	0.3	27.0	1.1	0.0%
7	99.0	5.5	0.4	19.9	1.1	0.0%
8	99.0	5.2	0.3	31.7	1.0	0.0%
9	99.0	6.9	0.4	42.5	2.0	0.0%
10	99.0	7.3	0.5	36.0	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
Average:	**99.0**	**6.3**	**0.4**	**33.0**	**1.5**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	99.0	19.0	0.7	106.7	4.0	0.0%
2	99.0	17.2	0.7	121.0	5.0	0.0%
3	99.0	19.6	0.8	94.6	4.1	0.0%
4	99.0	21.0	0.8	138.2	5.0	0.0%
5	99.0	27.2	1.1	178.9	7.0	0.0%
6	99.0	17.7	0.7	123.6	5.0	0.0%
7	99.0	25.5	1.0	170.4	6.0	0.0%
8	99.0	17.0	0.7	127.8	5.1	0.0%
9	99.0	19.8	0.8	131.6	5.0	0.0%
10	99.0	20.4	0.8	140.0	5.0	0.0%
Average:	**99.0**	**20.4**	**0.8**	**133.3**	**5.1**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	99.0	26.6	1.2	85.7	3.1	0.0%
2	99.0	29.9	1.3	98.3	4.0	0.0%
3	99.0	33.4	1.4	113.5	4.0	0.0%
4	99.0	28.9	1.2	108.8	4.0	0.0%
5	99.0	22.3	0.9	77.8	3.0	0.0%
6	99.0	33.0	1.4	100.9	4.0	0.0%
7	99.0	24.0	1.1	82.0	3.0	0.0%
8	99.0	29.8	1.3	86.8	3.0	0.0%
9	99.0	30.8	1.3	89.8	3.1	0.0%
10	99.0	32.1	1.3	97.1	4.0	0.0%
Average:	**99.0**	**29.1**	**1.2**	**94.1**	**3.5**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	99.0	32.3	1.4	87.6	3.0	0.0%
2	99.0	27.6	1.2	91.2	3.0	0.0%
3	99.0	29.9	1.2	88.8	3.0	0.0%
4	99.0	27.3	1.2	97.0	4.0	0.0%
5	99.0	26.5	1.2	83.0	3.0	0.0%
6	99.0	26.3	1.1	84.9	3.0	0.0%
7	99.0	25.4	1.1	89.9	3.0	0.0%
8	99.0	26.6	1.2	84.5	3.1	0.0%
9	99.0	29.8	1.2	89.9	3.0	0.0%
10	99.0	28.6	1.3	76.9	3.0	0.0%
Average:	**99.0**	**28.0**	**1.2**	**87.4**	**3.1**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	99.0	1.8	0.1	16.0	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 7						
2	99.0	2.4	0.1	17.3	1.0	0.0%
3	99.0	1.4	0.1	15.7	1.0	0.0%
4	99.0	1.5	0.1	15.5	1.0	0.0%
5	99.0	2.3	0.1	16.4	1.0	0.0%
6	99.0	2.0	0.1	16.7	1.0	0.0%
7	99.0	1.2	0.1	16.0	1.0	0.0%
8	99.0	2.2	0.1	16.8	1.0	0.0%
9	99.0	1.9	0.1	17.8	1.0	0.0%
10	99.0	3.0	0.2	17.9	1.0	0.0%
Average:	**99.0**	**2.0**	**0.1**	**16.6**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	99.0	8.4	0.4	51.2	2.1	0.0%
2	99.0	7.4	0.3	46.5	2.0	0.0%
3	99.0	7.6	0.3	68.2	2.1	0.0%
4	99.0	10.5	0.4	71.4	3.0	0.0%
5	99.0	8.3	0.3	49.1	2.0	0.0%
6	99.0	5.2	0.2	34.9	1.1	0.0%
7	99.0	7.0	0.3	44.7	2.0	0.0%
8	99.0	10.6	0.5	72.0	3.0	0.0%
9	99.0	10.8	0.4	73.5	3.0	0.0%
10	99.0	6.7	0.3	36.6	2.0	0.0%
Average:	**99.0**	**8.3**	**0.3**	**54.8**	**2.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	99.0	41.9	1.6	238.8	9.0	0.0%
2	99.0	40.3	1.6	175.4	7.0	0.0%
3	99.0	35.1	1.4	139.3	5.1	0.0%
4	99.0	40.0	1.6	177.1	7.0	0.0%
5	99.0	34.4	1.3	161.8	6.0	0.0%
6	99.0	32.8	1.3	151.9	6.0	0.0%
7	99.0	41.6	1.6	165.0	6.0	0.0%
8	99.0	28.9	1.1	143.2	6.0	0.0%
9	99.0	32.9	1.3	159.0	6.0	0.0%
10	99.0	28.1	1.2	136.3	5.1	0.0%
Average:	**99.0**	**35.6**	**1.4**	**164.8**	**6.3**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	11.9	1.4	9.4	13.6	10
NB T	23	98th Street	1.8	0.4	1.2	2.4	10
NB L	108	98th Street	0.4	0.3	0.0	1.0	10
NB R	109	98th Street	1.7	0.6	0.8	2.8	10
SB T	118	98th Street	1.1	0.5	0.3	2.0	10
SB L	124	98th Street	28.6	2.8	24.2	32.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	33.7	4.2	24.0	39.4	10
WB L	116	Dennis Chavez Blvd	2.5	0.8	1.0	3.5	10
WB R	117	Dennis Chavez Blvd	10.8	3.3	4.9	14.4	10
EB T	125	Dennis Chavez Blvd	304.4	63.5	202.6	408.8	10
EB R	126	Dennis Chavez Blvd	0.2	0.2	0.0	0.7	10
EB L	130	Dennis Chavez Blvd	38.0	5.9	28.0	45.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	2.9	2.3	0.4	6.7	10
NB LTR	14	Condershire Dr	334.1	113.1	119.6	549.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	19.1	13.2	2.4	43.1	10
EB LTR	94	Dennis Chavez Blvd	11.1	4.2	5.5	18.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	34.4	3.5	29.8	40.2	10
NB T	41	Coors Blvd	65.8	7.7	51.9	75.9	10
SB T	78	Coors Blvd	69.0	6.0	60.4	80.1	10
SB TR	79	Coors Blvd	72.6	5.5	64.1	82.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.8	0.5	0.3	1.6	10
NB L	92	Coors Blvd	739.6	31.5	703.4	788.6	10
SB L	131	Coors Blvd	31.7	2.7	27.3	36.5	10
SB L	132	Coors Blvd	22.4	2.3	19.5	26.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	830.5	51.5	720.3	890.3	10
NEB L	46	Dennis Chavez Blvd	6.3	1.6	3.8	9.0	10
NEB T	47	Dennis Chavez Blvd	30.9	3.5	25.4	37.2	10
NEB T	48	Dennis Chavez Blvd	30.4	2.9	26.3	35.5	10
NEB R	54	Dennis Chavez Blvd	14.8	2.9	10.3	21.8	10
WB R	83	Dennis Chavez Blvd	7.1	4.4	1.6	15.3	10
WB L	84	Dennis Chavez Blvd	17.0	2.9	14.2	22.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	35.6	5.1	28.1	41.9	10
WB R	95	Dennis Chavez Blvd	8.3	1.9	5.2	10.8	10
EB L	96	Dennis Chavez Blvd	6.3	1.2	4.4	8.5	10
EB T	97	Dennis Chavez Blvd	20.4	3.4	17.0	27.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	2.0	0.5	1.2	3.0	10
SB L	105	Unser Blvd	29.1	3.7	22.3	33.4	10
SB L	138	Unser Blvd	28.0	2.1	25.4	32.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.6	0.1	0.5	0.7	10
NB T	23	98th Street	0.1	0.0	0.1	0.1	10
NB L	108	98th Street	0.0	0.0	0.0	0.1	10
NB R	109	98th Street	0.1	0.0	0.1	0.1	10
SB T	118	98th Street	0.1	0.0	0.0	0.1	10
SB L	124	98th Street	1.2	0.1	1.1	1.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.4	0.2	0.9	1.6	10
WB L	116	Dennis Chavez Blvd	0.1	0.1	0.1	0.2	10
WB R	117	Dennis Chavez Blvd	0.5	0.1	0.2	0.6	10
EB T	125	Dennis Chavez Blvd	11.0	2.2	7.4	14.8	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	1.5	0.2	1.2	1.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.6	0.2	0.4	0.9	10
NB LTR	14	Condershire Dr	12.6	4.1	4.8	20.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.7	0.5	0.1	1.5	10
EB LTR	94	Dennis Chavez Blvd	0.4	0.2	0.2	0.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	1.5	0.1	1.3	1.7	10
NB T	41	Coors Blvd	2.5	0.3	2.0	2.8	10
SB T	78	Coors Blvd	2.7	0.2	2.4	3.1	10
SB TR	79	Coors Blvd	2.8	0.2	2.5	3.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.1	0.0	0.1	10
NB L	92	Coors Blvd	25.9	1.0	24.4	27.6	10
SB L	131	Coors Blvd	1.4	0.1	1.2	1.6	10
SB L	132	Coors Blvd	1.0	0.1	0.9	1.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	29.1	1.9	25.5	31.7	10
NEB L	46	Dennis Chavez Blvd	0.3	0.1	0.2	0.5	10
NEB T	47	Dennis Chavez Blvd	1.3	0.1	1.1	1.5	10
NEB T	48	Dennis Chavez Blvd	1.3	0.1	1.2	1.5	10
NEB R	54	Dennis Chavez Blvd	0.6	0.1	0.4	0.8	10
WB R	83	Dennis Chavez Blvd	0.3	0.2	0.1	0.6	10
WB L	84	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	1.4	0.2	1.1	1.6	10
WB R	95	Dennis Chavez Blvd	0.3	0.1	0.2	0.5	10
EB L	96	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	97	Dennis Chavez Blvd	0.8	0.1	0.7	1.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.1	0.0	0.1	0.2	10
SB L	105	Unser Blvd	1.2	0.2	0.9	1.4	10
SB L	138	Unser Blvd	1.2	0.1	1.1	1.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	46.4	3.2	41.0	49.8	10
NB T	23	98th Street	16.4	1.2	15.0	18.4	10
NB L	108	98th Street	1.5	4.8	0.0	15.2	10
NB R	109	98th Street	15.1	5.1	1.2	18.8	10
SB T	118	98th Street	9.2	7.7	0.0	16.6	10
SB L	124	98th Street	108.0	14.9	82.2	126.2	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	127.7	19.7	91.4	167.5	10
WB L	116	Dennis Chavez Blvd	16.9	1.2	14.8	18.5	10
WB R	117	Dennis Chavez Blvd	73.0	18.3	36.8	101.9	10
EB T	125	Dennis Chavez Blvd	695.3	193.9	444.8	1,082.9	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	129.9	17.7	97.2	160.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	18.4	14.8	0.0	35.9	10
NB LTR	14	Condershire Dr	557.3	158.8	272.5	884.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	129.9	124.7	0.0	368.1	10
EB LTR	94	Dennis Chavez Blvd	36.1	46.4	0.0	148.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	122.5	10.3	97.0	132.7	10
NB T	41	Coors Blvd	197.4	20.0	163.3	235.7	10
SB T	78	Coors Blvd	201.7	12.3	186.9	218.0	10
SB TR	79	Coors Blvd	210.2	12.4	193.1	231.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	5.8	7.5	0.0	15.4	10
NB L	92	Coors Blvd	1,002.1	2.9	999.5	1,009.1	10
SB L	131	Coors Blvd	87.3	7.3	74.8	98.6	10
SB L	132	Coors Blvd	74.6	7.7	61.9	89.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1,268.6	1.3	1,265.6	1,270.2	10
NEB L	46	Dennis Chavez Blvd	30.1	11.0	19.6	45.2	10
NEB T	47	Dennis Chavez Blvd	100.8	8.8	90.6	122.0	10
NEB T	48	Dennis Chavez Blvd	97.0	7.7	87.5	111.6	10
NEB R	54	Dennis Chavez Blvd	91.9	12.8	77.3	121.4	10
WB R	83	Dennis Chavez Blvd	43.4	32.2	1.7	93.0	10
WB L	84	Dennis Chavez Blvd	80.3	13.6	58.4	99.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	164.8	29.6	136.3	238.8	10
WB R	95	Dennis Chavez Blvd	54.8	15.1	34.9	73.5	10
EB L	96	Dennis Chavez Blvd	33.0	8.8	19.9	44.6	10
EB T	97	Dennis Chavez Blvd	133.3	25.8	94.6	178.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	16.6	0.8	15.5	17.9	10
SB L	105	Unser Blvd	94.1	11.6	77.8	113.5	10
SB L	138	Unser Blvd	87.4	5.4	76.9	97.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	2.0	0.0	2.0	2.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	0.1	0.3	0.0	1.0	10
NB R	109	98th Street	0.9	0.3	0.1	1.0	10
SB T	118	98th Street	0.6	0.5	0.0	1.0	10
SB L	124	98th Street	4.2	0.4	4.0	5.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	5.0	1.0	3.1	7.0	10
WB L	116	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	117	Dennis Chavez Blvd	2.8	0.8	1.1	4.0	10
EB T	125	Dennis Chavez Blvd	24.8	6.6	17.0	38.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	4.8	0.4	4.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	2.0	0.7	1.0	3.0	10
NB LTR	14	Condershire Dr	20.8	5.8	10.0	32.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	5.0	4.5	0.0	13.1	10
EB LTR	94	Dennis Chavez Blvd	1.8	1.9	0.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	4.9	0.3	4.0	5.0	10
NB T	41	Coors Blvd	7.0	0.7	6.0	8.0	10
SB T	78	Coors Blvd	7.6	0.5	7.0	8.0	10
SB TR	79	Coors Blvd	7.7	0.5	7.0	8.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.4	0.5	0.0	1.0	10
NB L	92	Coors Blvd	37.1	0.7	36.0	38.0	10
SB L	131	Coors Blvd	3.2	0.4	3.0	4.0	10
SB L	132	Coors Blvd	3.0	0.0	3.0	3.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	45.9	0.7	45.0	47.0	10
NEB L	46	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
NEB T	47	Dennis Chavez Blvd	3.9	0.3	3.1	4.1	10
NEB T	48	Dennis Chavez Blvd	3.9	0.3	3.1	4.0	10
NEB R	54	Dennis Chavez Blvd	3.5	0.5	3.0	4.1	10
WB R	83	Dennis Chavez Blvd	1.7	1.2	0.1	4.0	10
WB L	84	Dennis Chavez Blvd	3.3	0.4	3.0	4.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	6.3	1.1	5.1	9.0	10
WB R	95	Dennis Chavez Blvd	2.2	0.6	1.1	3.0	10
EB L	96	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	5.1	0.9	4.0	7.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	105	Unser Blvd	3.5	0.5	3.0	4.0	10
SB L	138	Unser Blvd	3.1	0.3	3.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:40:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB R	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.0	10
NB LTR	14	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB LTR	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.7	0.0	0.6	0.7	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.6	0.0	0.5	0.6	10
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
OPENING YEAR (2031) WITH MITIGATION

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,857.0	12.70	24.6	C
2	1,850.0	13.20	25.6	C
3	1,860.0	14.70	28.5	C
4	1,851.0	13.60	26.5	C
5	1,863.0	14.10	27.2	C
6	1,852.0	12.90	25.2	C
7	1,857.0	12.70	24.7	C
8	1,854.0	14.00	27.2	C
9	1,848.0	13.80	26.8	C
10	1,869.0	13.80	26.5	C
Average:	**1,856.1**	**13.55**	**26.3**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,262.0	12.70	20.2	C
2	2,264.0	13.80	22.0	C
3	2,275.0	12.90	20.5	C
4	2,265.0	15.10	24.0	C
5	2,270.0	14.20	22.5	C
6	2,268.0	14.60	23.2	C
7	2,264.0	14.60	23.2	C
8	2,255.0	12.40	19.8	C
9	2,274.0	12.90	20.4	C
10	2,272.0	14.90	23.7	C
Average:	**2,266.9**	**13.81**	**21.9**	**C**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,334.0	40.30	33.5	C
2	4,327.0	40.30	33.5	C
3	4,333.0	40.40	33.6	C
4	4,309.0	39.80	33.2	C
5	4,332.0	40.20	33.4	C
6	4,321.0	39.00	32.5	C
7	4,347.0	41.80	34.6	C
8	4,321.0	39.60	33.0	C

9	4,328.0	40.00	33.3	C
10	4,342.0	41.10	34.0	C
Average:	**4,329.4**	**40.25**	**33.5**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,404.0	12.50	18.7	B
2	2,390.0	12.20	18.4	B
3	2,400.0	11.80	17.7	B
4	2,408.0	12.60	18.8	B
5	2,409.0	12.10	18.1	B
6	2,394.0	11.90	17.9	B
7	2,404.0	12.40	18.5	B
8	2,392.0	12.40	18.7	B
9	2,409.0	11.90	17.8	B
10	2,415.0	11.40	17.0	B
Average:	**2,402.5**	**12.12**	**18.1**	**B**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	13.6	0.7	12.7	14.7	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	13.8	1.0	12.4	15.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	40.3	0.8	39.0	41.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	12.1	0.4	11.4	12.6	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	26.3	1.2	24.6	28.5	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	21.9	1.6	19.8	24.0	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	33.5	0.6	32.5	34.6	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	18.1	0.6	17.0	18.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	146.0	0.70	18.1	B
2	146.0	0.80	20.7	C
3	147.0	0.80	20.4	C
4	145.0	0.80	19.0	B
5	144.0	0.80	18.8	B
6	144.0	0.80	19.4	B
7	145.0	0.80	18.9	B
8	145.0	0.90	21.1	C
9	145.0	0.80	19.3	B
10	146.0	0.80	19.4	B
Average:	**145.3**	**0.80**	**19.5**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	244.0	1.00	14.4	B
2	233.0	1.10	17.0	B
3	251.0	1.20	17.3	B
4	220.0	1.10	17.6	B
5	236.0	1.00	15.0	B
6	232.0	1.00	16.1	B
7	234.0	1.00	15.0	B
8	244.0	1.10	16.8	B
9	220.0	1.00	15.6	B
10	226.0	1.20	19.6	B
Average:	**234.0**	**1.07**	**16.4**	**B**
EB TR on Dennis Chavez Blvd: Superlink ID 1				
1	230.0	1.00	16.2	B
2	237.0	1.10	17.1	B
3	229.0	1.10	17.6	B
4	254.0	1.00	14.8	B
5	241.0	1.10	15.9	B
6	240.0	1.00	15.0	B
7	241.0	1.00	14.8	B
8	230.0	1.40	21.8	C
9	250.0	1.00	15.0	B
10	252.0	1.20	16.7	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**240.4**	**1.09**	**16.5**	**B**
NB L on 98th Street: Superlink ID 12				
1	10.0	0.10	42.3	D
2	10.0	0.10	38.0	D
3	10.0	0.10	36.8	D
4	10.0	0.10	36.3	D
5	9.0	0.10	38.2	D
6	10.0	0.10	36.6	D
7	9.0	0.10	28.3	C
8	10.0	0.10	41.9	D
9	10.0	0.10	39.2	D
10	10.0	0.10	37.6	D
Average:	**9.8**	**0.10**	**37.5**	**D**
NB T on 98th Street: Superlink ID 12				
1	17.0	0.20	49.7	D
2	16.0	0.20	49.0	D
3	17.0	0.20	48.1	D
4	16.0	0.20	34.9	C
5	20.0	0.10	23.3	C
6	12.0	0.10	42.3	D
7	17.0	0.20	45.0	D
8	15.0	0.20	43.4	D
9	16.0	0.20	46.7	D
10	18.0	0.20	40.0	D
Average:	**16.4**	**0.18**	**42.2**	**D**
NB TR on 98th Street: Superlink ID 12				
1	56.0	0.90	56.2	E
2	59.0	1.00	60.0	E
3	55.0	0.80	51.9	D
4	57.0	0.80	53.5	D
5	56.0	0.90	58.1	E
6	60.0	0.70	44.5	D
7	56.0	0.70	45.3	D
8	58.0	0.80	52.3	D
9	59.0	0.80	48.4	D
10	55.0	0.80	52.3	D
Average:	**57.1**	**0.82**	**52.3**	**D**
SB L on 98th Street: Superlink ID 2				
1	449.0	5.00	40.5	D
2	453.0	5.00	39.6	D
3	451.0	6.70	53.6	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	449.0	5.90	47.1	D
5	452.0	6.50	51.6	D
6	455.0	5.60	44.6	D
7	449.0	5.30	42.3	D
8	450.0	5.80	46.5	D
9	452.0	6.20	49.8	D
10	452.0	5.70	45.1	D
Average:	**451.2**	**5.77**	**46.1**	**D**
SB R on 98th Street: Superlink ID 2				
1	187.0	1.40	26.4	C
2	186.0	1.20	23.9	C
3	187.0	1.20	22.2	C
4	187.0	1.20	24.1	C
5	189.0	1.20	22.1	C
6	188.0	1.20	23.2	C
7	187.0	1.20	22.5	C
8	188.0	1.10	22.0	C
9	188.0	1.40	27.2	C
10	188.0	1.20	22.4	C
Average:	**187.5**	**1.23**	**23.6**	**C**
SB T on 98th Street: Superlink ID 2				
1	8.0	0.10	26.7	C
2	8.0	0.00	18.0	B
3	8.0	0.10	24.1	C
4	9.0	0.00	13.1	B
5	8.0	0.00	14.3	B
6	8.0	0.10	26.6	C
7	8.0	0.00	10.5	B
8	8.0	0.00	18.0	B
9	8.0	0.00	6.5	A
10	8.0	0.00	14.3	B
Average:	**8.1**	**0.03**	**17.2**	**B**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	16.0	0.10	19.0	B
2	15.0	0.10	15.4	B
3	15.0	0.10	24.1	C
4	17.0	0.10	13.1	B
5	18.0	0.10	14.2	B
6	19.0	0.10	18.9	B
7	17.0	0.10	22.2	C
8	19.0	0.10	16.4	B
9	19.0	0.10	18.1	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	20.0	0.10	11.6	B
Average:	**17.5**	**0.10**	**17.3**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	145.0	0.10	3.6	A
2	143.0	0.10	3.5	A
3	145.0	0.20	4.9	A
4	142.0	0.10	3.6	A
5	147.0	0.20	4.0	A
6	146.0	0.20	4.2	A
7	146.0	0.20	4.3	A
8	146.0	0.20	4.1	A
9	142.0	0.10	3.1	A
10	147.0	0.20	4.5	A
Average:	**144.9**	**0.16**	**4.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	349.0	2.00	20.7	C
2	344.0	2.30	24.4	C
3	345.0	2.20	23.0	C
4	345.0	2.30	23.8	C
5	343.0	2.20	23.5	C
6	338.0	2.00	21.0	C
7	348.0	2.30	23.5	C
8	341.0	2.20	23.4	C
9	339.0	2.00	21.1	C
10	347.0	2.40	24.5	C
Average:	**343.9**	**2.19**	**22.9**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 5				
1	8.0	0.00	10.2	B
2	9.0	0.00	17.9	C
3	10.0	0.00	7.8	A
4	8.0	0.00	14.0	B
5	7.0	0.00	4.6	A
6	8.0	0.00	17.6	C
7	7.0	0.00	6.8	A
8	6.0	0.00	3.3	A
9	9.0	0.00	7.9	A
10	11.0	0.00	7.9	A
Average:	**8.3**	**0.00**	**9.8**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	1,520.0	0.30	0.7	A
2	1,514.0	0.20	0.4	A
3	1,526.0	0.40	0.9	A
4	1,517.0	0.30	0.7	A
5	1,529.0	0.10	0.2	A
6	1,520.0	0.20	0.5	A
7	1,519.0	0.10	0.2	A
8	1,508.0	0.10	0.2	A
9	1,523.0	0.10	0.2	A
10	1,516.0	0.10	0.2	A
Average:	**1,519.2**	**0.19**	**0.4**	**A**
NB LTR on Condershire Dr: Superlink ID 7				
1	38.0	11.20	1,056.5	F
2	40.0	12.70	1,139.9	F
3	36.0	11.20	1,116.8	F
4	37.0	13.20	1,281.5	F
5	35.0	12.90	1,325.7	F
6	38.0	13.20	1,247.8	F
7	39.0	13.10	1,211.2	F
8	37.0	10.50	1,020.5	F
9	40.0	11.50	1,038.0	F
10	42.0	13.10	1,125.9	F
Average:	**38.2**	**12.26**	**1,156.4**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	37.0	1.00	94.8	F
2	38.0	0.60	58.0	F
3	40.0	1.00	94.0	F
4	42.0	1.40	120.1	F
5	40.0	0.90	83.7	F
6	40.0	1.00	89.2	F
7	38.0	1.10	103.2	F
8	41.0	1.60	137.3	F
9	40.0	1.10	99.2	F
10	41.0	1.50	132.2	F
Average:	**39.7**	**1.12**	**101.2**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 17				
1	13.0	0.20	58.7	F
2	14.0	0.30	70.9	F
3	15.0	0.30	64.6	F
4	11.0	0.20	60.1	F
5	13.0	0.20	60.4	F

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	14.0	0.20	52.2	F
7	16.0	0.20	51.6	F
8	13.0	0.30	73.3	F
9	13.0	0.10	37.9	E
10	11.0	0.20	49.7	E
Average:	**13.3**	**0.22**	**57.9**	**F**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	646.0	0.00	0.2	A
2	649.0	0.00	0.3	A
3	648.0	0.10	0.4	A
4	650.0	0.00	0.2	A
5	646.0	0.00	0.2	A
6	648.0	0.00	0.1	A
7	645.0	0.00	0.2	A
8	650.0	0.00	0.2	A
9	649.0	0.00	0.2	A
10	651.0	0.00	0.2	A
Average:	**648.2**	**0.01**	**0.2**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on Coors Blvd: Superlink ID 16				
1	308.0	3.90	45.1	D
2	307.0	4.00	47.2	D
3	308.0	4.10	48.4	D
4	305.0	4.30	50.9	D
5	305.0	4.20	50.1	D
6	311.0	3.50	40.9	D
7	309.0	3.90	46.0	D
8	305.0	4.10	47.8	D
9	310.0	3.80	43.7	D
10	310.0	4.00	46.0	D
Average:	**307.8**	**3.98**	**46.6**	**D**
NB R on Coors Blvd: Superlink ID 16				
1	142.0	0.70	18.8	B
2	142.0	0.80	20.1	C
3	142.0	0.80	20.3	C
4	142.0	0.80	20.2	C
5	142.0	0.70	18.9	B
6	144.0	0.70	16.6	B
7	143.0	0.80	20.5	C
8	143.0	0.80	19.4	B

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	142.0	0.70	18.5	B
10	142.0	0.70	18.1	B
Average:	**142.4**	**0.75**	**19.1**	**B**
NB T on Coors Blvd: Superlink ID 16				
1	674.0	6.10	32.8	C
2	682.0	6.50	34.3	C
3	674.0	6.50	34.5	C
4	673.0	6.30	33.5	C
5	673.0	6.50	34.5	C
6	679.0	6.50	34.2	C
7	675.0	6.50	34.6	C
8	678.0	6.40	33.9	C
9	677.0	6.40	34.3	C
10	672.0	6.20	33.1	C
Average:	**675.7**	**6.39**	**34.0**	**C**
NEB L on Dennis Chavez Blvd: Superlink ID 17				
1	63.0	0.60	33.0	C
2	63.0	0.60	35.7	D
3	64.0	0.50	29.6	C
4	62.0	0.50	29.7	C
5	67.0	0.50	28.2	C
6	63.0	0.50	29.1	C
7	65.0	0.60	30.6	C
8	67.0	0.50	29.0	C
9	63.0	0.40	25.4	C
10	66.0	0.50	29.8	C
Average:	**64.3**	**0.52**	**30.0**	**C**
NEB R on Dennis Chavez Blvd: Superlink ID 17				
1	542.0	1.20	7.8	A
2	541.0	0.90	6.0	A
3	546.0	1.00	6.4	A
4	540.0	0.90	6.0	A
5	543.0	0.90	5.7	A
6	539.0	0.90	5.8	A
7	544.0	1.20	7.8	A
8	535.0	0.90	5.9	A
9	541.0	1.00	6.5	A
10	542.0	1.10	7.1	A
Average:	**541.3**	**1.00**	**6.5**	**A**
NEB T on Dennis Chavez Blvd: Superlink ID 17				
1	894.0	12.10	48.7	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	881.0	11.10	45.4	D
3	889.0	11.50	46.6	D
4	884.0	11.10	45.0	D
5	893.0	11.20	45.2	D
6	874.0	10.70	43.9	D
7	895.0	12.10	48.7	D
8	877.0	10.70	43.8	D
9	880.0	11.30	46.4	D
10	894.0	12.10	48.6	D
Average:	**886.1**	**11.39**	**46.2**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	439.0	5.40	44.0	D
2	433.0	5.20	43.5	D
3	436.0	5.30	43.7	D
4	434.0	5.20	43.5	D
5	437.0	5.10	41.9	D
6	441.0	5.50	45.0	D
7	439.0	5.50	44.9	D
8	436.0	5.30	43.4	D
9	441.0	5.50	44.6	D
10	437.0	5.30	43.6	D
Average:	**437.3**	**5.33**	**43.8**	**D**
SB T on Coors Blvd: Superlink ID 21				
1	278.0	2.80	36.1	D
2	294.0	3.10	37.8	D
3	291.0	2.90	36.0	D
4	280.0	2.90	37.3	D
5	288.0	3.00	37.1	D
6	280.0	3.00	38.4	D
7	278.0	2.90	38.0	D
8	289.0	3.00	37.8	D
9	285.0	2.90	37.0	D
10	284.0	2.90	37.3	D
Average:	**284.7**	**2.94**	**37.3**	**D**
SB TR on Coors Blvd: Superlink ID 21				
1	301.0	2.90	34.5	C
2	296.0	3.00	36.6	D
3	289.0	3.00	36.9	D
4	298.0	2.90	34.7	C
5	291.0	3.00	36.5	D
6	304.0	3.00	35.8	D
7	301.0	3.00	36.2	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	300.0	3.10	37.1	D
9	297.0	2.90	35.7	D
10	296.0	3.00	36.0	D
Average:	**297.3**	**2.98**	**36.0**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	113.0	1.20	36.9	D
2	112.0	1.60	51.0	D
3	112.0	1.40	43.8	D
4	113.0	1.60	50.6	D
5	113.0	1.50	48.2	D
6	112.0	1.50	48.2	D
7	113.0	1.70	54.5	D
8	113.0	1.60	50.0	D
9	113.0	1.50	47.7	D
10	114.0	1.70	54.1	D
Average:	**112.8**	**1.53**	**48.5**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	251.0	0.00	0.2	A
2	251.0	0.00	0.0	A
3	250.0	0.00	0.0	A
4	250.0	0.00	0.0	A
5	251.0	0.00	0.1	A
6	249.0	0.00	0.0	A
7	252.0	0.00	0.0	A
8	251.0	0.00	0.0	A
9	249.0	0.00	0.0	A
10	251.0	0.00	0.1	A
Average:	**250.5**	**0.00**	**0.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	329.0	3.50	38.7	D
2	325.0	3.40	37.6	D
3	332.0	3.50	37.8	D
4	328.0	3.30	36.6	D
5	329.0	3.60	39.2	D
6	325.0	3.30	36.2	D
7	333.0	3.50	38.3	D
8	327.0	3.30	36.6	D
9	330.0	3.50	37.8	D
10	334.0	3.60	38.9	D
Average:	**329.2**	**3.45**	**37.8**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	64.0	0.90	51.3	D
2	61.0	0.80	48.1	D
3	61.0	0.80	49.7	D
4	58.0	0.80	52.5	D
5	58.0	0.80	52.1	D
6	60.0	0.90	51.1	D
7	62.0	0.80	48.8	D
8	57.0	0.70	44.4	D
9	62.0	0.90	53.4	D
10	59.0	0.80	49.3	D
Average:	**60.2**	**0.82**	**50.1**	**D**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	906.0	2.80	11.0	B
2	900.0	2.60	10.6	B
3	908.0	2.70	10.7	B
4	903.0	2.90	11.5	B
5	917.0	2.70	10.5	B
6	908.0	2.40	9.5	A
7	906.0	2.60	10.5	B
8	893.0	2.60	10.6	B
9	914.0	2.70	10.5	B
10	914.0	2.60	10.2	B
Average:	**906.9**	**2.66**	**10.6**	**B**
SB L on Unser Blvd: Superlink ID 4				
1	617.0	6.60	38.7	D
2	623.0	6.90	39.8	D
3	617.0	6.30	36.6	D
4	629.0	6.90	39.6	D
5	623.0	6.70	38.6	D
6	618.0	6.60	38.6	D
7	617.0	6.90	40.1	D
8	626.0	7.20	41.3	D
9	617.0	6.50	37.7	D
10	614.0	6.20	36.5	D
Average:	**620.1**	**6.68**	**38.7**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	106.0	0.20	8.0	A
2	106.0	0.30	8.8	A
3	107.0	0.30	10.2	B
4	107.0	0.30	10.0	B
5	109.0	0.30	9.3	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	107.0	0.30	8.8	A
7	108.0	0.30	10.2	B
8	108.0	0.20	7.8	A
9	107.0	0.30	8.4	A
10	107.0	0.30	9.3	A
Average:	**107.2**	**0.28**	**9.1**	**A**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	310.0	0.30	4.0	A
2	309.0	0.30	3.5	A
3	309.0	0.30	3.8	A
4	312.0	0.30	3.0	A
5	309.0	0.30	3.4	A
6	303.0	0.30	3.1	A
7	307.0	0.30	3.6	A
8	309.0	0.20	2.9	A
9	307.0	0.30	3.3	A
10	315.0	0.30	3.2	A
Average:	**309.0**	**0.29**	**3.4**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	401.0	1.60	14.4	B
2	391.0	1.30	11.7	B
3	398.0	1.30	12.2	B
4	399.0	1.40	12.3	B
5	393.0	1.30	12.1	B
6	398.0	1.50	13.3	B
7	404.0	1.40	12.5	B
8	399.0	1.40	12.7	B
9	402.0	1.40	12.3	B
10	406.0	1.20	11.0	B
Average:	**399.1**	**1.38**	**12.5**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.8	0.0	0.7	0.9	10
EB T	Dennis Chavez Blvd	1	1.1	0.1	1.0	1.2	10
EB TR	Dennis Chavez Blvd	1	1.1	0.1	1.0	1.4	10
NB L	98th Street	12	0.1	0.0	0.1	0.1	10
NB T	98th Street	12	0.2	0.0	0.1	0.2	10
NB TR	98th Street	12	0.8	0.1	0.7	1.0	10
SB L	98th Street	2	5.8	0.6	5.0	6.7	10
SB R	98th Street	2	1.2	0.1	1.1	1.4	10
SB T	98th Street	2	0.0	0.0	0.0	0.1	10
WB L	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.1	10
WB R	Dennis Chavez Blvd	3	0.2	0.1	0.1	0.2	10
WB T	Dennis Chavez Blvd	3	2.2	0.1	2.0	2.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	0.0	0.0	0.0	0.0	10
EB TR	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.4	10
NB LTR	Condershire Dr	7	12.3	1.0	10.5	13.2	10
SB LTR	Condershire Dr	6	1.1	0.3	0.6	1.6	10
WB L	Dennis Chavez Blvd	17	0.2	0.1	0.1	0.3	10
WB TR	Dennis Chavez Blvd	17	0.0	0.0	0.0	0.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	4.0	0.2	3.5	4.3	10
NB R	Coors Blvd	16	0.8	0.1	0.7	0.8	10
NB T	Coors Blvd	16	6.4	0.1	6.1	6.5	10
NEB L	Dennis Chavez Blvd	17	0.5	0.1	0.4	0.6	10
NEB R	Dennis Chavez Blvd	17	1.0	0.1	0.9	1.2	10
NEB T	Dennis Chavez Blvd	17	11.4	0.5	10.7	12.1	10
SB L	Coors Blvd	21	5.3	0.1	5.1	5.5	10
SB T	Coors Blvd	21	2.9	0.1	2.8	3.1	10
SB TR	Coors Blvd	21	3.0	0.1	2.9	3.1	10
WB L	Dennis Chavez Blvd	11	1.5	0.1	1.2	1.7	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	3.5	0.1	3.3	3.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.8	0.1	0.7	0.9	10
EB T	Dennis Chavez Blvd	3	2.7	0.1	2.4	2.9	10
SB L	Unser Blvd	4	6.7	0.3	6.2	7.2	10
SB R	Unser Blvd	4	0.3	0.0	0.2	0.3	10
WB R	Dennis Chavez Blvd	5	0.3	0.0	0.2	0.3	10
WB T	Dennis Chavez Blvd	5	1.4	0.1	1.2	1.6	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	19.5	1.0	18.1	21.1	10
EB T	Dennis Chavez Blvd	1	16.4	1.6	14.4	19.6	10
EB TR	Dennis Chavez Blvd	1	16.5	2.1	14.8	21.8	10
NB L	98th Street	12	37.5	3.8	28.3	42.3	10
NB T	98th Street	12	42.2	8.0	23.3	49.7	10
NB TR	98th Street	12	52.3	5.1	44.5	60.0	10
SB L	98th Street	2	46.1	4.6	39.6	53.6	10
SB R	98th Street	2	23.6	1.8	22.0	27.2	10
SB T	98th Street	2	17.2	6.8	6.5	26.7	10
WB L	Dennis Chavez Blvd	3	17.3	4.0	11.6	24.1	10
WB R	Dennis Chavez Blvd	3	4.0	0.5	3.1	4.9	10
WB T	Dennis Chavez Blvd	3	22.9	1.4	20.7	24.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	9.8	5.1	3.3	17.9	10
EB TR	Dennis Chavez Blvd	5	0.4	0.3	0.2	0.9	10
NB LTR	Condershire Dr	7	1,156.4	105.9	1,020.5	1,325.7	10
SB LTR	Condershire Dr	6	101.2	23.7	58.0	137.3	10
WB L	Dennis Chavez Blvd	17	57.9	10.5	37.9	73.3	10
WB TR	Dennis Chavez Blvd	17	0.2	0.1	0.1	0.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	46.6	3.0	40.9	50.9	10
NB R	Coors Blvd	16	19.1	1.2	16.6	20.5	10
NB T	Coors Blvd	16	34.0	0.6	32.8	34.6	10
NEB L	Dennis Chavez Blvd	17	30.0	2.8	25.4	35.7	10
NEB R	Dennis Chavez Blvd	17	6.5	0.8	5.7	7.8	10
NEB T	Dennis Chavez Blvd	17	46.2	1.9	43.8	48.7	10
SB L	Coors Blvd	21	43.8	0.9	41.9	45.0	10
SB T	Coors Blvd	21	37.3	0.8	36.0	38.4	10
SB TR	Coors Blvd	21	36.0	0.9	34.5	37.1	10
WB L	Dennis Chavez Blvd	11	48.5	5.1	36.9	54.5	10
WB R	Dennis Chavez Blvd	11	0.0	0.1	0.0	0.2	10
WB T	Dennis Chavez Blvd	11	37.8	1.0	36.2	39.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	50.1	2.6	44.4	53.4	10
EB T	Dennis Chavez Blvd	3	10.6	0.5	9.5	11.5	10
SB L	Unser Blvd	4	38.7	1.5	36.5	41.3	10
SB R	Unser Blvd	4	9.1	0.9	7.8	10.2	10
WB R	Dennis Chavez Blvd	5	3.4	0.4	2.9	4.0	10
WB T	Dennis Chavez Blvd	5	12.5	0.9	11.0	14.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	13.0	0.8	48.6	2.0	0.0%
2	120.0	13.7	0.8	53.4	2.0	0.0%
3	120.0	13.9	0.8	66.8	2.0	0.0%
4	120.0	11.5	0.6	50.6	2.0	0.0%
5	120.0	11.1	0.7	57.0	2.0	0.0%
6	120.0	12.5	0.7	60.1	2.0	0.0%
7	120.0	10.9	0.6	43.6	2.0	0.0%
8	120.0	14.9	0.8	56.2	2.0	0.0%
9	120.0	12.2	0.7	51.2	2.0	0.0%
10	120.0	10.4	0.6	48.0	2.0	0.0%
Average:	**120.0**	**12.4**	**0.7**	**53.6**	**2.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	22.8	1.0	92.0	4.0	0.0%
2	120.0	20.8	0.8	90.6	3.0	0.0%
3	120.0	23.4	1.0	100.1	4.0	0.0%
4	120.0	22.0	0.9	98.4	4.0	0.0%
5	120.0	18.4	0.8	72.9	3.0	0.0%
6	120.0	20.5	0.8	93.5	4.0	0.0%
7	120.0	17.5	0.8	104.6	4.0	0.0%
8	120.0	25.3	1.0	110.7	4.0	0.0%
9	120.0	19.7	0.8	97.1	3.0	0.0%
10	120.0	26.0	1.1	107.0	4.0	0.0%
Average:	**120.0**	**21.6**	**0.9**	**96.7**	**3.7**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 126						
1	120.0	22.8	0.9	110.3	4.0	0.0%
2	120.0	21.8	0.9	104.0	4.0	0.0%
3	120.0	25.0	1.0	103.2	4.0	0.0%
4	120.0	21.9	0.9	101.6	4.0	0.0%
5	120.0	20.5	0.9	91.6	4.0	0.0%
6	120.0	18.9	0.8	74.6	3.0	0.0%
7	120.0	20.2	0.9	91.6	3.0	0.0%
8	120.0	20.2	0.9	88.2	3.0	0.0%
9	120.0	19.9	0.9	93.8	4.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 126						
10	120.0	25.0	1.1	102.5	4.0	0.0%
Average:	**120.0**	**21.6**	**0.9**	**96.1**	**3.7**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	2.1	0.1	17.3	1.0	0.0%
2	120.0	1.6	0.1	17.0	1.0	0.0%
3	120.0	1.4	0.1	15.8	1.0	0.0%
4	120.0	1.3	0.1	16.0	1.0	0.0%
5	120.0	1.6	0.1	16.0	1.0	0.0%
6	120.0	1.5	0.1	15.7	1.0	0.0%
7	120.0	1.7	0.1	16.3	1.0	0.0%
8	120.0	1.5	0.1	15.4	1.0	0.0%
9	120.0	2.0	0.1	17.9	1.0	0.0%
10	120.0	1.4	0.1	17.4	1.0	0.0%
Average:	**120.0**	**1.6**	**0.1**	**16.5**	**1.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	4.8	0.3	19.6	1.0	0.0%
2	120.0	3.2	0.2	19.1	1.0	0.0%
3	120.0	4.2	0.2	18.2	1.0	0.0%
4	120.0	3.6	0.2	19.2	1.0	0.0%
5	120.0	1.8	0.1	16.7	1.0	0.0%
6	120.0	2.1	0.1	16.4	1.0	0.0%
7	120.0	3.4	0.2	18.5	1.0	0.0%
8	120.0	2.1	0.1	16.6	1.0	0.0%
9	120.0	3.0	0.2	16.9	1.0	0.0%
10	120.0	2.9	0.2	16.5	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**17.8**	**1.0**	**0.0%**
NB TR on 98th Street - Lane ID 109						
1	120.0	21.4	1.0	91.2	3.0	0.0%
2	120.0	21.1	1.0	74.1	3.0	0.0%
3	120.0	16.1	0.8	67.1	3.0	0.0%
4	120.0	17.6	0.8	75.9	3.0	0.0%
5	120.0	18.2	0.9	77.5	3.0	0.0%
6	120.0	14.3	0.7	46.3	2.0	0.0%
7	120.0	14.0	0.6	53.8	2.0	0.0%
8	120.0	15.7	0.7	60.2	2.0	0.0%
9	120.0	16.0	0.8	61.9	2.0	0.0%
10	120.0	17.4	0.8	53.6	2.0	0.0%
Average:	**120.0**	**17.2**	**0.8**	**66.2**	**2.5**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 140						
1	120.0	98.2	3.6	317.3	11.0	0.0%
2	120.0	95.3	3.6	271.0	10.0	0.0%
3	120.0	136.2	4.9	394.4	14.0	0.0%
4	120.0	126.7	4.5	364.7	11.0	0.0%
5	120.0	136.8	5.0	364.7	12.0	0.0%
6	120.0	121.6	4.6	320.5	12.0	0.0%
7	120.0	109.0	4.0	294.1	10.0	0.0%
8	120.0	108.1	4.1	290.8	11.0	0.0%
9	120.0	139.5	5.0	364.7	13.0	0.0%
10	120.0	107.1	4.0	298.1	11.0	0.0%
Average:	**120.0**	**117.9**	**4.3**	**328.0**	**11.5**	**0.0%**
SB R on 98th Street - Lane ID 3						
1	120.0	27.3	1.2	92.7	4.0	0.0%
2	120.0	25.6	1.1	83.7	3.0	0.0%
3	120.0	26.6	1.1	98.6	4.0	0.0%
4	120.0	25.0	1.1	80.8	3.0	0.0%
5	120.0	26.3	1.1	85.0	3.0	0.0%
6	120.0	28.0	1.2	99.6	3.0	0.0%
7	120.0	22.6	1.0	73.0	3.0	0.0%
8	120.0	24.3	1.0	95.0	3.0	0.0%
9	120.0	38.1	1.4	124.9	4.0	0.0%
10	120.0	25.3	1.1	81.0	3.0	0.0%
Average:	**120.0**	**26.9**	**1.1**	**91.4**	**3.3**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	1.4	0.1	15.7	1.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**1.6**	**0.1**	**0.0%**
SB T on 98th Street - Lane ID 124						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 124						
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	1.4	0.1	15.2	1.0	0.0%
2	120.0	0.9	0.1	15.1	1.0	0.0%
3	120.0	2.1	0.1	17.2	1.0	0.0%
4	120.0	2.0	0.1	15.9	1.0	0.0%
5	120.0	1.5	0.1	16.5	1.0	0.0%
6	120.0	1.7	0.1	16.8	1.0	0.0%
7	120.0	1.9	0.1	17.7	1.0	0.0%
8	120.0	1.1	0.1	14.8	1.0	0.0%
9	120.0	1.9	0.1	17.3	1.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**14.7**	**0.9**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	3.3	0.2	27.2	1.0	0.0%
2	120.0	3.0	0.1	21.9	1.0	0.0%
3	120.0	4.3	0.2	32.9	1.0	0.0%
4	120.0	3.4	0.2	19.4	1.0	0.0%
5	120.0	4.7	0.2	23.5	1.0	0.0%
6	120.0	1.6	0.1	15.8	1.0	0.0%
7	120.0	2.6	0.1	15.5	1.0	0.0%
8	120.0	2.4	0.1	16.7	1.0	0.0%
9	120.0	2.6	0.1	15.8	1.0	0.0%
10	120.0	5.0	0.2	45.3	2.0	0.0%
Average:	**120.0**	**3.3**	**0.2**	**23.4**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	39.9	1.6	153.3	6.0	0.0%
2	120.0	51.0	1.9	194.8	7.0	0.0%
3	120.0	46.3	1.8	222.4	8.0	0.0%
4	120.0	50.1	1.9	208.8	7.0	0.0%
5	120.0	46.3	1.8	219.3	8.0	0.0%
6	120.0	45.1	1.8	196.1	7.0	0.0%
7	120.0	43.4	1.7	182.0	7.0	0.0%
8	120.0	44.6	1.8	213.1	8.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 6						
9	120.0	41.9	1.7	198.6	7.0	0.0%
10	120.0	51.0	2.0	209.1	8.0	0.0%
Average:	**120.0**	**46.0**	**1.8**	**199.8**	**7.3**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 142						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.2	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.5	0.1	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 143						
1	120.0	0.5	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	1.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	774.8	27.3	1,142.9	40.0	41.7%
2	120.0	797.9	28.6	1,143.0	41.1	44.2%
3	120.0	836.1	28.9	1,178.2	40.0	48.3%
4	120.0	815.4	28.0	1,141.4	39.0	45.8%
5	120.0	855.8	30.6	1,140.7	42.0	51.7%
6	120.0	807.5	28.3	1,142.4	42.0	48.3%
7	120.0	769.7	25.4	1,137.4	36.0	50.0%
8	120.0	768.3	28.0	1,140.2	42.0	41.7%
9	120.0	739.3	26.5	1,142.5	42.0	41.7%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on Condershire Dr - Lane ID 14						
10	120.0	792.2	28.3	1,142.2	43.0	41.7%
Average:	**120.0**	**795.7**	**28.0**	**1,145.1**	**40.7**	**45.5%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	6.0	1.0	35.3	3.0	0.0%
2	120.0	2.5	0.6	18.1	2.0	0.0%
3	120.0	7.7	0.9	52.3	3.0	0.8%
4	120.0	12.5	1.2	53.5	3.0	1.7%
5	120.0	13.1	1.0	83.9	3.0	9.2%
6	120.0	7.7	0.9	45.0	3.0	0.0%
7	120.0	7.8	1.1	41.6	3.0	1.7%
8	120.0	6.4	1.0	41.7	3.0	2.5%
9	120.0	4.0	0.9	35.2	3.0	0.0%
10	120.0	14.6	1.4	72.7	4.0	4.2%
Average:	**120.0**	**8.2**	**1.0**	**47.9**	**3.0**	**2.0%**
WB L on Dennis Chavez Blvd - Lane ID 151						
1	120.0	2.3	0.2	17.6	1.0	0.0%
2	120.0	4.2	0.3	31.0	1.0	0.0%
3	120.0	2.3	0.3	8.7	1.0	0.0%
4	120.0	1.4	0.2	6.8	1.0	0.0%
5	120.0	2.8	0.2	22.0	1.0	0.0%
6	120.0	1.9	0.2	8.1	1.0	0.0%
7	120.0	1.6	0.2	8.1	1.0	0.0%
8	120.0	2.9	0.3	15.6	1.0	0.0%
9	120.0	1.2	0.2	6.9	1.0	0.0%
10	120.0	1.3	0.1	6.2	1.0	0.0%
Average:	**120.0**	**2.2**	**0.2**	**13.1**	**1.0**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.4	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 92						
1	120.0	78.8	3.1	208.7	8.0	0.0%
2	120.0	84.9	3.3	213.5	8.0	0.0%
3	120.0	90.0	3.4	228.5	8.0	0.0%
4	120.0	95.2	3.5	267.2	9.0	0.0%
5	120.0	96.6	3.6	255.8	9.0	0.0%
6	120.0	69.3	2.7	198.1	7.0	0.0%
7	120.0	82.3	3.1	221.3	8.0	0.0%
8	120.0	91.5	3.5	245.7	9.0	0.0%
9	120.0	78.5	3.1	213.3	8.0	0.0%
10	120.0	90.5	3.3	240.9	8.0	0.0%
Average:	**120.0**	**85.8**	**3.3**	**229.3**	**8.2**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	13.6	0.6	53.9	2.0	0.0%
2	120.0	13.6	0.7	50.9	2.0	0.0%
3	120.0	15.3	0.7	67.2	3.0	0.0%
4	120.0	14.1	0.7	67.1	3.0	0.0%
5	120.0	13.0	0.6	48.8	2.0	0.0%
6	120.0	9.2	0.5	42.7	2.0	0.0%
7	120.0	15.0	0.7	50.9	2.0	0.0%
8	120.0	13.9	0.6	49.3	2.0	0.0%
9	120.0	13.4	0.7	55.5	3.0	0.0%
10	120.0	12.1	0.6	48.5	2.0	0.0%
Average:	**120.0**	**13.3**	**0.6**	**53.5**	**2.3**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	61.3	2.5	184.8	7.0	0.0%
2	120.0	61.0	2.4	201.6	8.0	0.0%
3	120.0	69.4	2.7	209.9	8.0	0.0%
4	120.0	66.7	2.6	208.7	8.0	0.0%
5	120.0	67.7	2.6	197.3	7.0	0.0%
6	120.0	65.9	2.5	188.4	7.0	0.0%
7	120.0	72.8	2.8	201.4	7.0	0.0%
8	120.0	62.3	2.4	191.7	7.0	0.0%
9	120.0	70.8	2.7	187.7	7.0	0.0%
10	120.0	65.1	2.6	202.3	8.0	0.0%
Average:	**120.0**	**66.3**	**2.6**	**197.4**	**7.4**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	63.6	2.5	176.0	7.0	0.0%
2	120.0	71.1	2.8	211.9	8.0	0.0%
3	120.0	74.0	2.8	218.8	8.0	0.0%
4	120.0	73.4	2.8	205.2	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 41						
5	120.0	72.2	2.7	207.8	7.0	0.0%
6	120.0	74.4	2.8	207.8	8.0	0.0%
7	120.0	69.9	2.7	195.6	7.0	0.0%
8	120.0	75.3	2.9	221.7	8.0	0.0%
9	120.0	73.2	2.8	196.7	8.0	0.0%
10	120.0	70.2	2.7	204.0	7.0	0.0%
Average:	**120.0**	**71.7**	**2.8**	**204.6**	**7.5**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	6.5	0.4	21.6	1.0	0.0%
2	120.0	11.3	0.5	51.2	2.0	0.0%
3	120.0	9.0	0.5	47.6	2.0	0.0%
4	120.0	9.1	0.5	43.4	2.0	0.0%
5	120.0	9.2	0.4	41.5	2.0	0.0%
6	120.0	7.0	0.4	41.2	2.0	0.0%
7	120.0	8.7	0.4	46.7	2.0	0.0%
8	120.0	8.6	0.4	40.8	2.0	0.0%
9	120.0	7.5	0.4	41.5	2.0	0.0%
10	120.0	8.1	0.4	38.5	2.0	0.0%
Average:	**120.0**	**8.5**	**0.4**	**41.4**	**1.9**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	8.2	0.3	68.7	2.0	0.0%
2	120.0	10.1	0.4	72.1	3.0	0.0%
3	120.0	6.5	0.3	51.4	2.0	0.0%
4	120.0	8.7	0.4	67.9	3.0	0.0%
5	120.0	8.2	0.3	53.2	2.0	0.0%
6	120.0	4.5	0.2	39.2	2.0	0.0%
7	120.0	7.4	0.3	66.2	3.0	0.0%
8	120.0	11.8	0.5	84.3	3.0	0.0%
9	120.0	8.0	0.4	49.3	2.0	0.0%
10	120.0	8.3	0.4	60.8	2.0	0.0%
Average:	**120.0**	**8.2**	**0.4**	**61.3**	**2.4**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	122.0	4.5	359.5	13.0	0.0%
2	120.0	122.0	4.5	313.2	12.0	0.0%
3	120.0	128.2	4.7	327.0	12.0	0.0%
4	120.0	121.1	4.5	333.0	12.0	0.0%
5	120.0	108.5	4.1	304.0	11.0	0.0%
6	120.0	100.2	3.6	290.8	10.0	0.0%
7	120.0	125.6	4.6	335.1	12.0	0.0%
8	120.0	115.5	4.3	315.6	11.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on Dennis Chavez Blvd - Lane ID 47						
9	120.0	118.7	4.4	315.2	12.0	0.0%
10	120.0	122.2	4.4	326.4	12.0	0.0%
Average:	**120.0**	**118.4**	**4.4**	**322.0**	**11.7**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	124.4	4.6	330.3	12.0	0.0%
2	120.0	124.7	4.7	330.9	12.0	0.0%
3	120.0	126.9	4.7	320.0	11.0	0.0%
4	120.0	124.9	4.6	326.9	12.0	0.0%
5	120.0	104.1	3.9	326.4	11.0	0.0%
6	120.0	101.4	3.9	323.7	12.0	0.0%
7	120.0	124.3	4.7	336.2	12.0	0.0%
8	120.0	117.9	4.4	317.3	12.0	0.0%
9	120.0	112.9	4.1	325.0	12.0	0.0%
10	120.0	112.2	4.1	317.2	12.0	0.0%
Average:	**120.0**	**117.4**	**4.4**	**325.4**	**11.8**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	59.2	2.4	150.9	6.0	0.0%
2	120.0	60.6	2.4	172.0	6.0	0.0%
3	120.0	61.3	2.5	149.8	6.0	0.0%
4	120.0	65.0	2.5	160.6	6.0	0.0%
5	120.0	59.4	2.4	168.1	6.0	0.0%
6	120.0	65.2	2.6	160.5	6.0	0.0%
7	120.0	60.8	2.4	152.9	6.0	0.0%
8	120.0	62.6	2.5	161.8	6.0	0.0%
9	120.0	65.7	2.6	172.3	6.0	0.0%
10	120.0	67.5	2.6	162.9	6.0	0.0%
Average:	**120.0**	**62.7**	**2.5**	**161.2**	**6.0**	**0.0%**
SB L on Coors Blvd - Lane ID 132						
1	120.0	50.0	2.1	142.6	6.0	0.0%
2	120.0	51.5	2.0	135.1	5.0	0.0%
3	120.0	51.9	2.2	144.5	5.0	0.0%
4	120.0	53.1	2.2	145.7	6.0	0.0%
5	120.0	53.0	2.1	143.7	5.0	0.0%
6	120.0	51.3	2.1	140.2	5.0	0.0%
7	120.0	51.9	2.1	141.5	5.0	0.0%
8	120.0	53.1	2.1	140.7	5.0	0.0%
9	120.0	52.4	2.1	129.0	5.0	0.0%
10	120.0	53.8	2.1	152.6	6.0	0.0%
Average:	**120.0**	**52.2**	**2.1**	**141.6**	**5.3**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Coors Blvd - Lane ID 78						
1	120.0	60.0	2.4	168.5	7.0	0.0%
2	120.0	68.4	2.6	184.7	7.0	0.0%
3	120.0	59.1	2.4	178.4	7.0	0.0%
4	120.0	60.7	2.4	188.1	7.0	0.0%
5	120.0	59.7	2.4	161.9	6.0	0.0%
6	120.0	72.4	2.7	201.6	7.0	0.0%
7	120.0	68.5	2.5	182.5	6.0	0.0%
8	120.0	63.6	2.5	195.1	8.0	0.0%
9	120.0	66.8	2.6	178.2	7.0	0.0%
10	120.0	66.7	2.6	181.4	7.0	0.0%
Average:	**120.0**	**64.6**	**2.5**	**182.0**	**6.9**	**0.0%**
SB TR on Coors Blvd - Lane ID 79						
1	120.0	59.7	2.4	166.2	7.0	0.0%
2	120.0	64.8	2.5	183.2	7.0	0.0%
3	120.0	63.3	2.5	204.0	7.0	0.0%
4	120.0	63.9	2.5	181.3	7.0	0.0%
5	120.0	62.4	2.4	184.8	7.0	0.0%
6	120.0	69.9	2.7	186.6	7.0	0.0%
7	120.0	67.1	2.6	185.8	7.0	0.0%
8	120.0	65.9	2.6	187.3	7.0	0.0%
9	120.0	68.2	2.6	178.8	7.0	0.0%
10	120.0	67.8	2.6	205.6	7.0	0.0%
Average:	**120.0**	**65.3**	**2.5**	**186.4**	**7.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 84						
1	120.0	18.1	0.9	65.1	3.0	0.0%
2	120.0	30.6	1.4	75.3	3.0	0.0%
3	120.0	27.1	1.2	76.4	3.0	0.0%
4	120.0	34.5	1.5	99.3	4.0	0.0%
5	120.0	31.3	1.3	86.2	3.0	0.0%
6	120.0	28.3	1.3	71.5	3.0	0.0%
7	120.0	37.0	1.5	92.5	3.0	0.0%
8	120.0	32.0	1.4	80.4	3.0	0.0%
9	120.0	34.5	1.3	100.5	3.0	0.0%
10	120.0	32.8	1.4	92.0	3.0	0.0%
Average:	**120.0**	**30.6**	**1.3**	**83.9**	**3.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	4.7	0.2	30.0	1.0	0.0%
2	120.0	4.2	0.2	23.9	1.0	0.0%
3	120.0	4.3	0.2	22.9	1.0	0.0%
4	120.0	2.3	0.1	15.9	1.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 83						
5	120.0	3.8	0.2	27.2	1.0	0.0%
6	120.0	2.5	0.1	18.3	1.0	0.0%
7	120.0	3.4	0.2	17.8	1.0	0.0%
8	120.0	4.2	0.2	29.6	1.0	0.0%
9	120.0	5.6	0.2	40.8	2.0	0.0%
10	120.0	4.6	0.2	27.9	1.0	0.0%
Average:	**120.0**	**4.0**	**0.2**	**25.4**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	77.7	3.0	218.3	8.0	0.0%
2	120.0	77.5	2.9	227.3	8.0	0.0%
3	120.0	78.1	2.9	230.7	8.0	0.0%
4	120.0	75.0	2.8	208.9	7.0	0.0%
5	120.0	74.2	2.8	234.8	8.0	0.0%
6	120.0	62.0	2.4	190.9	7.0	0.0%
7	120.0	68.8	2.6	224.6	8.0	0.0%
8	120.0	78.1	3.0	225.0	8.0	0.0%
9	120.0	59.6	2.3	197.7	7.0	0.0%
10	120.0	65.3	2.5	202.3	7.0	0.0%
Average:	**120.0**	**71.6**	**2.7**	**216.1**	**7.6**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	16.1	0.8	49.2	2.0	0.0%
2	120.0	14.4	0.7	48.4	2.0	0.0%
3	120.0	17.7	0.8	68.1	2.0	0.0%
4	120.0	17.6	0.8	75.2	3.0	0.0%
5	120.0	14.6	0.8	49.2	2.0	0.0%
6	120.0	15.9	0.7	49.3	2.0	0.0%
7	120.0	16.2	0.8	55.9	2.0	0.0%
8	120.0	13.3	0.7	47.9	2.0	0.0%
9	120.0	15.0	0.8	50.0	2.0	0.0%
10	120.0	14.5	0.7	49.6	2.0	0.0%
Average:	**120.0**	**15.5**	**0.8**	**54.3**	**2.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	40.5	1.5	248.0	9.0	0.0%
2	120.0	36.3	1.3	256.4	8.1	0.0%
3	120.0	39.3	1.5	264.3	9.0	0.0%
4	120.0	41.6	1.5	250.6	9.0	0.0%
5	120.0	37.5	1.4	281.5	10.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 97						
6	120.0	33.6	1.3	186.0	7.0	0.0%
7	120.0	37.4	1.3	213.0	8.0	0.0%
8	120.0	33.8	1.3	202.1	8.0	0.0%
9	120.0	38.1	1.4	211.2	7.1	0.0%
10	120.0	38.2	1.4	251.0	8.0	0.0%
Average:	**120.0**	**37.6**	**1.4**	**236.4**	**8.3**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	69.1	2.7	198.0	7.0	0.0%
2	120.0	74.5	2.9	204.5	8.0	0.0%
3	120.0	67.0	2.6	196.9	8.0	0.0%
4	120.0	72.6	2.8	201.5	8.0	0.0%
5	120.0	71.3	2.9	198.3	8.0	0.0%
6	120.0	65.8	2.5	163.3	6.0	0.0%
7	120.0	84.5	3.2	223.5	8.0	0.0%
8	120.0	73.1	2.9	214.9	8.0	0.0%
9	120.0	61.6	2.3	187.1	7.0	0.0%
10	120.0	64.2	2.4	192.7	7.0	0.0%
Average:	**120.0**	**70.4**	**2.7**	**198.1**	**7.5**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	120.0	76.5	2.9	193.5	7.0	0.0%
2	120.0	72.2	2.7	194.2	7.0	0.0%
3	120.0	70.1	2.7	192.9	7.0	0.0%
4	120.0	69.8	2.7	178.2	7.0	0.0%
5	120.0	71.2	2.8	189.3	7.0	0.0%
6	120.0	71.1	2.7	198.6	8.0	0.0%
7	120.0	77.8	3.0	202.9	7.0	0.0%
8	120.0	70.9	2.7	210.9	8.0	0.0%
9	120.0	62.0	2.4	175.3	7.0	0.0%
10	120.0	61.8	2.4	179.4	7.0	0.0%
Average:	**120.0**	**70.3**	**2.7**	**191.5**	**7.2**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	3.1	0.2	18.8	1.0	0.0%
2	120.0	4.6	0.2	20.0	1.0	0.0%
3	120.0	4.9	0.3	23.2	1.0	0.0%
4	120.0	4.5	0.2	23.7	1.0	0.0%
5	120.0	5.0	0.3	25.6	1.0	0.0%
6	120.0	4.0	0.2	18.9	1.0	0.0%
7	120.0	4.9	0.3	30.3	1.0	0.0%
8	120.0	3.8	0.2	19.0	1.0	0.0%
9	120.0	4.0	0.2	17.8	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 7						
10	120.0	4.3	0.2	26.9	1.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**22.4**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	8.7	0.4	61.3	3.0	0.0%
2	120.0	4.5	0.2	29.0	1.0	0.0%
3	120.0	4.7	0.2	40.3	2.0	0.0%
4	120.0	5.2	0.3	39.6	2.0	0.0%
5	120.0	6.2	0.3	49.5	2.0	0.0%
6	120.0	3.2	0.2	17.7	1.0	0.0%
7	120.0	5.9	0.2	45.3	2.0	0.0%
8	120.0	5.2	0.2	47.0	2.0	0.0%
9	120.0	4.8	0.2	38.8	2.0	0.0%
10	120.0	5.6	0.3	45.5	2.0	0.0%
Average:	**120.0**	**5.4**	**0.3**	**41.4**	**1.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	37.0	1.4	167.6	6.0	0.0%
2	120.0	24.6	1.0	134.2	5.0	0.0%
3	120.0	22.7	0.9	135.1	5.0	0.0%
4	120.0	34.1	1.3	161.5	5.0	0.0%
5	120.0	24.2	1.0	119.9	5.0	0.0%
6	120.0	27.2	1.1	123.4	5.0	0.0%
7	120.0	24.9	1.0	151.1	6.0	0.0%
8	120.0	28.0	1.2	156.0	6.0	0.0%
9	120.0	23.7	1.0	157.0	6.0	0.0%
10	120.0	20.8	0.8	130.1	5.0	0.0%
Average:	**120.0**	**26.7**	**1.1**	**143.6**	**5.4**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	26.9	4.2	22.6	38.1	10
NB T	23	98th Street	3.1	1.0	1.8	4.8	10
NB L	108	98th Street	1.6	0.3	1.3	2.1	10
NB TR	109	98th Street	17.2	2.5	14.0	21.4	10
SB T	118	98th Street	0.4	0.4	0.0	1.4	10
SB T	124	98th Street	0.2	0.2	0.0	0.4	10
SB L	140	98th Street	117.9	16.5	95.3	139.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	46.0	3.8	39.9	51.0	10
WB L	116	Dennis Chavez Blvd	1.5	0.5	0.6	2.1	10
WB R	117	Dennis Chavez Blvd	3.3	1.1	1.6	5.0	10
EB T	125	Dennis Chavez Blvd	21.6	2.8	17.5	26.0	10
EB TR	126	Dennis Chavez Blvd	21.6	2.1	18.9	25.0	10
EB L	130	Dennis Chavez Blvd	12.4	1.5	10.4	14.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	8.2	4.0	2.5	14.6	10
NB LTR	14	Condershire Dr	795.7	34.7	739.3	855.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.1	0.0	0.4	10
EB L	142	Dennis Chavez Blvd	0.2	0.2	0.0	0.5	10
EB TR	143	Dennis Chavez Blvd	0.2	0.3	0.0	1.0	10
WB L	151	Dennis Chavez Blvd	2.2	0.9	1.2	4.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	66.3	4.0	61.0	72.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	71.7	3.4	63.6	75.3	10
SB T	78	Coors Blvd	64.6	4.6	59.1	72.4	10
SB TR	79	Coors Blvd	65.3	3.1	59.7	69.9	10
NB R	90	Coors Blvd	13.3	1.7	9.2	15.3	10
NB L	92	Coors Blvd	85.8	8.6	69.3	96.6	10
SB L	131	Coors Blvd	62.7	2.9	59.2	67.5	10
SB L	132	Coors Blvd	52.2	1.1	50.0	53.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	71.6	7.1	59.6	78.1	10
NEB L	46	Dennis Chavez Blvd	8.5	1.3	6.5	11.3	10
NEB T	47	Dennis Chavez Blvd	118.4	8.4	100.2	128.2	10
NEB T	48	Dennis Chavez Blvd	117.4	9.3	101.4	126.9	10
NEB R	54	Dennis Chavez Blvd	8.2	1.9	4.5	11.8	10
WB R	83	Dennis Chavez Blvd	4.0	1.0	2.3	5.6	10
WB L	84	Dennis Chavez Blvd	30.6	5.3	18.1	37.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	26.7	5.1	20.8	37.0	10
WB R	95	Dennis Chavez Blvd	5.4	1.4	3.2	8.7	10
EB L	96	Dennis Chavez Blvd	15.5	1.4	13.3	17.7	10
EB T	97	Dennis Chavez Blvd	37.6	2.6	33.6	41.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	4.3	0.6	3.1	5.0	10
SB L	105	Unser Blvd	70.4	6.5	61.6	84.5	10
SB L	138	Unser Blvd	70.3	5.2	61.8	77.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	1.1	0.1	1.0	1.4	10
NB T	23	98th Street	0.2	0.1	0.1	0.3	10
NB L	108	98th Street	0.1	0.0	0.1	0.1	10
NB TR	109	98th Street	0.8	0.1	0.6	1.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.1	10
SB T	124	98th Street	0.0	0.0	0.0	0.0	10
SB L	140	98th Street	4.3	0.5	3.6	5.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.8	0.1	1.6	2.0	10
WB L	116	Dennis Chavez Blvd	0.1	0.0	0.0	0.1	10
WB R	117	Dennis Chavez Blvd	0.2	0.1	0.1	0.2	10
EB T	125	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10
EB TR	126	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10
EB L	130	Dennis Chavez Blvd	0.7	0.1	0.6	0.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	1.0	0.2	0.6	1.4	10
NB LTR	14	Condershire Dr	28.0	1.4	25.4	30.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.6	0.1	2.4	2.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	2.8	0.1	2.5	2.9	10
SB T	78	Coors Blvd	2.5	0.1	2.4	2.7	10
SB TR	79	Coors Blvd	2.5	0.1	2.4	2.7	10
NB R	90	Coors Blvd	0.6	0.1	0.5	0.7	10
NB L	92	Coors Blvd	3.3	0.3	2.7	3.6	10
SB L	131	Coors Blvd	2.5	0.1	2.4	2.6	10
SB L	132	Coors Blvd	2.1	0.1	2.0	2.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	2.7	0.3	2.3	3.0	10
NEB L	46	Dennis Chavez Blvd	0.4	0.0	0.4	0.5	10
NEB T	47	Dennis Chavez Blvd	4.4	0.3	3.6	4.7	10
NEB T	48	Dennis Chavez Blvd	4.4	0.3	3.9	4.7	10
NEB R	54	Dennis Chavez Blvd	0.4	0.1	0.2	0.5	10
WB R	83	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
WB L	84	Dennis Chavez Blvd	1.3	0.2	0.9	1.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	1.1	0.2	0.8	1.4	10
WB R	95	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
EB L	96	Dennis Chavez Blvd	0.8	0.1	0.7	0.8	10
EB T	97	Dennis Chavez Blvd	1.4	0.1	1.3	1.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.2	0.0	0.2	0.3	10
SB L	105	Unser Blvd	2.7	0.3	2.3	3.2	10
SB L	138	Unser Blvd	2.7	0.2	2.4	3.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	91.4	14.6	73.0	124.9	10
NB T	23	98th Street	17.8	1.3	16.4	19.6	10
NB L	108	98th Street	16.5	0.9	15.4	17.9	10
NB TR	109	98th Street	66.2	13.6	46.3	91.2	10
SB T	118	98th Street	1.6	5.0	0.0	15.7	10
SB T	124	98th Street	0.0	0.0	0.0	0.0	10
SB L	140	98th Street	328.0	41.2	271.0	394.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	199.8	20.4	153.3	222.4	10
WB L	116	Dennis Chavez Blvd	14.7	5.2	0.0	17.7	10
WB R	117	Dennis Chavez Blvd	23.4	9.6	15.5	45.3	10
EB T	125	Dennis Chavez Blvd	96.7	10.6	72.9	110.7	10
EB TR	126	Dennis Chavez Blvd	96.1	10.3	74.6	110.3	10
EB L	130	Dennis Chavez Blvd	53.6	6.7	43.6	66.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	47.9	19.0	18.1	83.9	10
NB LTR	14	Condershire Dr	1,145.1	11.8	1,137.4	1,178.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	13.1	8.3	6.2	31.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	197.4	8.9	184.8	209.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	204.6	13.0	176.0	221.7	10
SB T	78	Coors Blvd	182.0	11.6	161.9	201.6	10
SB TR	79	Coors Blvd	186.4	11.5	166.2	205.6	10
NB R	90	Coors Blvd	53.5	8.0	42.7	67.2	10
NB L	92	Coors Blvd	229.3	22.4	198.1	267.2	10
SB L	131	Coors Blvd	161.2	8.1	149.8	172.3	10
SB L	132	Coors Blvd	141.6	6.3	129.0	152.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	216.1	15.1	190.9	234.8	10
NEB L	46	Dennis Chavez Blvd	41.4	7.9	21.6	51.2	10
NEB T	47	Dennis Chavez Blvd	322.0	18.9	290.8	359.5	10
NEB T	48	Dennis Chavez Blvd	325.4	6.1	317.2	336.2	10
NEB R	54	Dennis Chavez Blvd	61.3	13.2	39.2	84.3	10
WB R	83	Dennis Chavez Blvd	25.4	7.4	15.9	40.8	10
WB L	84	Dennis Chavez Blvd	83.9	12.1	65.1	100.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	143.6	17.0	119.9	167.6	10
WB R	95	Dennis Chavez Blvd	41.4	11.8	17.7	61.3	10
EB L	96	Dennis Chavez Blvd	54.3	9.6	47.9	75.2	10
EB T	97	Dennis Chavez Blvd	236.4	31.0	186.0	281.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	22.4	4.2	17.8	30.3	10
SB L	105	Unser Blvd	198.1	16.1	163.3	223.5	10
SB L	138	Unser Blvd	191.5	11.4	175.3	210.9	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	3.3	0.5	3.0	4.0	10
NB T	23	98th Street	1.0	0.0	1.0	1.0	10
NB L	108	98th Street	1.0	0.0	1.0	1.0	10
NB TR	109	98th Street	2.5	0.5	2.0	3.0	10
SB T	118	98th Street	0.1	0.3	0.0	1.0	10
SB T	124	98th Street	0.0	0.0	0.0	0.0	10
SB L	140	98th Street	11.5	1.3	10.0	14.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	7.3	0.7	6.0	8.0	10
WB L	116	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
WB R	117	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
EB T	125	Dennis Chavez Blvd	3.7	0.5	3.0	4.0	10
EB TR	126	Dennis Chavez Blvd	3.7	0.5	3.0	4.0	10
EB L	130	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	3.0	0.5	2.0	4.0	10
NB LTR	14	Condershire Dr	40.7	2.1	36.0	43.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	7.4	0.5	7.0	8.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	7.5	0.5	7.0	8.0	10
SB T	78	Coors Blvd	6.9	0.6	6.0	8.0	10
SB TR	79	Coors Blvd	7.0	0.0	7.0	7.0	10
NB R	90	Coors Blvd	2.3	0.5	2.0	3.0	10
NB L	92	Coors Blvd	8.2	0.6	7.0	9.0	10
SB L	131	Coors Blvd	6.0	0.0	6.0	6.0	10
SB L	132	Coors Blvd	5.3	0.5	5.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	7.6	0.5	7.0	8.0	10
NEB L	46	Dennis Chavez Blvd	1.9	0.3	1.0	2.0	10
NEB T	47	Dennis Chavez Blvd	11.7	0.8	10.0	13.0	10
NEB T	48	Dennis Chavez Blvd	11.8	0.4	11.0	12.0	10
NEB R	54	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
WB R	83	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
WB L	84	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	5.4	0.5	5.0	6.0	10
WB R	95	Dennis Chavez Blvd	1.9	0.6	1.0	3.0	10
EB L	96	Dennis Chavez Blvd	2.1	0.3	2.0	3.0	10
EB T	97	Dennis Chavez Blvd	8.3	0.9	7.0	10.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	105	Unser Blvd	7.5	0.7	6.0	8.0	10
SB L	138	Unser Blvd	7.2	0.4	7.0	8.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Opening 2031 FB AM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB TR	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB T	124	98th Street	0.0	0.0	0.0	0.0	10
SB L	140	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.0	0.0	0.0	0.1	10
NB LTR	14	Condershire Dr	0.5	0.0	0.4	0.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	132	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,938.0	12.10	22.4	C
2	1,938.0	12.50	23.2	C
3	1,938.0	12.40	23.1	C
4	1,949.0	12.20	22.5	C
5	1,932.0	12.30	23.0	C
6	1,936.0	12.20	22.6	C
7	1,948.0	12.30	22.7	C
8	1,935.0	11.90	22.1	C
9	1,942.0	12.00	22.3	C
10	1,931.0	12.30	22.9	C
Average:	**1,938.7**	**12.22**	**22.7**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,541.0	14.90	21.1	C
2	2,547.0	16.30	23.1	C
3	2,552.0	11.40	16.1	C
4	2,552.0	16.80	23.8	C
5	2,539.0	16.90	24.0	C
6	2,544.0	14.90	21.0	C
7	2,551.0	13.20	18.6	C
8	2,544.0	16.10	22.7	C
9	2,545.0	17.90	25.4	D
10	2,545.0	17.50	24.7	C
Average:	**2,546.0**	**15.59**	**22.0**	**C**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,934.0	44.60	32.5	C
2	4,956.0	46.10	33.5	C
3	4,972.0	45.20	32.7	C
4	4,960.0	46.00	33.4	C
5	4,946.0	44.80	32.6	C
6	4,964.0	46.40	33.6	C
7	4,960.0	45.50	33.0	C
8	4,955.0	45.90	33.4	C

9	4,959.0	45.70	33.2	C
10	4,957.0	45.00	32.7	C
Average:	**4,956.3**	**45.52**	**33.1**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,661.0	16.70	22.6	C
2	2,664.0	16.50	22.3	C
3	2,658.0	16.50	22.3	C
4	2,670.0	17.20	23.2	C
5	2,656.0	16.20	22.0	C
6	2,657.0	15.90	21.6	C
7	2,675.0	16.80	22.6	C
8	2,662.0	16.50	22.3	C
9	2,667.0	16.60	22.5	C
10	2,657.0	16.30	22.1	C
Average:	**2,662.7**	**16.52**	**22.3**	**C**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	12.2	0.2	11.9	12.5	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	15.6	2.0	11.4	17.9	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	45.5	0.6	44.6	46.4	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	16.5	0.4	15.9	17.2	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	22.7	0.4	22.1	23.2	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	22.0	2.9	16.1	25.4	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	33.1	0.4	32.5	33.6	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	22.3	0.4	21.6	23.2	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	218.0	1.20	20.2	C
2	218.0	1.20	20.4	C
3	216.0	1.20	20.1	C
4	220.0	1.20	20.3	C
5	213.0	1.30	21.6	C
6	217.0	1.50	25.1	C
7	217.0	1.20	20.1	C
8	216.0	1.20	20.4	C
9	215.0	1.20	20.7	C
10	217.0	1.20	19.6	B
Average:	**216.7**	**1.24**	**20.8**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	206.0	0.70	11.4	B
2	211.0	0.70	12.3	B
3	228.0	0.70	11.0	B
4	212.0	0.80	13.3	B
5	212.0	0.60	10.8	B
6	228.0	0.60	9.9	A
7	219.0	0.70	11.9	B
8	203.0	0.60	11.4	B
9	208.0	0.70	12.5	B
10	213.0	0.70	11.2	B
Average:	**214.0**	**0.68**	**11.6**	**B**
EB TR on Dennis Chavez Blvd: Superlink ID 1				
1	224.0	0.60	10.1	B
2	222.0	0.80	12.5	B
3	204.0	0.60	10.5	B
4	224.0	0.70	11.7	B
5	217.0	0.70	11.1	B
6	204.0	0.60	11.4	B
7	214.0	0.70	12.4	B
8	228.0	0.70	10.5	B
9	224.0	0.60	10.4	B
10	215.0	0.80	12.8	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**217.6**	**0.68**	**11.3**	**B**
NB L on 98th Street: Superlink ID 12				
1	5.0	0.10	44.5	D
2	5.0	0.10	65.3	E
3	5.0	0.10	65.1	E
4	6.0	0.10	30.7	C
5	5.0	0.00	33.7	C
6	5.0	0.10	49.7	D
7	5.0	0.10	47.0	D
8	5.0	0.00	33.5	C
9	4.0	0.10	55.3	E
10	5.0	0.00	10.0	A
Average:	**5.0**	**0.07**	**43.5**	**D**
NB T on 98th Street: Superlink ID 12				
1	8.0	0.10	51.5	D
2	9.0	0.10	20.6	C
3	5.0	0.10	36.4	D
4	11.0	0.10	39.0	D
5	10.0	0.10	43.0	D
6	9.0	0.10	39.7	D
7	9.0	0.10	47.4	D
8	14.0	0.30	65.6	E
9	8.0	0.10	37.2	D
10	7.0	0.10	43.8	D
Average:	**9.0**	**0.12**	**42.4**	**D**
NB TR on 98th Street: Superlink ID 12				
1	34.0	0.20	16.2	B
2	33.0	0.20	23.5	C
3	38.0	0.20	19.4	B
4	32.0	0.10	16.2	B
5	33.0	0.10	15.0	B
6	34.0	0.20	15.9	B
7	35.0	0.20	18.5	B
8	29.0	0.10	15.0	B
9	35.0	0.20	18.2	B
10	36.0	0.20	23.7	C
Average:	**33.9**	**0.17**	**18.1**	**B**
SB L on 98th Street: Superlink ID 2				
1	300.0	3.10	37.7	D
2	297.0	3.20	39.2	D
3	299.0	3.40	41.1	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	300.0	3.20	38.6	D
5	300.0	3.30	39.3	D
6	302.0	3.10	36.7	D
7	302.0	3.10	36.9	D
8	299.0	2.90	35.4	D
9	299.0	3.20	38.7	D
10	300.0	3.20	37.9	D
Average:	**299.8**	**3.17**	**38.1**	**D**
SB T on 98th Street: Superlink ID 2				
1	8.0	0.00	19.2	B
2	10.0	0.10	43.2	D
3	11.0	0.10	33.4	C
4	11.0	0.10	30.7	C
5	10.0	0.10	41.0	D
6	7.0	0.10	32.2	C
7	11.0	0.10	38.3	D
8	11.0	0.10	33.3	C
9	13.0	0.10	35.7	D
10	8.0	0.10	25.2	C
Average:	**10.0**	**0.09**	**33.2**	**C**
SB TR on 98th Street: Superlink ID 2				
1	88.0	0.80	32.6	C
2	86.0	0.70	29.7	C
3	85.0	0.70	29.0	C
4	85.0	0.80	32.4	C
5	86.0	0.70	31.4	C
6	90.0	0.80	30.4	C
7	87.0	0.80	33.2	C
8	85.0	0.70	30.6	C
9	83.0	0.70	32.2	C
10	87.0	0.70	29.2	C
Average:	**86.2**	**0.74**	**31.1**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	44.0	0.20	19.7	B
2	43.0	0.20	19.7	B
3	44.0	0.20	16.6	B
4	43.0	0.20	19.3	B
5	40.0	0.20	17.2	B
6	42.0	0.20	17.9	B
7	43.0	0.30	22.4	C
8	40.0	0.20	21.7	C
9	42.0	0.20	18.2	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	42.0	0.20	18.4	B
Average:	**42.3**	**0.21**	**19.1**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	459.0	2.40	18.9	B
2	460.0	2.50	19.6	B
3	460.0	2.50	19.9	B
4	459.0	2.40	18.8	B
5	460.0	2.50	19.4	B
6	456.0	2.40	18.8	B
7	460.0	2.40	18.8	B
8	458.0	2.30	18.4	B
9	461.0	2.30	17.7	B
10	458.0	2.40	19.0	B
Average:	**459.1**	**2.41**	**18.9**	**B**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	344.0	2.60	27.2	C
2	344.0	2.60	27.2	C
3	343.0	2.60	27.7	C
4	346.0	2.40	25.3	C
5	346.0	2.60	27.4	C
6	342.0	2.60	26.9	C
7	346.0	2.60	26.6	C
8	347.0	2.60	26.6	C
9	350.0	2.50	26.2	C
10	343.0	2.80	29.1	C
Average:	**345.1**	**2.59**	**27.0**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 5				
1	19.0	0.20	31.8	D
2	18.0	0.20	38.9	E
3	18.0	0.10	27.8	D
4	20.0	0.20	28.3	D
5	19.0	0.20	33.5	D
6	21.0	0.20	31.1	D
7	22.0	0.20	37.6	E
8	19.0	0.20	32.5	D
9	19.0	0.30	48.3	E
10	22.0	0.10	24.1	C
Average:	**19.7**	**0.19**	**33.4**	**D**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	1,107.0	0.10	0.3	A
2	1,110.0	0.20	0.6	A
3	1,108.0	0.20	0.5	A
4	1,108.0	0.10	0.3	A
5	1,106.0	0.10	0.2	A
6	1,108.0	0.10	0.5	A
7	1,109.0	0.20	0.5	A
8	1,109.0	0.20	0.6	A
9	1,099.0	0.30	0.9	A
10	1,105.0	0.10	0.4	A
Average:	**1,106.9**	**0.16**	**0.5**	**A**
NB LTR on Condershire Dr: Superlink ID 7				
1	39.0	12.20	1,125.1	F
2	31.0	12.40	1,439.8	F
3	39.0	8.90	825.8	F
4	36.0	14.40	1,442.7	F
5	36.0	11.10	1,113.6	F
6	30.0	10.70	1,282.6	F
7	33.0	9.60	1,049.1	F
8	36.0	11.50	1,154.7	F
9	42.0	14.30	1,223.4	F
10	36.0	13.60	1,357.1	F
Average:	**35.8**	**11.87**	**1,201.4**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	30.0	1.80	210.3	F
2	36.0	2.50	251.0	F
3	36.0	1.40	142.3	F
4	39.0	1.60	150.1	F
5	33.0	4.80	525.1	F
6	33.0	3.00	330.5	F
7	34.0	2.20	235.3	F
8	31.0	3.60	413.5	F
9	36.0	2.30	231.1	F
10	33.0	2.80	309.6	F
Average:	**34.1**	**2.60**	**279.9**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 17				
1	21.0	0.10	25.6	D
2	24.0	0.20	36.0	E
3	23.0	0.20	24.6	C
4	24.0	0.20	25.7	D
5	23.0	0.20	30.0	D

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	24.0	0.20	31.4	D
7	24.0	0.20	30.1	D
8	22.0	0.10	24.1	C
9	22.0	0.20	25.2	D
10	24.0	0.20	28.8	D
Average:	**23.1**	**0.18**	**28.1**	**D**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	1,325.0	0.60	1.5	A
2	1,328.0	0.80	2.1	A
3	1,328.0	0.60	1.5	A
4	1,325.0	0.40	1.0	A
5	1,322.0	0.50	1.5	A
6	1,328.0	0.60	1.6	A
7	1,329.0	0.70	2.0	A
8	1,327.0	0.50	1.2	A
9	1,327.0	0.70	1.8	A
10	1,325.0	0.60	1.6	A
Average:	**1,326.4**	**0.60**	**1.6**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on Coors Blvd: Superlink ID 16				
1	478.0	6.60	49.8	D
2	480.0	6.50	48.4	D
3	479.0	6.40	48.1	D
4	482.0	6.50	48.9	D
5	479.0	6.60	49.4	D
6	484.0	7.10	52.7	D
7	476.0	6.70	50.5	D
8	479.0	6.80	51.4	D
9	480.0	6.40	48.2	D
10	477.0	6.40	48.2	D
Average:	**479.4**	**6.60**	**49.6**	**D**
NB R on Coors Blvd: Superlink ID 16				
1	80.0	0.30	13.3	B
2	81.0	0.20	11.0	B
3	80.0	0.30	12.3	B
4	81.0	0.20	9.3	A
5	80.0	0.20	9.7	A
6	80.0	0.30	13.1	B
7	80.0	0.30	11.7	B
8	80.0	0.30	14.8	B

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	81.0	0.30	11.8	B
10	79.0	0.20	10.5	B
Average:	**80.2**	**0.26**	**11.7**	**B**
NB T on Coors Blvd: Superlink ID 16				
1	756.0	5.70	27.1	C
2	768.0	6.00	28.1	C
3	774.0	5.40	25.1	C
4	763.0	5.90	27.7	C
5	756.0	5.70	26.9	C
6	767.0	5.80	27.3	C
7	769.0	5.60	26.3	C
8	768.0	5.60	26.2	C
9	763.0	5.60	26.3	C
10	773.0	5.80	27.1	C
Average:	**765.7**	**5.71**	**26.8**	**C**
NEB L on Dennis Chavez Blvd: Superlink ID 17				
1	59.0	0.80	50.7	D
2	60.0	0.90	55.9	E
3	59.0	0.90	52.0	D
4	59.0	0.90	54.0	D
5	60.0	1.00	57.7	E
6	61.0	0.90	55.8	E
7	57.0	0.90	55.1	E
8	60.0	0.90	53.3	D
9	57.0	0.90	59.3	E
10	60.0	0.80	50.9	D
Average:	**59.2**	**0.89**	**54.5**	**D**
NEB R on Dennis Chavez Blvd: Superlink ID 17				
1	601.0	4.40	26.1	C
2	602.0	4.60	27.6	C
3	604.0	4.60	27.3	C
4	605.0	4.70	28.2	C
5	604.0	4.30	25.6	C
6	607.0	4.50	26.5	C
7	605.0	4.10	24.6	C
8	605.0	4.50	26.9	C
9	603.0	4.80	28.5	C
10	603.0	4.60	27.2	C
Average:	**603.9**	**4.51**	**26.9**	**C**
NEB T on Dennis Chavez Blvd: Superlink ID 17				
1	367.0	4.50	44.4	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	367.0	4.50	44.2	D
3	372.0	4.70	45.5	D
4	373.0	4.70	45.4	D
5	372.0	4.60	44.2	D
6	368.0	4.70	45.7	D
7	374.0	4.60	44.6	D
8	372.0	4.70	45.7	D
9	373.0	4.70	45.8	D
10	371.0	4.70	45.6	D
Average:	**370.9**	**4.64**	**45.1**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	297.0	3.90	47.6	D
2	296.0	3.90	47.9	D
3	297.0	4.00	48.5	D
4	296.0	4.00	48.7	D
5	297.0	3.90	47.4	D
6	298.0	3.90	47.4	D
7	295.0	4.00	49.1	D
8	297.0	4.00	48.6	D
9	296.0	3.90	47.8	D
10	296.0	3.90	47.1	D
Average:	**296.5**	**3.94**	**48.0**	**D**
SB T on Coors Blvd: Superlink ID 21				
1	378.0	3.40	32.1	C
2	402.0	3.50	31.1	C
3	398.0	3.40	30.8	C
4	397.0	3.50	31.8	C
5	401.0	3.40	30.8	C
6	401.0	3.40	30.9	C
7	408.0	3.50	30.9	C
8	381.0	3.30	31.6	C
9	385.0	3.40	32.1	C
10	400.0	3.50	31.2	C
Average:	**395.1**	**3.43**	**31.3**	**C**
SB TR on Coors Blvd: Superlink ID 21				
1	448.0	3.60	28.8	C
2	427.0	3.70	31.3	C
3	441.0	3.50	28.3	C
4	430.0	3.70	31.0	C
5	424.0	3.40	29.1	C
6	426.0	3.60	30.2	C
7	421.0	3.50	29.8	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	445.0	3.70	29.8	C
9	449.0	3.60	29.1	C
10	432.0	3.60	30.0	C
Average:	**434.3**	**3.59**	**29.7**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	162.0	2.30	51.3	D
2	163.0	2.30	50.8	D
3	162.0	2.40	54.2	D
4	163.0	2.50	54.9	D
5	163.0	2.40	53.2	D
6	160.0	2.40	53.8	D
7	161.0	2.30	51.7	D
8	161.0	2.30	52.0	D
9	161.0	2.50	56.3	E
10	162.0	2.40	52.8	D
Average:	**161.8**	**2.38**	**53.1**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	507.0	0.00	0.3	A
2	506.0	0.10	0.4	A
3	506.0	0.10	0.4	A
4	506.0	0.00	0.3	A
5	507.0	0.10	0.5	A
6	505.0	0.10	0.7	A
7	508.0	0.10	0.4	A
8	505.0	0.10	0.8	A
9	506.0	0.10	0.7	A
10	505.0	0.00	0.3	A
Average:	**506.1**	**0.07**	**0.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	801.0	9.00	40.6	D
2	804.0	9.90	44.2	D
3	800.0	9.60	43.2	D
4	805.0	9.30	41.6	D
5	803.0	9.30	41.7	D
6	807.0	9.70	43.1	D
7	806.0	9.90	44.2	D
8	802.0	9.60	43.0	D
9	805.0	9.40	42.0	D
10	799.0	9.10	41.0	D
Average:	**803.2**	**9.48**	**42.4**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	104.0	1.50	52.6	D
2	104.0	1.40	49.9	D
3	105.0	1.30	45.2	D
4	105.0	1.60	54.0	D
5	105.0	1.50	51.0	D
6	102.0	1.40	48.6	D
7	105.0	1.40	49.3	D
8	104.0	1.40	48.3	D
9	106.0	1.50	51.6	D
10	105.0	1.40	48.8	D
Average:	**104.5**	**1.44**	**49.9**	**D**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	642.0	2.00	11.2	B
2	638.0	2.10	11.9	B
3	638.0	2.00	11.1	B
4	646.0	1.90	10.8	B
5	637.0	1.90	10.5	B
6	641.0	1.80	9.9	A
7	643.0	2.00	11.1	B
8	641.0	2.00	11.3	B
9	638.0	2.00	11.3	B
10	639.0	2.00	11.4	B
Average:	**640.3**	**1.97**	**11.0**	**B**
SB L on Unser Blvd: Superlink ID 4				
1	480.0	4.70	35.4	D
2	481.0	4.80	36.3	D
3	482.0	4.70	35.2	D
4	482.0	4.70	34.9	C
5	483.0	4.50	33.5	C
6	484.0	4.50	33.2	C
7	484.0	4.80	35.4	D
8	483.0	4.70	35.4	D
9	482.0	4.80	35.5	D
10	480.0	4.70	35.2	D
Average:	**482.1**	**4.69**	**35.0**	**C**
SB R on Unser Blvd: Superlink ID 4				
1	51.0	0.20	15.3	B
2	48.0	0.20	15.5	B
3	48.0	0.30	20.4	C
4	48.0	0.20	13.0	B
5	50.0	0.20	14.0	B

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	47.0	0.20	18.9	B
7	50.0	0.30	19.7	B
8	51.0	0.20	16.5	B
9	48.0	0.30	19.8	B
10	50.0	0.20	14.4	B
Average:	**49.1**	**0.23**	**16.8**	**B**

WB R on Dennis Chavez Blvd: Superlink ID 5

1	575.0	1.90	12.1	B
2	582.0	1.90	11.6	B
3	578.0	1.90	12.1	B
4	576.0	2.00	12.4	B
5	575.0	2.00	12.2	B
6	575.0	1.90	11.9	B
7	579.0	2.00	12.3	B
8	575.0	2.00	12.3	B
9	577.0	2.00	12.7	B
10	577.0	1.90	12.0	B
Average:	**576.9**	**1.95**	**12.2**	**B**

WB T on Dennis Chavez Blvd: Superlink ID 5

1	809.0	6.30	28.2	C
2	811.0	6.00	26.6	C
3	807.0	6.30	27.9	C
4	813.0	6.80	30.3	C
5	806.0	6.20	27.9	C
6	808.0	6.20	27.7	C
7	814.0	6.40	28.2	C
8	808.0	6.10	27.4	C
9	816.0	6.10	26.8	C
10	806.0	6.10	27.1	C
Average:	**809.8**	**6.25**	**27.8**	**C**

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	1.2	0.1	1.2	1.5	10
EB T	Dennis Chavez Blvd	1	0.7	0.1	0.6	0.8	10
EB TR	Dennis Chavez Blvd	1	0.7	0.1	0.6	0.8	10
NB L	98th Street	12	0.1	0.0	0.0	0.1	10
NB T	98th Street	12	0.1	0.1	0.1	0.3	10
NB TR	98th Street	12	0.2	0.0	0.1	0.2	10
SB L	98th Street	2	3.2	0.1	2.9	3.4	10
SB T	98th Street	2	0.1	0.0	0.0	0.1	10
SB TR	98th Street	2	0.7	0.1	0.7	0.8	10
WB L	Dennis Chavez Blvd	3	0.2	0.0	0.2	0.3	10
WB R	Dennis Chavez Blvd	3	2.4	0.1	2.3	2.5	10
WB T	Dennis Chavez Blvd	3	2.6	0.1	2.4	2.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.3	10
EB TR	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.3	10
NB LTR	Condershire Dr	7	11.9	1.9	8.9	14.4	10
SB LTR	Condershire Dr	6	2.6	1.0	1.4	4.8	10
WB L	Dennis Chavez Blvd	17	0.2	0.0	0.1	0.2	10
WB TR	Dennis Chavez Blvd	17	0.6	0.1	0.4	0.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	6.6	0.2	6.4	7.1	10
NB R	Coors Blvd	16	0.3	0.1	0.2	0.3	10
NB T	Coors Blvd	16	5.7	0.2	5.4	6.0	10
NEB L	Dennis Chavez Blvd	17	0.9	0.1	0.8	1.0	10
NEB R	Dennis Chavez Blvd	17	4.5	0.2	4.1	4.8	10
NEB T	Dennis Chavez Blvd	17	4.6	0.1	4.5	4.7	10
SB L	Coors Blvd	21	3.9	0.1	3.9	4.0	10
SB T	Coors Blvd	21	3.4	0.1	3.3	3.5	10
SB TR	Coors Blvd	21	3.6	0.1	3.4	3.7	10
WB L	Dennis Chavez Blvd	11	2.4	0.1	2.3	2.5	10
WB R	Dennis Chavez Blvd	11	0.1	0.0	0.0	0.1	10
WB T	Dennis Chavez Blvd	11	9.5	0.3	9.0	9.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	1.4	0.1	1.3	1.6	10
EB T	Dennis Chavez Blvd	3	2.0	0.1	1.8	2.1	10
SB L	Unser Blvd	4	4.7	0.1	4.5	4.8	10
SB R	Unser Blvd	4	0.2	0.0	0.2	0.3	10
WB R	Dennis Chavez Blvd	5	2.0	0.1	1.9	2.0	10
WB T	Dennis Chavez Blvd	5	6.3	0.2	6.0	6.8	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	20.8	1.6	19.6	25.1	10
EB T	Dennis Chavez Blvd	1	11.6	1.0	9.9	13.3	10
EB TR	Dennis Chavez Blvd	1	11.3	1.0	10.1	12.8	10
NB L	98th Street	12	43.5	17.0	10.0	65.3	10
NB T	98th Street	12	42.4	11.6	20.6	65.6	10
NB TR	98th Street	12	18.1	3.2	15.0	23.7	10
SB L	98th Street	2	38.1	1.6	35.4	41.1	10
SB T	98th Street	2	33.2	7.1	19.2	43.2	10
SB TR	98th Street	2	31.1	1.5	29.0	33.2	10
WB L	Dennis Chavez Blvd	3	19.1	1.9	16.6	22.4	10
WB R	Dennis Chavez Blvd	3	18.9	0.6	17.7	19.9	10
WB T	Dennis Chavez Blvd	3	27.0	1.0	25.3	29.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	33.4	6.9	24.1	48.3	10
EB TR	Dennis Chavez Blvd	5	0.5	0.2	0.2	0.9	10
NB LTR	Condershire Dr	7	1,201.4	190.4	825.8	1,442.7	10
SB LTR	Condershire Dr	6	279.9	118.9	142.3	525.1	10
WB L	Dennis Chavez Blvd	17	28.1	3.8	24.1	36.0	10
WB TR	Dennis Chavez Blvd	17	1.6	0.3	1.0	2.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	Coors Blvd	16	49.6	1.6	48.1	52.7	10
NB R	Coors Blvd	16	11.7	1.7	9.3	14.8	10
NB T	Coors Blvd	16	26.8	0.9	25.1	28.1	10
NEB L	Dennis Chavez Blvd	17	54.5	2.8	50.7	59.3	10
NEB R	Dennis Chavez Blvd	17	26.9	1.2	24.6	28.5	10
NEB T	Dennis Chavez Blvd	17	45.1	0.7	44.2	45.8	10
SB L	Coors Blvd	21	48.0	0.7	47.1	49.1	10
SB T	Coors Blvd	21	31.3	0.5	30.8	32.1	10
SB TR	Coors Blvd	21	29.7	1.0	28.3	31.3	10
WB L	Dennis Chavez Blvd	11	53.1	1.8	50.8	56.3	10
WB R	Dennis Chavez Blvd	11	0.5	0.2	0.3	0.8	10
WB T	Dennis Chavez Blvd	11	42.4	1.3	40.6	44.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	49.9	2.5	45.2	54.0	10
EB T	Dennis Chavez Blvd	3	11.0	0.5	9.9	11.9	10
SB L	Unser Blvd	4	35.0	0.9	33.2	36.3	10
SB R	Unser Blvd	4	16.8	2.7	13.0	20.4	10
WB R	Dennis Chavez Blvd	5	12.2	0.3	11.6	12.7	10
WB T	Dennis Chavez Blvd	5	27.8	1.0	26.6	30.3	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	19.0	1.0	75.2	3.0	0.0%
2	120.0	17.5	0.9	71.5	3.0	0.0%
3	120.0	17.1	1.0	67.7	3.0	0.0%
4	120.0	19.6	1.0	75.2	3.0	0.0%
5	120.0	23.0	1.1	84.8	3.0	0.0%
6	120.0	30.0	1.4	100.7	4.0	0.0%
7	120.0	19.8	1.0	74.5	3.0	0.0%
8	120.0	21.6	1.1	75.6	3.0	0.0%
9	120.0	23.2	1.1	90.2	3.0	0.0%
10	120.0	18.2	0.9	73.9	3.0	0.0%
Average:	**120.0**	**20.9**	**1.1**	**78.9**	**3.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	11.9	0.5	62.8	3.0	0.0%
2	120.0	11.9	0.5	74.3	3.0	0.0%
3	120.0	13.4	0.6	62.4	3.0	0.0%
4	120.0	11.9	0.5	68.8	3.0	0.0%
5	120.0	11.9	0.5	73.0	3.0	0.0%
6	120.0	11.7	0.5	71.2	3.0	0.0%
7	120.0	15.1	0.6	71.8	3.0	0.0%
8	120.0	15.0	0.6	90.3	3.0	0.0%
9	120.0	11.6	0.5	57.1	2.0	0.0%
10	120.0	13.6	0.6	77.8	3.0	0.0%
Average:	**120.0**	**12.8**	**0.5**	**71.0**	**2.9**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 126						
1	120.0	14.5	0.6	78.8	3.0	0.0%
2	120.0	15.7	0.7	101.9	3.0	0.0%
3	120.0	12.8	0.5	72.8	3.0	0.0%
4	120.0	14.8	0.6	77.1	3.0	0.0%
5	120.0	14.0	0.6	79.1	3.0	0.0%
6	120.0	12.2	0.5	74.0	3.0	0.0%
7	120.0	13.0	0.6	71.1	3.0	0.0%
8	120.0	14.5	0.6	71.3	3.0	0.0%
9	120.0	11.6	0.5	70.0	3.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 126						
10	120.0	14.1	0.6	78.9	3.0	0.0%
Average:	**120.0**	**13.7**	**0.6**	**77.5**	**3.0**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	1.1	0.1	15.1	1.0	0.0%
2	120.0	1.9	0.1	19.4	1.0	0.0%
3	120.0	1.2	0.1	15.3	1.0	0.0%
4	120.0	0.9	0.1	0.8	0.0	0.0%
5	120.0	0.9	0.1	0.8	1.0	0.0%
6	120.0	1.1	0.1	14.9	1.0	0.0%
7	120.0	1.2	0.1	14.3	1.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	1.1	0.1	16.0	1.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.0**	**0.1**	**9.7**	**0.7**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	1.8	0.1	18.5	1.0	0.0%
2	120.0	0.8	0.1	0.8	0.0	0.0%
3	120.0	1.0	0.1	0.8	0.0	0.0%
4	120.0	2.4	0.1	17.0	1.0	0.0%
5	120.0	1.0	0.1	11.4	1.0	0.0%
6	120.0	1.9	0.1	16.6	1.0	0.0%
7	120.0	2.3	0.1	15.9	1.0	0.0%
8	120.0	3.9	0.2	17.7	1.0	0.0%
9	120.0	1.5	0.1	16.1	1.0	0.0%
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**11.5**	**0.7**	**0.0%**
NB TR on 98th Street - Lane ID 109						
1	120.0	2.9	0.2	16.7	1.0	0.0%
2	120.0	4.9	0.2	23.1	1.0	0.0%
3	120.0	3.5	0.2	17.7	1.0	0.0%
4	120.0	1.9	0.1	16.6	1.0	0.0%
5	120.0	3.6	0.2	18.9	1.0	0.0%
6	120.0	2.9	0.2	19.9	1.0	0.0%
7	120.0	3.2	0.2	18.7	1.0	0.0%
8	120.0	2.5	0.1	17.9	1.0	0.0%
9	120.0	3.5	0.2	20.6	1.0	0.0%
10	120.0	4.9	0.3	22.9	1.0	0.0%
Average:	**120.0**	**3.4**	**0.2**	**19.3**	**1.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
1	120.0	32.0	1.4	104.5	4.0	0.0%
2	120.0	37.4	1.5	104.5	4.0	0.0%
3	120.0	36.9	1.5	113.9	4.0	0.0%
4	120.0	35.6	1.5	102.6	4.0	0.0%
5	120.0	37.7	1.6	106.9	4.0	0.0%
6	120.0	36.1	1.5	107.9	4.0	0.0%
7	120.0	31.7	1.3	99.4	4.0	0.0%
8	120.0	29.9	1.3	96.1	4.0	0.0%
9	120.0	38.5	1.6	103.0	4.0	0.0%
10	120.0	34.9	1.5	107.7	4.0	0.0%
Average:	**120.0**	**35.1**	**1.5**	**104.7**	**4.0**	**0.0%**
SB L on 98th Street - Lane ID 140						
1	120.0	31.9	1.4	97.5	3.0	0.0%
2	120.0	38.2	1.6	121.5	4.0	0.0%
3	120.0	39.1	1.6	126.3	5.0	0.0%
4	120.0	35.7	1.5	110.7	4.0	0.0%
5	120.0	40.2	1.6	120.8	4.0	0.0%
6	120.0	33.1	1.4	96.3	4.0	0.0%
7	120.0	35.7	1.5	113.7	4.0	0.0%
8	120.0	33.5	1.4	115.0	4.0	0.0%
9	120.0	35.7	1.5	118.1	5.0	0.0%
10	120.0	33.1	1.4	81.7	3.0	0.0%
Average:	**120.0**	**35.6**	**1.5**	**110.2**	**4.0**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	0.8	0.1	0.7	0.0	0.0%
2	120.0	2.3	0.1	16.7	1.0	0.0%
3	120.0	1.9	0.1	17.8	1.0	0.0%
4	120.0	2.4	0.1	16.0	1.0	0.0%
5	120.0	1.6	0.1	17.3	1.0	0.0%
6	120.0	1.3	0.1	16.0	1.0	0.0%
7	120.0	2.0	0.1	15.5	1.0	0.0%
8	120.0	1.7	0.1	15.9	1.0	0.0%
9	120.0	2.1	0.1	17.5	1.0	0.0%
10	120.0	1.0	0.1	8.4	1.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**14.2**	**0.9**	**0.0%**
SB TR on 98th Street - Lane ID 3						
1	120.0	17.2	0.7	64.5	2.0	0.0%
2	120.0	14.1	0.7	47.1	2.0	0.0%
3	120.0	18.9	0.7	81.5	2.0	0.0%
4	120.0	14.8	0.7	56.4	2.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on 98th Street - Lane ID 3						
5	120.0	15.2	0.7	53.1	2.0	0.0%
6	120.0	19.2	0.8	65.9	2.0	0.0%
7	120.0	16.2	0.7	48.6	2.0	0.0%
8	120.0	16.4	0.7	52.9	2.0	0.0%
9	120.0	17.2	0.8	56.5	2.0	0.0%
10	120.0	14.2	0.7	53.2	2.0	0.0%
Average:	**120.0**	**16.3**	**0.7**	**58.0**	**2.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	4.5	0.2	43.9	2.0	0.0%
2	120.0	4.0	0.2	18.2	1.0	0.0%
3	120.0	2.6	0.1	16.8	1.0	0.0%
4	120.0	3.6	0.2	16.9	1.0	0.0%
5	120.0	2.9	0.2	19.0	1.0	0.0%
6	120.0	2.8	0.2	17.8	1.0	0.0%
7	120.0	4.3	0.2	20.2	1.0	0.0%
8	120.0	4.4	0.2	31.1	1.0	0.0%
9	120.0	4.1	0.2	18.9	1.0	0.0%
10	120.0	2.6	0.1	19.7	1.0	0.0%
Average:	**120.0**	**3.6**	**0.2**	**22.3**	**1.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	29.1	1.1	173.3	6.0	0.0%
2	120.0	34.2	1.3	176.2	6.0	0.0%
3	120.0	39.3	1.5	204.0	8.0	0.0%
4	120.0	31.3	1.2	181.2	7.0	0.0%
5	120.0	29.9	1.1	159.6	7.0	0.0%
6	120.0	23.0	0.9	161.2	6.0	0.0%
7	120.0	44.3	1.6	203.1	7.0	0.0%
8	120.0	28.7	1.1	167.0	6.0	0.0%
9	120.0	32.4	1.2	176.2	6.0	0.0%
10	120.0	38.8	1.5	178.2	7.0	0.0%
Average:	**120.0**	**33.1**	**1.3**	**178.0**	**6.6**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	55.3	2.1	211.3	8.0	0.0%
2	120.0	55.1	2.1	203.5	7.0	0.0%
3	120.0	58.8	2.3	225.3	8.0	0.0%
4	120.0	50.7	1.9	207.4	8.0	0.0%
5	120.0	51.9	1.9	219.0	8.0	0.0%
6	120.0	48.5	1.8	215.7	7.0	0.0%
7	120.0	60.1	2.3	207.7	8.0	0.0%
8	120.0	60.1	2.3	203.8	7.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 6						
9	120.0	50.2	1.8	221.0	8.0	0.0%
10	120.0	63.8	2.4	207.5	8.0	0.0%
Average:	**120.0**	**55.5**	**2.1**	**212.2**	**7.7**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 142						
1	120.0	1.3	0.2	7.4	1.0	0.0%
2	120.0	2.4	0.2	8.4	1.0	0.0%
3	120.0	0.9	0.1	5.2	1.0	0.0%
4	120.0	0.9	0.1	6.5	1.0	0.0%
5	120.0	1.4	0.2	5.8	1.0	0.0%
6	120.0	1.7	0.2	6.9	1.0	0.0%
7	120.0	1.8	0.3	9.4	1.0	0.0%
8	120.0	1.0	0.1	7.3	1.0	0.0%
9	120.0	1.9	0.2	8.9	1.0	0.0%
10	120.0	0.8	0.1	7.0	1.0	0.0%
Average:	**120.0**	**1.4**	**0.2**	**7.3**	**1.0**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 143						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.2	0.0	0.0	0.0	0.0%
7	120.0	0.2	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 14						
1	120.0	696.0	25.5	1,141.0	41.1	29.2%
2	120.0	788.2	26.9	1,142.2	40.0	36.7%
3	120.0	614.9	21.0	1,178.8	40.0	25.0%
4	120.0	781.1	28.5	1,137.7	42.0	35.0%
5	120.0	708.9	25.4	1,143.9	41.0	30.8%
6	120.0	767.1	28.0	1,142.3	41.0	38.3%
7	120.0	686.5	24.5	1,142.4	42.0	34.2%
8	120.0	720.6	26.1	1,180.9	42.0	29.2%
9	120.0	716.3	25.7	1,137.0	42.0	30.8%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on Condershire Dr - Lane ID 14						
10	120.0	791.3	27.7	1,139.1	41.0	39.2%
Average:	**120.0**	**727.1**	**25.9**	**1,148.5**	**41.2**	**32.8%**
SB LTR on Condershire Dr - Lane ID 12						
1	120.0	26.0	1.9	110.2	5.0	16.7%
2	120.0	37.8	2.3	102.2	5.0	18.3%
3	120.0	11.8	1.4	49.8	3.0	2.5%
4	120.0	12.9	1.5	67.3	4.0	4.2%
5	120.0	82.7	4.2	137.8	6.0	64.2%
6	120.0	42.1	3.0	123.8	6.0	15.8%
7	120.0	29.4	2.3	90.1	5.0	17.5%
8	120.0	65.5	3.6	142.2	6.0	50.8%
9	120.0	29.7	2.1	103.6	4.0	10.0%
10	120.0	41.9	2.9	117.1	6.0	24.2%
Average:	**120.0**	**38.0**	**2.5**	**104.4**	**5.0**	**22.4%**
WB L on Dennis Chavez Blvd - Lane ID 151						
1	120.0	0.7	0.1	6.2	1.0	0.0%
2	120.0	2.7	0.2	9.3	1.0	0.0%
3	120.0	0.9	0.1	5.6	1.0	0.0%
4	120.0	1.9	0.2	10.0	1.0	0.0%
5	120.0	1.1	0.2	7.9	1.0	0.0%
6	120.0	1.0	0.2	6.8	1.0	0.0%
7	120.0	1.6	0.2	7.1	1.0	0.0%
8	120.0	1.0	0.1	6.4	1.0	0.0%
9	120.0	0.9	0.1	7.3	1.0	0.0%
10	120.0	0.9	0.2	7.0	1.0	0.0%
Average:	**120.0**	**1.3**	**0.2**	**7.4**	**1.0**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 16						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 155						
1	120.0	71.8	2.8	187.2	7.0	0.0%
2	120.0	70.7	2.7	180.5	7.0	0.0%
3	120.0	64.2	2.6	174.1	6.0	0.0%
4	120.0	69.4	2.7	198.2	7.0	0.0%
5	120.0	72.0	2.7	178.9	6.0	0.0%
6	120.0	82.5	3.1	215.8	8.0	0.0%
7	120.0	76.5	3.0	191.0	7.0	0.0%
8	120.0	69.7	2.6	192.0	7.0	0.0%
9	120.0	65.1	2.6	181.2	6.0	0.0%
10	120.0	64.4	2.6	161.6	6.0	0.0%
Average:	**120.0**	**70.6**	**2.7**	**186.1**	**6.7**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	67.3	2.6	188.8	7.0	0.0%
2	120.0	71.4	2.6	173.3	6.0	0.0%
3	120.0	64.5	2.6	167.5	7.0	0.0%
4	120.0	63.2	2.5	179.1	7.0	0.0%
5	120.0	75.4	3.0	203.1	7.0	0.0%
6	120.0	78.5	3.0	239.9	8.0	0.0%
7	120.0	80.0	3.1	176.6	6.0	0.0%
8	120.0	70.3	2.5	200.8	7.0	0.0%
9	120.0	62.8	2.4	165.2	6.0	0.0%
10	120.0	63.0	2.5	185.8	7.0	0.0%
Average:	**120.0**	**69.6**	**2.7**	**188.0**	**6.8**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	4.2	0.2	19.0	1.0	0.0%
2	120.0	4.0	0.3	17.2	1.0	0.0%
3	120.0	3.9	0.2	19.2	1.0	0.0%
4	120.0	2.7	0.2	16.4	1.0	0.0%
5	120.0	2.8	0.2	17.8	1.0	0.0%
6	120.0	5.2	0.2	26.2	1.0	0.0%
7	120.0	4.1	0.2	20.8	1.0	0.0%
8	120.0	4.1	0.2	17.3	1.0	0.0%
9	120.0	3.3	0.2	17.1	1.0	0.0%
10	120.0	3.3	0.2	18.4	1.0	0.0%
Average:	**120.0**	**3.8**	**0.2**	**18.9**	**1.0**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	68.3	2.7	213.0	8.0	0.0%
2	120.0	76.3	2.9	224.2	9.0	0.0%
3	120.0	57.6	2.2	211.1	8.0	0.0%
4	120.0	66.1	2.6	197.4	8.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
5	120.0	55.8	2.2	186.5	7.0	0.0%
6	120.0	61.2	2.3	197.2	7.0	0.0%
7	120.0	59.0	2.2	198.1	7.0	0.0%
8	120.0	55.1	2.1	199.1	7.0	0.0%
9	120.0	58.9	2.3	201.6	8.0	0.0%
10	120.0	65.0	2.4	211.8	8.0	0.0%
Average:	**120.0**	**62.3**	**2.4**	**204.0**	**7.7**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	66.1	2.6	214.3	8.0	0.0%
2	120.0	69.8	2.7	208.0	8.0	0.0%
3	120.0	55.9	2.0	191.3	6.0	0.0%
4	120.0	58.0	2.3	194.5	7.0	0.0%
5	120.0	53.6	2.1	200.0	7.0	0.0%
6	120.0	63.9	2.4	193.0	7.0	0.0%
7	120.0	56.5	2.2	205.7	8.0	0.0%
8	120.0	58.5	2.3	192.8	7.0	0.0%
9	120.0	61.8	2.4	221.3	7.0	0.0%
10	120.0	57.0	2.2	202.7	8.0	0.0%
Average:	**120.0**	**60.1**	**2.3**	**202.4**	**7.3**	**0.0%**
NEB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	13.0	0.7	54.8	2.0	0.0%
2	120.0	18.0	0.8	64.8	2.0	0.0%
3	120.0	15.8	0.7	51.9	2.0	0.0%
4	120.0	16.4	0.8	70.9	3.0	0.0%
5	120.0	17.9	0.8	74.9	3.0	0.0%
6	120.0	16.9	0.8	64.5	3.0	0.0%
7	120.0	19.8	0.8	72.1	3.0	0.0%
8	120.0	16.6	0.8	55.1	2.0	0.0%
9	120.0	19.5	0.9	65.9	2.0	0.0%
10	120.0	19.2	0.8	78.1	3.0	0.0%
Average:	**120.0**	**17.3**	**0.8**	**65.3**	**2.5**	**0.0%**
NEB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	18.5	0.7	134.6	5.0	0.0%
2	120.0	33.1	1.2	220.9	8.0	0.0%
3	120.0	22.2	0.8	151.5	5.0	0.0%
4	120.0	30.7	1.1	212.1	8.0	0.0%
5	120.0	25.4	0.9	208.7	7.0	0.0%
6	120.0	33.4	1.1	233.9	7.0	0.0%
7	120.0	27.1	1.0	187.2	7.0	0.0%
8	120.0	25.1	0.9	158.9	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB R on Dennis Chavez Blvd - Lane ID 54						
9	120.0	24.1	0.8	139.9	5.0	0.0%
10	120.0	14.9	0.5	76.2	3.0	0.0%
Average:	**120.0**	**25.5**	**0.9**	**172.4**	**6.1**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	68.2	2.7	233.8	8.0	0.0%
2	120.0	58.9	2.3	200.1	7.0	0.0%
3	120.0	73.3	2.7	201.8	7.0	0.0%
4	120.0	63.9	2.5	226.1	8.0	0.0%
5	120.0	69.6	2.8	210.7	8.0	0.0%
6	120.0	65.9	2.4	224.0	8.0	0.0%
7	120.0	67.7	2.6	211.6	8.0	0.0%
8	120.0	68.8	2.7	214.2	8.0	0.0%
9	120.0	69.9	2.7	225.4	8.0	0.0%
10	120.0	63.7	2.4	203.8	7.0	0.0%
Average:	**120.0**	**67.0**	**2.6**	**215.2**	**7.7**	**0.0%**
NEB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	67.2	2.5	322.9	12.0	0.0%
2	120.0	54.5	2.0	280.9	10.0	0.0%
3	120.0	55.8	2.1	304.4	12.0	0.0%
4	120.0	54.3	2.1	301.8	11.1	0.0%
5	120.0	56.3	2.1	312.0	11.0	0.0%
6	120.0	46.8	1.9	276.6	10.0	0.0%
7	120.0	50.8	2.0	344.7	12.0	0.0%
8	120.0	56.0	2.2	267.6	10.0	0.0%
9	120.0	54.2	2.2	235.5	9.0	0.0%
10	120.0	59.6	2.3	291.9	10.0	0.0%
Average:	**120.0**	**55.6**	**2.1**	**293.8**	**10.7**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	39.9	1.6	114.7	4.0	0.0%
2	120.0	43.3	1.8	110.1	4.0	0.0%
3	120.0	43.8	1.8	119.6	4.0	0.0%
4	120.0	39.6	1.7	123.7	5.0	0.0%
5	120.0	40.4	1.8	105.9	4.0	0.0%
6	120.0	43.9	1.8	108.1	4.0	0.0%
7	120.0	46.4	2.0	117.7	4.0	0.0%
8	120.0	41.7	1.7	116.3	4.0	0.0%
9	120.0	38.1	1.6	108.3	4.0	0.0%
10	120.0	39.2	1.7	104.3	4.0	0.0%
Average:	**120.0**	**41.6**	**1.8**	**112.9**	**4.1**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 162						
1	120.0	43.2	1.8	111.7	4.0	0.0%
2	120.0	39.4	1.7	111.9	4.0	0.0%
3	120.0	40.2	1.7	108.7	4.0	0.0%
4	120.0	45.1	1.9	126.1	5.0	0.0%
5	120.0	43.6	1.8	110.2	4.0	0.0%
6	120.0	44.2	1.9	114.8	4.0	0.0%
7	120.0	43.4	1.9	101.9	4.0	0.0%
8	120.0	37.2	1.5	104.2	4.0	0.0%
9	120.0	44.3	1.8	115.1	4.0	0.0%
10	120.0	37.2	1.6	121.4	4.0	0.0%
Average:	**120.0**	**41.8**	**1.8**	**112.6**	**4.1**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	79.5	3.0	231.2	8.0	0.0%
2	120.0	84.8	3.1	240.0	9.0	0.0%
3	120.0	73.5	2.8	240.3	9.0	0.0%
4	120.0	75.4	2.9	229.5	8.0	0.0%
5	120.0	66.7	2.5	231.4	9.0	0.0%
6	120.0	74.5	2.8	257.2	9.0	0.0%
7	120.0	64.4	2.6	203.6	8.0	0.0%
8	120.0	74.4	2.8	243.3	9.0	0.0%
9	120.0	82.9	3.0	257.2	9.0	0.0%
10	120.0	77.9	2.9	262.1	9.0	0.0%
Average:	**120.0**	**75.4**	**2.8**	**239.6**	**8.7**	**0.0%**
SB TR on Coors Blvd - Lane ID 78						
1	120.0	88.2	3.3	257.4	10.0	0.0%
2	120.0	87.3	3.2	253.4	9.0	0.0%
3	120.0	68.7	2.6	213.9	8.0	0.0%
4	120.0	84.4	3.2	242.6	10.0	0.0%
5	120.0	64.2	2.4	196.8	7.0	0.0%
6	120.0	90.8	3.3	274.0	10.0	0.0%
7	120.0	72.4	2.8	244.8	9.0	0.0%
8	120.0	78.0	3.1	230.4	9.0	0.0%
9	120.0	82.7	3.1	233.9	8.0	0.0%
10	120.0	78.7	3.0	242.3	9.0	0.0%
Average:	**120.0**	**79.5**	**3.0**	**239.0**	**8.9**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 152						
1	120.0	19.1	0.9	63.8	2.0	0.0%
2	120.0	20.4	0.9	63.1	2.0	0.0%
3	120.0	23.1	1.1	65.5	3.0	0.0%
4	120.0	23.5	1.1	58.7	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 152						
5	120.0	24.9	1.2	66.6	3.0	0.0%
6	120.0	22.2	1.0	57.6	2.0	0.0%
7	120.0	23.6	1.1	66.5	3.0	0.0%
8	120.0	25.3	1.1	70.0	2.0	0.0%
9	120.0	25.3	1.1	65.8	2.0	0.0%
10	120.0	23.2	1.1	57.8	2.0	0.0%
Average:	**120.0**	**23.1**	**1.1**	**63.5**	**2.3**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 160						
1	120.0	19.8	1.0	55.7	2.0	0.0%
2	120.0	20.1	0.9	55.8	2.0	0.0%
3	120.0	24.4	1.1	60.7	2.0	0.0%
4	120.0	25.3	1.1	78.6	3.0	0.0%
5	120.0	20.8	1.0	60.3	2.0	0.0%
6	120.0	20.8	1.0	49.7	2.0	0.0%
7	120.0	21.1	1.0	65.9	2.0	0.0%
8	120.0	19.8	1.0	48.8	2.0	0.0%
9	120.0	25.6	1.2	68.3	3.0	0.0%
10	120.0	20.0	1.0	49.8	2.0	0.0%
Average:	**120.0**	**21.8**	**1.0**	**59.4**	**2.2**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	7.0	0.3	50.2	2.0	0.0%
2	120.0	11.3	0.5	83.4	3.0	0.0%
3	120.0	12.1	0.5	71.8	3.0	0.0%
4	120.0	6.9	0.3	46.2	2.0	0.0%
5	120.0	10.0	0.4	69.6	3.0	0.0%
6	120.0	8.3	0.4	52.9	2.0	0.0%
7	120.0	9.9	0.4	69.8	3.0	0.0%
8	120.0	9.2	0.4	49.8	2.0	0.0%
9	120.0	9.6	0.4	64.9	2.0	0.0%
10	120.0	6.7	0.3	49.6	2.0	0.0%
Average:	**120.0**	**9.1**	**0.4**	**60.8**	**2.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 161						
1	120.0	99.7	3.7	278.7	10.0	0.0%
2	120.0	90.2	3.4	257.5	9.0	0.0%
3	120.0	92.6	3.6	251.1	9.0	0.0%
4	120.0	92.3	3.5	263.0	10.0	0.0%
5	120.0	102.9	3.7	274.3	10.0	0.0%
6	120.0	99.3	3.7	272.7	10.0	0.0%
7	120.0	100.4	3.8	270.8	10.0	0.0%
8	120.0	105.9	4.0	260.2	10.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 161						
9	120.0	99.4	3.6	272.1	9.0	0.0%
10	120.0	90.0	3.5	242.5	9.0	0.0%
Average:	**120.0**	**97.3**	**3.7**	**264.3**	**9.6**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	93.2	3.5	261.8	9.0	0.0%
2	120.0	90.0	3.4	263.1	10.0	0.0%
3	120.0	97.5	3.7	255.9	9.0	0.0%
4	120.0	97.9	3.5	286.4	9.0	0.0%
5	120.0	103.2	4.0	281.9	10.0	0.0%
6	120.0	104.8	3.9	289.3	10.0	0.0%
7	120.0	101.8	3.8	281.1	10.0	0.0%
8	120.0	105.1	3.9	262.2	10.0	0.0%
9	120.0	105.6	3.9	290.7	10.0	0.0%
10	120.0	89.8	3.4	251.4	9.0	0.0%
Average:	**120.0**	**98.9**	**3.7**	**272.4**	**9.6**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	30.9	1.3	98.7	4.0	0.0%
2	120.0	28.1	1.2	93.2	3.0	0.0%
3	120.0	29.7	1.3	95.8	4.0	0.0%
4	120.0	32.9	1.4	105.5	4.0	0.0%
5	120.0	35.3	1.5	104.2	4.0	0.0%
6	120.0	29.0	1.3	81.8	3.0	0.0%
7	120.0	27.8	1.2	92.1	3.0	0.0%
8	120.0	26.4	1.2	84.8	3.0	0.0%
9	120.0	33.3	1.4	89.5	3.0	0.0%
10	120.0	27.8	1.2	89.3	3.0	0.0%
Average:	**120.0**	**30.1**	**1.3**	**93.5**	**3.4**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	40.9	1.5	207.9	7.0	0.0%
2	120.0	28.9	1.1	198.8	7.0	0.0%
3	120.0	43.4	1.6	213.5	8.0	0.0%
4	120.0	39.8	1.5	230.1	8.0	0.0%
5	120.0	38.1	1.4	206.6	7.0	0.0%
6	120.0	37.1	1.4	220.4	8.0	0.0%
7	120.0	36.9	1.4	205.2	8.0	0.0%
8	120.0	32.0	1.2	181.9	7.0	0.0%
9	120.0	27.7	1.1	171.6	6.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 97						
10	120.0	29.3	1.1	187.1	7.0	0.0%
Average:	**120.0**	**35.4**	**1.3**	**202.3**	**7.3**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	47.9	1.9	160.0	6.0	0.0%
2	120.0	54.5	2.1	178.1	5.0	0.0%
3	120.0	41.5	1.7	125.6	5.0	0.0%
4	120.0	54.3	2.1	146.3	5.0	0.0%
5	120.0	47.0	1.9	138.7	5.0	0.0%
6	120.0	46.4	1.8	147.0	6.0	0.0%
7	120.0	50.2	2.0	149.0	5.0	0.0%
8	120.0	48.3	1.9	168.1	6.0	0.0%
9	120.0	50.3	2.0	134.4	5.0	0.0%
10	120.0	56.2	2.2	162.6	6.0	0.0%
Average:	**120.0**	**49.7**	**2.0**	**151.0**	**5.4**	**0.0%**
SB L on Unser Blvd - Lane ID 138						
1	120.0	52.6	2.0	156.7	6.0	0.0%
2	120.0	57.5	2.3	154.4	6.0	0.0%
3	120.0	48.4	1.9	142.5	5.0	0.0%
4	120.0	49.8	2.0	162.8	6.0	0.0%
5	120.0	48.2	1.9	151.7	6.0	0.0%
6	120.0	51.4	1.9	158.3	5.0	0.0%
7	120.0	49.6	2.0	159.8	5.0	0.0%
8	120.0	47.9	1.9	139.9	5.0	0.0%
9	120.0	52.7	2.1	158.7	6.0	0.0%
10	120.0	58.0	2.2	156.7	6.0	0.0%
Average:	**120.0**	**51.6**	**2.0**	**154.2**	**5.6**	**0.0%**
SB R on Unser Blvd - Lane ID 7						
1	120.0	5.6	0.2	41.4	2.0	0.0%
2	120.0	4.5	0.2	26.7	1.0	0.0%
3	120.0	5.8	0.3	40.5	1.0	0.0%
4	120.0	3.7	0.2	22.0	1.0	0.0%
5	120.0	4.0	0.2	17.5	1.0	0.0%
6	120.0	4.3	0.2	23.0	1.0	0.0%
7	120.0	4.0	0.2	19.3	1.0	0.0%
8	120.0	3.9	0.2	33.3	2.0	0.0%
9	120.0	5.0	0.3	21.0	1.0	0.0%
10	120.0	2.2	0.1	15.7	1.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**26.0**	**1.2**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	17.0	0.7	93.5	4.0	0.0%
2	120.0	21.9	0.8	138.8	5.0	0.0%
3	120.0	23.4	1.0	112.3	4.0	0.0%
4	120.0	20.8	0.8	102.2	4.0	0.0%
5	120.0	17.5	0.7	117.9	4.0	0.0%
6	120.0	17.0	0.7	102.5	4.0	0.0%
7	120.0	20.7	0.9	123.6	5.0	0.0%
8	120.0	18.5	0.7	117.9	4.0	0.0%
9	120.0	27.6	1.1	148.2	5.0	0.0%
10	120.0	14.2	0.6	102.3	4.0	0.0%
Average:	**120.0**	**19.9**	**0.8**	**115.9**	**4.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 10						
1	120.0	107.6	3.9	423.0	15.0	0.0%
2	120.0	84.8	3.2	392.5	14.0	0.0%
3	120.0	98.1	3.6	401.4	15.0	0.0%
4	120.0	100.9	3.7	426.5	16.0	0.0%
5	120.0	89.7	3.3	362.2	13.0	0.0%
6	120.0	86.9	3.2	372.6	13.0	0.0%
7	120.0	94.7	3.5	376.3	13.0	0.0%
8	120.0	94.8	3.4	419.1	14.0	0.0%
9	120.0	89.5	3.3	379.2	14.0	0.0%
10	120.0	74.6	2.8	335.6	12.1	0.0%
Average:	**120.0**	**92.2**	**3.4**	**388.8**	**13.9**	**0.0%**

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	16.3	1.8	14.1	19.2	10
NB T	23	98th Street	1.7	1.0	0.4	3.9	10
NB L	108	98th Street	1.0	0.4	0.2	1.9	10
NB TR	109	98th Street	3.4	1.0	1.9	4.9	10
SB T	118	98th Street	1.7	0.5	0.8	2.4	10
SB L	124	98th Street	35.1	2.9	29.9	38.5	10
SB L	140	98th Street	35.6	2.8	31.9	40.2	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	55.5	5.1	48.5	63.8	10
WB L	116	Dennis Chavez Blvd	3.6	0.8	2.6	4.5	10
WB R	117	Dennis Chavez Blvd	33.1	6.2	23.0	44.3	10
EB T	125	Dennis Chavez Blvd	12.8	1.4	11.6	15.1	10
EB TR	126	Dennis Chavez Blvd	13.7	1.3	11.6	15.7	10
EB L	130	Dennis Chavez Blvd	20.9	3.8	17.1	30.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	38.0	22.1	11.8	82.7	10
NB LTR	14	Condershire Dr	727.1	55.8	614.9	791.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	1.4	0.5	0.8	2.4	10
EB TR	143	Dennis Chavez Blvd	0.0	0.1	0.0	0.2	10
WB L	151	Dennis Chavez Blvd	1.3	0.6	0.7	2.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	62.3	6.6	55.1	76.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	60.1	5.1	53.6	69.8	10
SB TR	78	Coors Blvd	79.5	8.8	64.2	90.8	10
NB R	90	Coors Blvd	3.8	0.7	2.7	5.2	10
NB L	92	Coors Blvd	69.6	6.6	62.8	80.0	10
SB L	131	Coors Blvd	41.6	2.6	38.1	46.4	10
SB T	132	Coors Blvd	75.4	6.4	64.4	84.8	10
NB L	155	Coors Blvd	70.6	5.7	64.2	82.5	10
SB L	162	Coors Blvd	41.8	3.0	37.2	45.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB L	46	Dennis Chavez Blvd	17.3	2.0	13.0	19.8	10
NEB T	47	Dennis Chavez Blvd	67.0	4.0	58.9	73.3	10
NEB T	48	Dennis Chavez Blvd	55.6	5.3	46.8	67.2	10
NEB R	54	Dennis Chavez Blvd	25.5	6.0	14.9	33.4	10
WB R	83	Dennis Chavez Blvd	9.1	1.9	6.7	12.1	10
WB T	84	Dennis Chavez Blvd	98.9	6.2	89.8	105.6	10
WB L	152	Dennis Chavez Blvd	23.1	2.0	19.1	25.3	10
WB L	160	Dennis Chavez Blvd	21.8	2.4	19.8	25.6	10
WB T	161	Dennis Chavez Blvd	97.3	5.6	90.0	105.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	92.2	9.2	74.6	107.6	10
WB R	95	Dennis Chavez Blvd	19.9	3.9	14.2	27.6	10
EB L	96	Dennis Chavez Blvd	30.1	2.9	26.4	35.3	10
EB T	97	Dennis Chavez Blvd	35.4	5.5	27.7	43.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	4.3	1.0	2.2	5.8	10
SB L	105	Unser Blvd	49.7	4.4	41.5	56.2	10
SB L	138	Unser Blvd	51.6	3.7	47.9	58.0	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.7	0.0	0.7	0.8	10
NB T	23	98th Street	0.1	0.0	0.0	0.2	10
NB L	108	98th Street	0.1	0.0	0.0	0.1	10
NB TR	109	98th Street	0.2	0.1	0.1	0.3	10
SB T	118	98th Street	0.1	0.0	0.1	0.1	10
SB L	124	98th Street	1.5	0.1	1.3	1.6	10
SB L	140	98th Street	1.5	0.1	1.4	1.6	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	2.1	0.2	1.8	2.4	10
WB L	116	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
WB R	117	Dennis Chavez Blvd	1.3	0.2	0.9	1.6	10
EB T	125	Dennis Chavez Blvd	0.5	0.1	0.5	0.6	10
EB TR	126	Dennis Chavez Blvd	0.6	0.1	0.5	0.7	10
EB L	130	Dennis Chavez Blvd	1.1	0.1	0.9	1.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	2.5	0.9	1.4	4.2	10
NB LTR	14	Condershire Dr	25.9	2.2	21.0	28.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	0.2	0.1	0.1	0.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.4	0.3	2.1	2.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	2.3	0.2	2.0	2.7	10
SB TR	78	Coors Blvd	3.0	0.3	2.4	3.3	10
NB R	90	Coors Blvd	0.2	0.0	0.2	0.3	10
NB L	92	Coors Blvd	2.7	0.3	2.4	3.1	10
SB L	131	Coors Blvd	1.8	0.1	1.6	2.0	10
SB T	132	Coors Blvd	2.8	0.2	2.5	3.1	10
NB L	155	Coors Blvd	2.7	0.2	2.6	3.1	10
SB L	162	Coors Blvd	1.8	0.1	1.5	1.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB L	46	Dennis Chavez Blvd	0.8	0.1	0.7	0.9	10
NEB T	47	Dennis Chavez Blvd	2.6	0.2	2.3	2.8	10
NEB T	48	Dennis Chavez Blvd	2.1	0.2	1.9	2.5	10
NEB R	54	Dennis Chavez Blvd	0.9	0.2	0.5	1.2	10
WB R	83	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
WB T	84	Dennis Chavez Blvd	3.7	0.2	3.4	4.0	10
WB L	152	Dennis Chavez Blvd	1.1	0.1	0.9	1.2	10
WB L	160	Dennis Chavez Blvd	1.0	0.1	0.9	1.2	10
WB T	161	Dennis Chavez Blvd	3.7	0.2	3.4	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	3.4	0.3	2.8	3.9	10
WB R	95	Dennis Chavez Blvd	0.8	0.2	0.6	1.1	10
EB L	96	Dennis Chavez Blvd	1.3	0.1	1.2	1.5	10
EB T	97	Dennis Chavez Blvd	1.3	0.2	1.1	1.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.2	0.1	0.1	0.3	10
SB L	105	Unser Blvd	2.0	0.2	1.7	2.2	10
SB L	138	Unser Blvd	2.0	0.1	1.9	2.3	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	58.0	10.2	47.1	81.5	10
NB T	23	98th Street	11.5	7.8	0.0	18.5	10
NB L	108	98th Street	9.7	8.1	0.0	19.4	10
NB TR	109	98th Street	19.3	2.3	16.6	23.1	10
SB T	118	98th Street	14.2	5.4	0.7	17.8	10
SB L	124	98th Street	104.7	4.9	96.1	113.9	10
SB L	140	98th Street	110.2	14.0	81.7	126.3	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	212.2	7.6	203.5	225.3	10
WB L	116	Dennis Chavez Blvd	22.3	8.7	16.8	43.9	10
WB R	117	Dennis Chavez Blvd	178.0	15.2	159.6	204.0	10
EB T	125	Dennis Chavez Blvd	71.0	9.3	57.1	90.3	10
EB TR	126	Dennis Chavez Blvd	77.5	9.3	70.0	101.9	10
EB L	130	Dennis Chavez Blvd	78.9	10.0	67.7	100.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	104.4	29.2	49.8	142.2	10
NB LTR	14	Condershire Dr	1,148.5	16.7	1,137.0	1,180.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	7.3	1.3	5.2	9.4	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	7.4	1.4	5.6	10.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	204.0	10.9	186.5	224.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	202.4	10.1	191.3	221.3	10
SB TR	78	Coors Blvd	239.0	22.0	196.8	274.0	10
NB R	90	Coors Blvd	18.9	2.9	16.4	26.2	10
NB L	92	Coors Blvd	188.0	22.3	165.2	239.9	10
SB L	131	Coors Blvd	112.9	6.4	104.3	123.7	10
SB T	132	Coors Blvd	239.6	17.2	203.6	262.1	10
NB L	155	Coors Blvd	186.1	14.7	161.6	215.8	10
SB L	162	Coors Blvd	112.6	7.3	101.9	126.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB L	46	Dennis Chavez Blvd	65.3	9.0	51.9	78.1	10
NEB T	47	Dennis Chavez Blvd	215.2	11.6	200.1	233.8	10
NEB T	48	Dennis Chavez Blvd	293.8	30.7	235.5	344.7	10
NEB R	54	Dennis Chavez Blvd	172.4	49.0	76.2	233.9	10
WB R	83	Dennis Chavez Blvd	60.8	12.7	46.2	83.4	10
WB T	84	Dennis Chavez Blvd	272.4	14.9	251.4	290.7	10
WB L	152	Dennis Chavez Blvd	63.5	4.2	57.6	70.0	10
WB L	160	Dennis Chavez Blvd	59.4	9.5	48.8	78.6	10
WB T	161	Dennis Chavez Blvd	264.3	11.5	242.5	278.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	388.8	29.3	335.6	426.5	10
WB R	95	Dennis Chavez Blvd	115.9	17.3	93.5	148.2	10
EB L	96	Dennis Chavez Blvd	93.5	7.7	81.8	105.5	10
EB T	97	Dennis Chavez Blvd	202.3	17.9	171.6	230.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	26.0	9.3	15.7	41.4	10
SB L	105	Unser Blvd	151.0	16.2	125.6	178.1	10
SB L	138	Unser Blvd	154.2	7.5	139.9	162.8	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	2.0	0.0	2.0	2.0	10
NB T	23	98th Street	0.7	0.5	0.0	1.0	10
NB L	108	98th Street	0.7	0.5	0.0	1.0	10
NB TR	109	98th Street	1.0	0.0	1.0	1.0	10
SB T	118	98th Street	0.9	0.3	0.0	1.0	10
SB L	124	98th Street	4.0	0.0	4.0	4.0	10
SB L	140	98th Street	4.0	0.7	3.0	5.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	7.7	0.5	7.0	8.0	10
WB L	116	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
WB R	117	Dennis Chavez Blvd	6.6	0.7	6.0	8.0	10
EB T	125	Dennis Chavez Blvd	2.9	0.3	2.0	3.0	10
EB TR	126	Dennis Chavez Blvd	3.0	0.0	3.0	3.0	10
EB L	130	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	5.0	1.1	3.0	6.0	10
NB LTR	14	Condershire Dr	41.2	0.8	40.0	42.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	7.7	0.7	7.0	9.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	7.3	0.7	6.0	8.0	10
SB TR	78	Coors Blvd	8.9	1.0	7.0	10.0	10
NB R	90	Coors Blvd	1.0	0.0	1.0	1.0	10
NB L	92	Coors Blvd	6.8	0.6	6.0	8.0	10
SB L	131	Coors Blvd	4.1	0.3	4.0	5.0	10
SB T	132	Coors Blvd	8.7	0.5	8.0	9.0	10
NB L	155	Coors Blvd	6.7	0.7	6.0	8.0	10
SB L	162	Coors Blvd	4.1	0.3	4.0	5.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB L	46	Dennis Chavez Blvd	2.5	0.5	2.0	3.0	10
NEB T	47	Dennis Chavez Blvd	7.7	0.5	7.0	8.0	10
NEB T	48	Dennis Chavez Blvd	10.7	1.1	9.0	12.0	10
NEB R	54	Dennis Chavez Blvd	6.1	1.6	3.0	8.0	10
WB R	83	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
WB T	84	Dennis Chavez Blvd	9.6	0.5	9.0	10.0	10
WB L	152	Dennis Chavez Blvd	2.3	0.5	2.0	3.0	10
WB L	160	Dennis Chavez Blvd	2.2	0.4	2.0	3.0	10
WB T	161	Dennis Chavez Blvd	9.6	0.5	9.0	10.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	13.9	1.2	12.1	16.0	10
WB R	95	Dennis Chavez Blvd	4.3	0.5	4.0	5.0	10
EB L	96	Dennis Chavez Blvd	3.4	0.5	3.0	4.0	10
EB T	97	Dennis Chavez Blvd	7.3	0.7	6.0	8.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	1.2	0.4	1.0	2.0	10
SB L	105	Unser Blvd	5.4	0.5	5.0	6.0	10
SB L	138	Unser Blvd	5.6	0.5	5.0	6.0	10

Project: Dennis Chavez Blvd - Base - Copy
Scenario: Opening 2031 FB PM Mitigated
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB TR	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB TR	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10
SB L	140	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	12	Condershire Dr	0.2	0.2	0.0	0.6	10
NB LTR	14	Condershire Dr	0.3	0.0	0.3	0.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB TR	16	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	143	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	151	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB TR	78	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	155	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	162	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
NEB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	152	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	160	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	161	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	138	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
HORIZON YEAR (2036) BACKGROUND

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,452.0	38.40	56.4	E
2	2,342.0	32.20	49.5	D
3	2,397.0	39.30	59.0	E
4	2,431.0	39.30	58.2	E
5	2,569.0	30.80	43.2	D
6	2,359.0	36.30	55.4	E
7	2,434.0	27.20	40.3	D
8	2,447.0	31.50	46.3	D
9	2,491.0	33.30	48.1	D
10	2,427.0	33.50	49.8	D
Average:	**2,434.9**	**34.18**	**50.6**	**D**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,599.0	96.00	132.9	F
2	2,485.0	94.50	136.9	F
3	2,529.0	104.50	148.8	F
4	2,520.0	86.00	122.8	F
5	2,609.0	81.00	111.8	F
6	2,464.0	91.80	134.1	F
7	2,592.0	97.40	135.2	F
8	2,523.0	82.20	117.3	F
9	2,540.0	87.20	123.6	F
10	2,513.0	94.40	135.3	F
Average:	**2,537.4**	**91.50**	**129.9**	**F**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,695.0	157.80	121.0	F
2	4,614.0	157.00	122.5	F
3	4,652.0	163.20	126.3	F
4	4,663.0	158.40	122.3	F
5	4,736.0	154.20	117.2	F
6	4,634.0	160.10	124.4	F
7	4,734.0	157.00	119.4	F
8	4,653.0	156.60	121.2	F

9	4,681.0	154.10	118.5	F
10	4,651.0	161.30	124.9	F
Average:	**4,671.3**	**157.97**	**121.8**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,995.0	155.90	187.3	F
2	2,924.0	105.40	129.8	F
3	2,958.0	99.70	121.3	F
4	2,936.0	100.20	122.8	F
5	3,072.0	110.60	129.6	F
6	2,905.0	162.40	201.3	F
7	3,001.0	146.20	175.4	F
8	2,951.0	103.80	126.6	F
9	2,941.0	110.30	135.0	F
10	2,942.0	146.20	178.9	F
Average:	**2,962.5**	**124.07**	**150.8**	**F**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	34.2	4.0	27.2	39.3	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	91.5	7.4	81.0	104.5	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	158.0	2.9	154.1	163.2	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	124.1	25.3	99.7	162.4	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	50.6	6.4	40.3	59.0	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	129.9	10.9	111.8	148.8	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	121.8	2.9	117.2	126.3	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	150.8	31.0	121.3	201.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	145.0	1.30	32.8	C
2	145.0	0.70	17.0	B
3	140.0	0.80	19.8	B
4	150.0	0.70	17.8	B
5	153.0	0.70	16.2	B
6	146.0	0.60	15.2	B
7	147.0	0.60	15.6	B
8	150.0	0.80	19.5	B
9	152.0	0.70	16.0	B
10	151.0	0.70	15.8	B
Average:	**147.9**	**0.76**	**18.6**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	55.0	0.30	22.4	C
2	57.0	0.10	4.7	A
3	56.0	0.10	5.0	A
4	60.0	0.10	3.6	A
5	60.0	0.00	2.8	A
6	57.0	0.10	6.9	A
7	57.0	0.00	3.1	A
8	58.0	0.10	7.0	A
9	60.0	0.10	3.5	A
10	59.0	0.10	3.1	A
Average:	**57.9**	**0.10**	**6.2**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	610.0	11.60	68.5	E
2	618.0	11.20	65.1	E
3	598.0	10.80	64.8	E
4	638.0	9.70	54.8	D
5	656.0	5.40	29.5	C
6	615.0	11.40	66.8	E
7	620.0	8.40	48.9	D
8	628.0	9.40	53.9	D
9	645.0	8.50	47.6	D
10	641.0	7.50	42.1	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**626.9**	**9.39**	**54.2**	**D**
NB L on 98th Street: Superlink ID 12				
1	147.0	1.20	29.7	C
2	147.0	1.60	39.2	D
3	146.0	1.60	38.9	D
4	146.0	1.60	38.6	D
5	147.0	1.70	42.0	D
6	148.0	1.50	35.9	D
7	149.0	1.60	38.1	D
8	148.0	1.70	40.2	D
9	148.0	1.60	39.3	D
10	149.0	1.60	38.0	D
Average:	**147.5**	**1.57**	**38.0**	**D**
NB R on 98th Street: Superlink ID 12				
1	180.0	2.10	42.2	D
2	176.0	2.80	56.8	E
3	174.0	2.70	56.7	E
4	175.0	2.60	54.0	D
5	180.0	2.20	43.8	D
6	175.0	2.20	45.2	D
7	175.0	3.10	63.2	E
8	176.0	2.90	59.9	E
9	171.0	2.20	46.3	D
10	174.0	2.20	45.3	D
Average:	**175.6**	**2.50**	**51.3**	**D**
NB T on 98th Street: Superlink ID 12				
1	113.0	1.20	39.7	D
2	110.0	1.10	35.0	C
3	110.0	1.00	32.6	C
4	112.0	1.10	34.8	C
5	114.0	1.10	36.0	D
6	110.0	1.10	35.3	D
7	111.0	1.20	37.5	D
8	111.0	1.10	36.2	D
9	114.0	1.20	38.5	D
10	113.0	1.20	36.8	D
Average:	**111.8**	**1.13**	**36.2**	**D**
SB L on 98th Street: Superlink ID 2				
1	295.0	10.50	127.7	F
2	245.0	8.70	127.1	F
3	262.0	9.50	130.8	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	259.0	9.00	125.6	F
5	323.0	9.70	107.7	F
6	260.0	9.90	137.0	F
7	300.0	5.30	63.6	E
8	281.0	6.70	85.5	F
9	300.0	9.50	113.9	F
10	255.0	10.20	144.2	F
Average:	**278.0**	**8.90**	**116.3**	**F**
SB R on 98th Street: Superlink ID 2				
1	161.0	2.70	60.3	E
2	128.0	1.40	39.2	D
3	147.0	2.70	66.7	E
4	156.0	3.60	83.4	F
5	177.0	3.20	64.8	E
6	139.0	2.10	55.5	E
7	149.0	1.80	42.4	D
8	153.0	2.00	46.3	D
9	166.0	2.70	58.2	E
10	145.0	2.20	54.9	D
Average:	**152.1**	**2.44**	**57.2**	**E**
SB T on 98th Street: Superlink ID 2				
1	119.0	4.40	133.9	F
2	94.0	1.80	70.6	E
3	130.0	7.00	193.7	F
4	133.0	7.80	210.8	F
5	137.0	4.20	111.0	F
6	114.0	4.70	148.6	F
7	107.0	2.40	81.2	F
8	130.0	3.80	104.1	F
9	132.0	4.10	111.8	F
10	123.0	4.90	143.4	F
Average:	**121.9**	**4.51**	**130.9**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	76.0	0.50	25.9	C
2	74.0	0.30	15.8	B
3	78.0	0.40	20.2	C
4	75.0	0.50	22.7	C
5	73.0	0.40	17.4	B
6	70.0	0.30	16.9	B
7	75.0	0.40	18.4	B
8	69.0	0.50	24.5	C
9	68.0	0.40	20.1	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	71.0	0.40	18.1	B
Average:	**72.9**	**0.41**	**20.0**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	141.0	0.30	8.9	A
2	140.0	0.30	7.5	A
3	142.0	0.30	8.0	A
4	131.0	0.30	8.0	A
5	140.0	0.30	7.4	A
6	135.0	0.30	7.3	A
7	137.0	0.30	7.1	A
8	139.0	0.30	6.5	A
9	137.0	0.30	7.7	A
10	138.0	0.30	8.1	A
Average:	**138.0**	**0.30**	**7.7**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	410.0	2.10	18.3	B
2	408.0	2.30	20.7	C
3	414.0	2.40	20.5	C
4	396.0	2.30	21.2	C
5	409.0	2.00	17.2	B
6	390.0	2.00	18.8	B
7	407.0	2.20	19.6	B
8	404.0	2.30	20.9	C
9	398.0	2.10	18.7	B
10	408.0	2.40	21.4	C
Average:	**404.4**	**2.21**	**19.7**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on Dennis Chavez Blvd: Superlink ID 5				
1	919.0	46.10	180.8	F
2	821.0	43.80	192.0	F
3	883.0	50.90	207.6	F
4	896.0	46.90	188.6	F
5	885.0	41.10	167.0	F
6	895.0	48.20	193.7	F
7	903.0	43.00	171.2	F
8	842.0	38.60	165.1	F
9	918.0	45.20	177.2	F
10	915.0	49.70	195.7	F
Average:	**887.7**	**45.35**	**183.9**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	606.0	31.30	185.8	F
2	627.0	31.90	183.2	F
3	606.0	35.60	211.2	F
4	618.0	32.00	186.5	F
5	693.0	30.00	156.0	F
6	594.0	33.20	201.0	F
7	638.0	30.60	172.6	F
8	678.0	35.10	186.3	F
9	603.0	28.10	168.0	F
10	567.0	30.60	194.5	F
Average:	**623.0**	**31.84**	**184.5**	**F**
NB LTR on Condershire Dr: Superlink ID 7				
1	55.0	16.10	1,050.9	F
2	40.0	15.90	1,428.8	F
3	39.0	15.10	1,396.7	F
4	19.0	4.50	850.4	F
5	39.0	7.90	732.9	F
6	14.0	7.40	1,913.4	F
7	50.0	21.20	1,528.5	F
8	26.0	5.50	763.6	F
9	22.0	9.50	1,559.6	F
10	38.0	11.00	1,040.3	F
Average:	**34.2**	**11.41**	**1,226.5**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	50.0	2.00	146.4	F
2	47.0	2.30	177.4	F
3	49.0	2.40	174.1	F
4	22.0	1.90	314.4	F
5	30.0	1.50	176.2	F
6	6.0	2.60	1,533.6	F
7	50.0	2.30	163.3	F
8	27.0	2.40	322.8	F
9	34.0	3.80	405.5	F
10	38.0	2.60	244.4	F
Average:	**35.3**	**2.38**	**365.8**	**F**
WB LT on Dennis Chavez Blvd: Superlink ID 17				
1	369.0	0.20	2.3	A
2	338.0	0.30	3.2	A
3	393.0	0.20	2.2	A
4	408.0	0.30	2.7	A
5	373.0	0.30	2.5	A

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	382.0	0.20	2.3	A
7	424.0	0.20	1.3	A
8	389.0	0.30	2.7	A
9	391.0	0.20	2.3	A
10	384.0	0.30	2.4	A
Average:	**385.1**	**0.25**	**2.4**	**A**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	600.0	0.20	1.3	A
2	612.0	0.30	2.0	A
3	559.0	0.30	2.2	A
4	557.0	0.30	1.8	A
5	589.0	0.30	1.6	A
6	573.0	0.20	1.1	A
7	527.0	0.20	1.1	A
8	561.0	0.20	1.6	A
9	572.0	0.20	1.4	A
10	571.0	0.30	1.6	A
Average:	**572.1**	**0.25**	**1.6**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	223.0	15.60	252.2	F
2	209.0	14.70	252.8	F
3	218.0	15.90	262.2	F
4	211.0	15.50	263.7	F
5	227.0	15.40	244.0	F
6	219.0	16.90	277.1	F
7	231.0	15.50	241.4	F
8	211.0	14.80	253.1	F
9	221.0	14.40	234.6	F
10	220.0	16.10	263.8	F
Average:	**219.0**	**15.48**	**254.5**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	349.0	33.40	345.0	F
2	322.0	31.90	356.7	F
3	332.0	34.40	373.1	F
4	336.0	33.80	362.1	F
5	354.0	31.00	315.6	F
6	332.0	33.40	362.5	F
7	362.0	32.20	320.2	F
8	342.0	32.60	343.0	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	338.0	31.60	336.1	F
10	343.0	33.80	354.7	F
Average:	**341.0**	**32.81**	**346.9**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	805.0	76.80	343.3	F
2	790.0	79.10	360.5	F
3	804.0	81.60	365.3	F
4	795.0	77.00	348.8	F
5	831.0	75.10	325.5	F
6	776.0	78.00	361.7	F
7	837.0	77.10	331.4	F
8	800.0	77.60	349.2	F
9	798.0	76.10	343.4	F
10	791.0	79.50	362.0	F
Average:	**802.7**	**77.79**	**349.1**	**F**
NB L on Coors Blvd: Superlink ID 18				
1	331.0	4.30	46.5	D
2	334.0	4.10	44.6	D
3	333.0	4.10	44.8	D
4	332.0	4.10	43.9	D
5	333.0	4.10	44.6	D
6	330.0	4.10	44.8	D
7	334.0	4.30	46.3	D
8	331.0	4.10	44.4	D
9	335.0	4.10	44.3	D
10	336.0	4.20	44.5	D
Average:	**332.9**	**4.15**	**44.9**	**D**
NB R on Coors Blvd: Superlink ID 18				
1	156.0	1.00	23.3	C
2	154.0	1.10	25.6	C
3	154.0	0.90	22.2	C
4	157.0	1.00	22.7	C
5	157.0	1.20	26.6	C
6	153.0	1.00	24.1	C
7	153.0	1.10	24.9	C
8	153.0	1.00	23.2	C
9	154.0	1.00	23.8	C
10	154.0	1.00	23.5	C
Average:	**154.5**	**1.03**	**24.0**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	742.0	8.40	40.8	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	726.0	8.10	40.1	D
3	727.0	8.00	39.5	D
4	743.0	8.60	41.5	D
5	744.0	8.90	43.0	D
6	738.0	8.00	39.1	D
7	726.0	8.30	41.3	D
8	735.0	8.20	40.0	D
9	742.0	8.60	41.6	D
10	727.0	8.00	39.6	D
Average:	**735.0**	**8.31**	**40.7**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	473.0	5.80	44.2	D
2	471.0	5.70	43.8	D
3	474.0	6.00	45.4	D
4	469.0	5.70	43.6	D
5	468.0	5.80	44.5	D
6	467.0	5.80	44.4	D
7	474.0	5.90	45.0	D
8	471.0	5.70	43.9	D
9	475.0	6.00	45.3	D
10	471.0	5.90	45.3	D
Average:	**471.3**	**5.83**	**44.5**	**D**
SB R on Coors Blvd: Superlink ID 21				
1	134.0	0.40	11.2	B
2	130.0	0.50	13.0	B
3	134.0	0.40	11.7	B
4	133.0	0.50	13.7	B
5	134.0	0.50	13.8	B
6	133.0	0.40	10.4	B
7	133.0	0.40	12.0	B
8	131.0	0.40	12.0	B
9	134.0	0.50	13.0	B
10	132.0	0.40	11.0	B
Average:	**132.8**	**0.44**	**12.2**	**B**
SB T on Coors Blvd: Superlink ID 21				
1	605.0	6.30	37.6	D
2	592.0	5.80	35.2	D
3	592.0	5.90	36.0	D
4	606.0	6.30	37.3	D
5	606.0	6.30	37.3	D
6	602.0	6.00	36.1	D
7	593.0	6.00	36.3	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	593.0	6.10	36.9	D
9	605.0	6.20	37.1	D
10	592.0	6.10	36.9	D
Average:	**598.6**	**6.10**	**36.7**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	119.0	1.60	49.8	D
2	122.0	1.60	46.5	D
3	121.0	1.60	48.2	D
4	121.0	1.60	46.9	D
5	122.0	1.70	49.7	D
6	122.0	1.60	47.8	D
7	123.0	1.70	50.1	D
8	122.0	1.70	51.1	D
9	121.0	1.50	44.4	D
10	123.0	1.70	49.3	D
Average:	**121.6**	**1.63**	**48.4**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	270.0	0.00	0.1	A
2	270.0	0.00	0.4	A
3	269.0	0.00	0.3	A
4	270.0	0.00	0.4	A
5	270.0	0.00	0.2	A
6	270.0	0.00	0.1	A
7	273.0	0.00	0.1	A
8	271.0	0.00	0.3	A
9	269.0	0.00	0.0	A
10	270.0	0.00	0.3	A
Average:	**270.2**	**0.00**	**0.2**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	488.0	4.10	30.3	C
2	494.0	4.40	31.9	C
3	494.0	4.30	31.5	C
4	490.0	4.50	32.7	C
5	490.0	4.20	30.9	C
6	492.0	4.90	35.7	D
7	495.0	4.50	32.7	C
8	493.0	4.40	32.2	C
9	489.0	4.10	30.3	C
10	492.0	4.60	33.5	C
Average:	**491.7**	**4.40**	**32.2**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	68.0	4.50	239.3	F
2	65.0	0.70	37.4	D
3	65.0	0.70	37.1	D
4	69.0	0.60	30.9	C
5	73.0	0.60	30.6	C
6	65.0	4.90	272.2	F
7	65.0	3.60	196.8	F
8	70.0	0.60	30.4	C
9	69.0	0.70	34.3	C
10	66.0	3.90	212.4	F
Average:	**67.5**	**2.08**	**112.1**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	9.0	0.90	341.1	F
2	10.0	0.10	27.0	C
3	8.0	0.10	33.9	C
4	12.0	0.10	23.0	C
5	13.0	0.10	27.2	C
6	11.0	0.90	300.1	F
7	12.0	0.30	99.5	F
8	9.0	0.10	24.4	C
9	9.0	0.10	32.3	C
10	9.0	0.40	140.5	F
Average:	**10.2**	**0.31**	**104.9**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	882.0	65.30	266.6	F
2	844.0	13.80	59.0	E
3	831.0	15.60	67.8	E
4	871.0	13.70	56.6	E
5	947.0	12.90	49.1	D
6	857.0	69.50	292.1	F
7	894.0	53.50	215.3	F
8	881.0	13.00	53.0	D
9	888.0	12.30	49.9	D
10	860.0	55.80	233.7	F
Average:	**875.5**	**32.54**	**134.3**	**F**
NB L on Unser Blvd: Superlink ID 23				
1	38.0	0.30	24.5	C
2	37.0	0.30	32.2	C
3	37.0	0.20	23.7	C
4	37.0	0.30	27.5	C
5	36.0	0.30	26.8	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	38.0	0.30	25.0	C
7	36.0	0.30	26.8	C
8	36.0	0.30	31.0	C
9	35.0	0.40	39.3	D
10	37.0	0.40	38.6	D
Average:	**36.7**	**0.31**	**29.5**	**C**

NB R on Unser Blvd: Superlink ID 23

1	499.0	7.90	56.9	E
2	470.0	10.90	83.6	F
3	502.0	10.60	76.0	E
4	490.0	11.30	82.9	F
5	488.0	10.70	78.8	E
6	490.0	7.70	56.5	E
7	479.0	10.50	78.8	E
8	462.0	10.80	84.2	F
9	454.0	10.20	81.0	F
10	477.0	10.10	76.1	E
Average:	**481.1**	**10.07**	**75.5**	**E**

NB T on Unser Blvd: Superlink ID 23

1	84.0	0.70	32.0	C
2	82.0	0.60	24.7	C
3	84.0	0.70	31.2	C
4	84.0	0.70	28.4	C
5	84.0	0.80	34.8	C
6	82.0	0.80	33.4	C
7	83.0	0.70	30.3	C
8	80.0	0.70	31.9	C
9	81.0	0.90	39.6	D
10	82.0	0.60	26.3	C
Average:	**82.6**	**0.72**	**31.2**	**C**

SB L on Unser Blvd: Superlink ID 4

1	246.0	49.30	721.7	F
2	245.0	51.70	760.1	F
3	256.0	47.50	668.4	F
4	245.0	48.20	708.7	F
5	242.0	54.10	805.1	F
6	240.0	49.60	743.4	F
7	266.0	52.90	716.6	F
8	268.0	52.50	704.8	F
9	266.0	57.50	778.1	F
10	247.0	49.00	713.9	F
Average:	**252.1**	**51.23**	**732.1**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on Unser Blvd: Superlink ID 4				
1	83.0	7.40	319.7	F
2	83.0	7.30	316.4	F
3	79.0	5.70	257.6	F
4	75.0	5.80	276.0	F
5	87.0	7.00	291.1	F
6	79.0	6.50	294.5	F
7	80.0	6.70	301.4	F
8	81.0	6.20	277.6	F
9	84.0	7.40	317.1	F
10	78.0	5.90	271.3	F
Average:	**80.9**	**6.59**	**292.3**	**F**
SB T on Unser Blvd: Superlink ID 4				
1	92.0	13.90	544.1	F
2	101.0	14.00	498.4	F
3	92.0	12.60	495.0	F
4	87.0	13.60	562.4	F
5	125.0	17.90	516.4	F
6	98.0	16.40	601.7	F
7	77.0	11.50	538.6	F
8	98.0	14.00	515.3	F
9	94.0	15.20	583.8	F
10	92.0	13.90	545.4	F
Average:	**95.6**	**14.30**	**540.1**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	169.0	1.20	26.2	C
2	170.0	1.60	33.4	C
3	172.0	1.70	35.2	D
4	166.0	1.60	34.4	C
5	168.0	1.70	35.5	D
6	161.0	1.70	38.8	D
7	175.0	1.70	34.4	C
8	164.0	1.60	35.3	D
9	167.0	1.50	32.5	C
10	173.0	1.70	35.5	D
Average:	**168.5**	**1.60**	**34.1**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	308.0	1.80	20.5	C
2	307.0	1.70	19.9	B
3	309.0	1.60	19.0	B
4	300.0	1.80	21.8	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	302.0	1.80	20.9	C
6	295.0	1.50	18.9	B
7	313.0	1.80	20.4	C
8	299.0	1.60	19.1	B
9	298.0	1.80	21.2	C
10	308.0	1.70	19.8	B
Average:	**303.9**	**1.71**	**20.1**	**C**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	517.0	2.70	18.9	B
2	510.0	2.70	19.1	B
3	523.0	2.60	17.8	B
4	500.0	2.60	18.7	B
5	507.0	2.70	19.1	B
6	489.0	2.70	19.6	B
7	521.0	2.80	19.5	B
8	503.0	2.40	17.4	B
9	496.0	2.40	17.4	B
10	513.0	2.80	19.7	B
Average:	**507.9**	**2.64**	**18.7**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.8	0.2	0.6	1.3	10
EB R	Dennis Chavez Blvd	1	0.1	0.1	0.0	0.3	10
EB T	Dennis Chavez Blvd	1	9.4	2.0	5.4	11.6	10
NB L	98th Street	12	1.6	0.1	1.2	1.7	10
NB R	98th Street	12	2.5	0.4	2.1	3.1	10
NB T	98th Street	12	1.1	0.1	1.0	1.2	10
SB L	98th Street	2	8.9	1.6	5.3	10.5	10
SB R	98th Street	2	2.4	0.7	1.4	3.6	10
SB T	98th Street	2	4.5	1.8	1.8	7.8	10
WB L	Dennis Chavez Blvd	3	0.4	0.1	0.3	0.5	10
WB R	Dennis Chavez Blvd	3	0.3	0.0	0.3	0.3	10
WB T	Dennis Chavez Blvd	3	2.2	0.2	2.0	2.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	45.4	3.8	38.6	50.9	10
EB TR	Dennis Chavez Blvd	5	31.8	2.3	28.1	35.6	10
NB LTR	Condershire Dr	7	11.4	5.4	4.5	21.2	10
SB LTR	Condershire Dr	6	2.4	0.6	1.5	3.8	10
WB LT	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.3	10
WB TR	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	15.5	0.7	14.4	16.9	10
EB R	Dennis Chavez Blvd	17	32.8	1.1	31.0	34.4	10
EB T	Dennis Chavez Blvd	17	77.8	1.9	75.1	81.6	10
NB L	Coors Blvd	18	4.2	0.1	4.1	4.3	10
NB R	Coors Blvd	18	1.0	0.1	0.9	1.2	10
NB T	Coors Blvd	18	8.3	0.3	8.0	8.9	10
SB L	Coors Blvd	21	5.8	0.1	5.7	6.0	10
SB R	Coors Blvd	21	0.4	0.1	0.4	0.5	10
SB T	Coors Blvd	21	6.1	0.2	5.8	6.3	10
WB L	Dennis Chavez Blvd	11	1.6	0.1	1.5	1.7	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	4.4	0.2	4.1	4.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	2.1	1.9	0.6	4.9	10
EB R	Dennis Chavez Blvd	3	0.3	0.3	0.1	0.9	10
EB T	Dennis Chavez Blvd	3	32.5	24.9	12.3	69.5	10
NB L	Unser Blvd	23	0.3	0.1	0.2	0.4	10
NB R	Unser Blvd	23	10.1	1.2	7.7	11.3	10
NB T	Unser Blvd	23	0.7	0.1	0.6	0.9	10
SB L	Unser Blvd	4	51.2	3.1	47.5	57.5	10
SB R	Unser Blvd	4	6.6	0.7	5.7	7.4	10
SB T	Unser Blvd	4	14.3	1.8	11.5	17.9	10
WB L	Dennis Chavez Blvd	5	1.6	0.2	1.2	1.7	10
WB R	Dennis Chavez Blvd	5	1.7	0.1	1.5	1.8	10
WB T	Dennis Chavez Blvd	5	2.6	0.1	2.4	2.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	18.6	5.3	15.2	32.8	10
EB R	Dennis Chavez Blvd	1	6.2	5.9	2.8	22.4	10
EB T	Dennis Chavez Blvd	1	54.2	12.6	29.5	68.5	10
NB L	98th Street	12	38.0	3.3	29.7	42.0	10
NB R	98th Street	12	51.3	7.6	42.2	63.2	10
NB T	98th Street	12	36.2	2.0	32.6	39.7	10
SB L	98th Street	2	116.3	24.8	63.6	144.2	10
SB R	98th Street	2	57.2	13.0	39.2	83.4	10
SB T	98th Street	2	130.9	45.2	70.6	210.8	10
WB L	Dennis Chavez Blvd	3	20.0	3.4	15.8	25.9	10
WB R	Dennis Chavez Blvd	3	7.7	0.7	6.5	8.9	10
WB T	Dennis Chavez Blvd	3	19.7	1.4	17.2	21.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	183.9	13.9	165.1	207.6	10
EB TR	Dennis Chavez Blvd	5	184.5	16.1	156.0	211.2	10
NB LTR	Condershire Dr	7	1,226.5	395.6	732.9	1,913.4	10
SB LTR	Condershire Dr	6	365.8	419.2	146.4	1,533.6	10
WB LT	Dennis Chavez Blvd	17	2.4	0.5	1.3	3.2	10
WB TR	Dennis Chavez Blvd	17	1.6	0.3	1.1	2.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	254.5	12.6	234.6	277.1	10
EB R	Dennis Chavez Blvd	17	346.9	18.7	315.6	373.1	10
EB T	Dennis Chavez Blvd	17	349.1	13.6	325.5	365.3	10
NB L	Coors Blvd	18	44.9	0.8	43.9	46.5	10
NB R	Coors Blvd	18	24.0	1.4	22.2	26.6	10
NB T	Coors Blvd	18	40.7	1.2	39.1	43.0	10
SB L	Coors Blvd	21	44.5	0.7	43.6	45.4	10
SB R	Coors Blvd	21	12.2	1.2	10.4	13.8	10
SB T	Coors Blvd	21	36.7	0.7	35.2	37.6	10
WB L	Dennis Chavez Blvd	11	48.4	2.0	44.4	51.1	10
WB R	Dennis Chavez Blvd	11	0.2	0.1	0.0	0.4	10
WB T	Dennis Chavez Blvd	11	32.2	1.6	30.3	35.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	112.1	103.4	30.4	272.2	10
EB R	Dennis Chavez Blvd	3	104.9	120.5	23.0	341.1	10
EB T	Dennis Chavez Blvd	3	134.3	103.3	49.1	292.1	10
NB L	Unser Blvd	23	29.5	5.6	23.7	39.3	10
NB R	Unser Blvd	23	75.5	10.3	56.5	84.2	10
NB T	Unser Blvd	23	31.2	4.3	24.7	39.6	10
SB L	Unser Blvd	4	732.1	40.0	668.4	805.1	10
SB R	Unser Blvd	4	292.3	21.5	257.6	319.7	10
SB T	Unser Blvd	4	540.1	35.3	495.0	601.7	10
WB L	Dennis Chavez Blvd	5	34.1	3.2	26.2	38.8	10
WB R	Dennis Chavez Blvd	5	20.1	1.0	18.9	21.8	10
WB T	Dennis Chavez Blvd	5	18.7	0.9	17.4	19.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	11.0	0.6	54.8	2.0	0.0%
2	120.0	10.9	0.5	49.6	2.0	0.0%
3	120.0	12.8	0.6	61.6	2.0	0.0%
4	120.0	13.2	0.6	60.5	2.0	0.0%
5	120.0	12.2	0.7	46.7	2.0	0.0%
6	120.0	7.6	0.4	40.1	2.0	0.0%
7	120.0	10.3	0.5	47.2	2.0	0.0%
8	120.0	10.2	0.6	45.0	2.0	0.0%
9	120.0	9.2	0.5	43.6	2.0	0.0%
10	120.0	11.9	0.6	46.2	2.0	0.0%
Average:	**120.0**	**10.9**	**0.6**	**49.5**	**2.0**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	1.1	0.1	13.3	1.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.5	0.0	0.0	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	1.0	0.1	0.8	0.0	0.0%
6	120.0	0.9	0.1	8.8	1.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.7	0.0	0.0	0.0	0.0%
9	120.0	0.9	0.1	0.8	0.0	0.0%
10	120.0	1.0	0.1	9.5	1.0	0.0%
Average:	**120.0**	**0.8**	**0.1**	**3.3**	**0.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	145.3	5.3	383.2	13.2	0.0%
2	120.0	117.5	4.3	365.1	13.0	0.0%
3	120.0	170.9	6.1	815.3	28.1	0.0%
4	120.0	106.9	4.0	367.9	13.0	0.0%
5	120.0	59.0	2.2	239.8	9.0	0.0%
6	120.0	167.8	6.1	785.9	27.2	0.0%
7	120.0	91.8	3.3	376.9	14.0	0.0%
8	120.0	148.1	5.4	843.3	30.0	0.0%
9	120.0	96.3	3.6	361.8	14.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	83.1	3.1	363.5	14.0	0.0%
Average:	**120.0**	**118.7**	**4.3**	**490.3**	**17.6**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	159.4	5.6	720.4	25.0	0.0%
2	120.0	177.4	6.3	920.1	32.1	0.0%
3	120.0	218.8	7.7	1,225.5	41.1	0.0%
4	120.0	113.0	4.1	374.1	13.0	0.0%
5	120.0	60.0	2.3	252.3	9.0	0.0%
6	120.0	111.1	4.1	360.3	13.0	0.0%
7	120.0	109.1	3.9	373.0	14.0	0.0%
8	120.0	110.8	4.1	370.0	14.0	0.0%
9	120.0	93.9	3.5	354.2	13.0	0.0%
10	120.0	79.5	3.0	328.1	13.0	0.0%
Average:	**120.0**	**123.3**	**4.5**	**527.8**	**18.7**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	23.3	1.1	81.4	3.0	0.0%
2	120.0	34.1	1.4	97.5	4.0	0.0%
3	120.0	33.9	1.4	104.3	4.0	0.0%
4	120.0	36.2	1.5	103.1	4.0	0.0%
5	120.0	38.1	1.6	105.0	4.0	0.0%
6	120.0	36.4	1.5	102.6	3.0	0.0%
7	120.0	35.9	1.5	96.2	4.0	0.0%
8	120.0	40.4	1.6	123.1	4.0	0.0%
9	120.0	32.8	1.5	95.5	4.0	0.0%
10	120.0	31.1	1.4	82.3	3.0	0.0%
Average:	**120.0**	**34.2**	**1.5**	**99.1**	**3.7**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	18.2	0.9	69.0	3.0	0.0%
2	120.0	33.4	1.3	99.9	4.0	0.0%
3	120.0	29.0	1.3	90.3	4.0	0.0%
4	120.0	35.9	1.3	123.9	3.0	0.0%
5	120.0	20.1	0.9	63.6	2.0	0.0%
6	120.0	24.7	1.0	78.6	2.0	0.0%
7	120.0	36.4	1.5	136.1	5.0	0.0%
8	120.0	30.2	1.3	82.6	3.0	0.0%
9	120.0	29.1	1.2	79.5	3.0	0.0%
10	120.0	20.8	1.0	66.9	3.0	0.0%
Average:	**120.0**	**27.8**	**1.2**	**89.0**	**3.2**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on 98th Street - Lane ID 193						
1	120.0	21.7	1.0	78.8	3.0	0.0%
2	120.0	30.3	1.2	96.4	3.0	0.0%
3	120.0	30.3	1.3	109.8	4.0	0.0%
4	120.0	23.2	1.0	84.2	3.0	0.0%
5	120.0	23.5	1.0	76.8	3.0	0.0%
6	120.0	23.7	1.1	74.0	3.0	0.0%
7	120.0	37.7	1.4	139.3	4.1	0.0%
8	120.0	36.0	1.5	137.3	5.0	0.0%
9	120.0	23.0	1.0	79.2	3.0	0.0%
10	120.0	22.1	1.0	90.5	3.0	0.0%
Average:	**120.0**	**27.2**	**1.2**	**96.6**	**3.4**	**0.0%**
NB T on 98th Street - Lane ID 109						
1	120.0	12.3	0.6	48.6	2.0	0.0%
2	120.0	9.9	0.5	46.2	2.0	0.0%
3	120.0	7.3	0.4	39.0	2.0	0.0%
4	120.0	8.8	0.5	27.8	1.0	0.0%
5	120.0	10.6	0.5	46.1	2.0	0.0%
6	120.0	12.7	0.6	49.6	2.0	0.0%
7	120.0	12.5	0.6	47.8	2.0	0.0%
8	120.0	12.1	0.6	47.1	2.0	0.0%
9	120.0	14.1	0.7	48.6	2.0	0.0%
10	120.0	10.9	0.6	47.1	2.0	0.0%
Average:	**120.0**	**11.1**	**0.6**	**44.8**	**1.9**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	11.7	0.6	44.7	2.0	0.0%
2	120.0	9.9	0.5	45.3	2.0	0.0%
3	120.0	9.5	0.5	39.0	2.0	0.0%
4	120.0	9.8	0.5	46.1	2.0	0.0%
5	120.0	10.4	0.6	44.9	2.0	0.0%
6	120.0	11.2	0.6	41.4	2.0	0.0%
7	120.0	11.1	0.5	43.5	2.0	0.0%
8	120.0	9.5	0.5	41.3	2.0	0.0%
9	120.0	10.7	0.6	45.2	2.0	0.0%
10	120.0	10.1	0.5	41.9	2.0	0.0%
Average:	**120.0**	**10.4**	**0.5**	**43.3**	**2.0**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	152.7	5.9	375.1	14.0	0.0%
2	120.0	554.8	19.3	1,163.4	40.0	36.7%
3	120.0	270.8	8.4	692.2	21.1	0.0%
4	120.0	320.5	12.0	1,147.5	42.1	9.2%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
5	120.0	255.0	9.1	1,057.6	36.0	2.5%
6	120.0	512.4	17.5	1,161.6	39.0	34.2%
7	120.0	341.5	12.2	1,156.9	40.0	21.7%
8	120.0	322.4	11.2	1,158.4	41.0	15.8%
9	120.0	368.8	13.4	1,161.4	42.0	24.2%
10	120.0	445.4	16.2	1,147.2	42.0	29.2%
Average:	**120.0**	**354.4**	**12.5**	**1,022.1**	**35.7**	**17.4%**
SB L on 98th Street - Lane ID 194						
1	120.0	324.9	12.0	1,161.8	43.0	20.8%
2	120.0	214.7	7.4	386.2	13.0	0.0%
3	120.0	456.7	16.7	1,155.5	42.0	29.2%
4	120.0	389.2	14.4	1,155.6	43.0	21.7%
5	120.0	311.0	11.3	1,155.1	40.0	13.3%
6	120.0	184.4	6.3	389.5	14.0	0.0%
7	120.0	212.0	7.6	849.6	29.1	2.5%
8	120.0	269.3	10.1	1,124.7	41.1	5.8%
9	120.0	209.9	7.7	815.8	28.2	2.5%
10	120.0	303.9	11.2	1,067.4	39.0	1.7%
Average:	**120.0**	**287.6**	**10.5**	**926.1**	**33.2**	**9.8%**
SB R on 98th Street - Lane ID 3						
1	120.0	42.8	1.8	130.3	5.0	0.0%
2	120.0	29.7	1.2	101.8	4.0	0.0%
3	120.0	40.7	1.7	126.3	5.0	0.0%
4	120.0	45.2	1.8	131.4	5.0	0.0%
5	120.0	51.2	2.1	137.6	5.0	0.0%
6	120.0	39.0	1.7	99.6	4.0	0.0%
7	120.0	41.6	1.7	125.7	5.0	0.0%
8	120.0	42.9	1.7	110.1	4.0	0.0%
9	120.0	54.8	2.1	164.8	6.0	0.0%
10	120.0	43.4	1.7	132.8	4.0	0.0%
Average:	**120.0**	**43.1**	**1.8**	**126.0**	**4.7**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	10.2	0.5	46.8	2.0	0.0%
2	120.0	6.5	0.3	27.9	1.0	0.0%
3	120.0	10.7	0.5	52.0	2.0	0.0%
4	120.0	11.1	0.5	50.8	2.0	0.0%
5	120.0	9.7	0.5	42.0	2.0	0.0%
6	120.0	11.7	0.6	46.8	2.0	0.0%
7	120.0	11.0	0.5	53.6	2.0	0.0%
8	120.0	11.0	0.5	48.2	2.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET

NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 118						
9	120.0	13.9	0.7	48.6	2.0	0.0%
10	120.0	9.1	0.5	35.2	2.0	0.0%
Average:	**120.0**	**10.5**	**0.5**	**45.2**	**1.9**	**0.0%**
SB T on 98th Street - Lane ID 195						
1	120.0	165.0	5.9	806.0	28.0	0.8%
2	120.0	27.6	1.1	182.9	7.0	0.0%
3	120.0	189.7	6.4	1,002.8	31.1	3.3%
4	120.0	245.1	8.3	1,149.7	38.1	5.8%
5	120.0	145.4	5.3	955.0	33.2	3.3%
6	120.0	200.3	7.0	1,136.4	38.0	7.5%
7	120.0	52.3	2.0	329.3	12.1	0.0%
8	120.0	72.9	2.7	383.0	12.0	0.0%
9	120.0	132.7	4.8	768.6	28.0	0.8%
10	120.0	137.8	4.4	589.8	17.1	0.0%
Average:	**120.0**	**136.9**	**4.8**	**730.4**	**24.5**	**2.2%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	8.8	0.5	53.8	2.0	0.0%
2	120.0	3.5	0.3	18.1	1.0	0.0%
3	120.0	7.2	0.4	53.5	2.0	0.0%
4	120.0	6.9	0.4	43.7	2.0	0.0%
5	120.0	3.7	0.3	17.3	1.0	0.0%
6	120.0	4.7	0.3	24.1	1.0	0.0%
7	120.0	7.1	0.4	46.8	2.0	0.0%
8	120.0	4.8	0.3	36.4	2.0	0.0%
9	120.0	6.8	0.3	38.6	2.0	0.0%
10	120.0	4.5	0.3	32.7	1.0	0.0%
Average:	**120.0**	**5.8**	**0.4**	**36.5**	**1.6**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	5.1	0.2	43.2	2.0	0.0%
2	120.0	3.7	0.2	18.9	1.0	0.0%
3	120.0	4.8	0.2	37.3	1.0	0.0%
4	120.0	4.8	0.2	25.0	1.0	0.0%
5	120.0	1.0	0.1	0.8	0.0	0.0%
6	120.0	3.3	0.1	20.6	1.0	0.0%
7	120.0	4.5	0.2	21.6	1.0	0.0%
8	120.0	4.2	0.2	37.1	2.0	0.0%
9	120.0	3.9	0.2	22.2	1.0	0.0%
10	120.0	5.2	0.3	24.2	1.0	0.0%
Average:	**120.0**	**4.1**	**0.2**	**25.1**	**1.1**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	22.7	0.9	119.6	5.0	0.0%
2	120.0	24.2	0.9	126.1	5.0	0.0%
3	120.0	21.5	0.9	118.5	4.0	0.0%
4	120.0	24.6	1.0	152.2	5.0	0.0%
5	120.0	16.3	0.7	105.3	4.0	0.0%
6	120.0	16.3	0.7	99.3	3.0	0.0%
7	120.0	18.6	0.7	104.5	4.0	0.0%
8	120.0	21.2	0.9	131.2	5.0	0.0%
9	120.0	17.8	0.7	102.1	4.0	0.0%
10	120.0	21.7	0.9	125.1	5.0	0.0%
Average:	**120.0**	**20.5**	**0.8**	**118.4**	**4.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	24.1	1.0	132.6	5.0	0.0%
2	120.0	21.3	0.8	123.3	5.0	0.0%
3	120.0	23.8	0.8	156.1	5.0	0.0%
4	120.0	23.0	0.9	121.2	4.0	0.0%
5	120.0	16.2	0.7	99.0	4.0	0.0%
6	120.0	14.8	0.6	105.9	4.0	0.0%
7	120.0	18.0	0.7	129.0	5.0	0.0%
8	120.0	17.8	0.7	108.0	4.0	0.0%
9	120.0	18.8	0.8	119.0	5.0	0.0%
10	120.0	23.1	0.9	137.9	5.0	0.0%
Average:	**120.0**	**20.1**	**0.8**	**123.2**	**4.6**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on Dennis Chavez Blvd - Lane ID 94						
1	120.0	128.3	4.1	579.9	19.2	0.0%
2	120.0	157.3	5.2	1,065.9	35.3	0.0%
3	120.0	101.9	3.5	420.5	14.1	0.0%
4	120.0	78.4	2.7	360.4	12.0	0.0%
5	120.0	69.0	2.3	458.2	15.0	0.0%
6	120.0	80.1	2.6	536.9	17.0	0.0%
7	120.0	115.3	4.0	720.1	25.1	0.0%
8	120.0	88.4	2.8	753.5	21.2	0.0%
9	120.0	147.3	5.1	1,028.1	35.1	3.3%
10	120.0	85.7	2.9	480.2	14.5	0.8%
Average:	**120.0**	**105.2**	**3.5**	**640.4**	**20.9**	**0.4%**
EB TR on Dennis Chavez Blvd - Lane ID 150						
1	120.0	303.8	10.0	1,595.7	51.2	1.7%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 150						
2	120.0	314.9	10.4	1,678.1	55.3	1.7%
3	120.0	398.5	13.7	1,980.9	69.0	1.7%
4	120.0	328.9	10.8	1,821.3	59.1	0.8%
5	120.0	251.3	8.4	1,439.7	46.1	0.8%
6	120.0	289.5	9.3	1,631.4	54.1	0.0%
7	120.0	349.8	11.5	1,560.8	52.3	1.7%
8	120.0	301.5	10.1	1,853.5	61.1	0.8%
9	120.0	319.7	10.7	1,628.2	52.2	3.3%
10	120.0	359.0	12.3	1,817.2	62.1	1.7%
Average:	**120.0**	**321.7**	**10.7**	**1,700.7**	**56.3**	**1.4%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	860.1	30.0	1,144.6	41.0	57.5%
2	120.0	904.1	31.2	1,144.5	39.0	67.5%
3	120.0	956.8	34.6	1,157.5	42.0	70.0%
4	120.0	897.8	32.8	1,124.9	41.0	65.0%
5	120.0	891.6	31.5	1,143.9	40.1	60.0%
6	120.0	1,032.7	34.9	1,146.5	39.0	80.0%
7	120.0	907.0	32.2	1,147.4	41.0	65.8%
8	120.0	863.2	31.0	1,150.3	41.0	60.0%
9	120.0	942.7	34.0	1,146.1	41.0	67.5%
10	120.0	931.1	33.2	1,142.8	41.0	65.0%
Average:	**120.0**	**918.7**	**32.5**	**1,144.9**	**40.6**	**65.8%**
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	47.2	1.9	137.2	5.0	26.7%
2	120.0	55.2	2.3	136.0	5.0	36.7%
3	120.0	57.6	2.3	135.5	6.0	38.3%
4	120.0	98.2	3.8	136.3	5.0	70.8%
5	120.0	68.2	2.6	129.7	5.0	47.5%
6	120.0	123.3	3.1	128.3	4.0	99.2%
7	120.0	55.2	2.2	135.6	5.0	35.8%
8	120.0	98.7	3.2	190.0	5.0	66.7%
9	120.0	92.6	3.8	130.5	5.0	67.5%
10	120.0	76.7	3.1	128.5	5.0	58.3%
Average:	**120.0**	**77.3**	**2.8**	**138.8**	**5.0**	**54.8%**
WB LT on Dennis Chavez Blvd - Lane ID 167						
1	120.0	2.8	0.2	12.1	1.0	0.0%
2	120.0	5.5	0.4	40.7	2.0	0.0%
3	120.0	5.4	0.3	15.8	1.0	0.0%
4	120.0	6.5	0.4	47.2	2.0	0.0%
5	120.0	6.2	0.4	37.1	2.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LT on Dennis Chavez Blvd - Lane ID 167						
6	120.0	4.5	0.2	35.3	2.0	0.0%
7	120.0	1.4	0.1	6.7	1.0	0.0%
8	120.0	4.9	0.3	32.9	2.0	0.0%
9	120.0	3.9	0.2	25.2	1.0	0.0%
10	120.0	3.8	0.3	26.2	2.0	0.0%
Average:	**120.0**	**4.5**	**0.3**	**27.9**	**1.6**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 168						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	1.2	0.0	0.0	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.8	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.9	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	21.2	0.9	96.7	3.0	0.0%
2	120.0	22.8	0.9	105.1	4.0	0.0%
3	120.0	21.3	0.9	121.1	5.0	0.0%
4	120.0	24.1	1.1	98.4	4.0	0.0%
5	120.0	26.0	1.1	97.5	3.0	0.0%
6	120.0	26.5	1.0	113.6	4.0	0.0%
7	120.0	21.3	0.9	89.4	4.0	0.0%
8	120.0	19.0	0.8	89.3	3.0	0.0%
9	120.0	23.9	1.0	107.2	4.0	0.0%
10	120.0	21.6	0.9	113.3	4.0	0.0%
Average:	**120.0**	**22.8**	**1.0**	**103.2**	**3.8**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	15.7	0.7	66.1	3.0	0.0%
2	120.0	16.1	0.7	84.7	3.0	0.0%
3	120.0	15.6	0.7	90.8	3.0	0.0%
4	120.0	13.9	0.7	66.9	3.0	0.0%
5	120.0	17.6	0.8	82.2	3.0	0.0%
6	120.0	17.4	0.7	75.0	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
7	120.0	14.9	0.7	75.8	3.0	0.0%
8	120.0	12.7	0.5	54.4	2.0	0.0%
9	120.0	13.4	0.6	69.0	3.0	0.0%
10	120.0	14.5	0.7	74.1	3.0	0.0%
Average:	**120.0**	**15.2**	**0.7**	**73.9**	**2.9**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	6.1	0.1	54.1	1.0	0.0%
2	120.0	3.4	0.1	0.4	0.0	0.0%
3	120.0	2.8	0.1	0.0	0.0	0.0%
4	120.0	3.9	0.1	50.1	1.0	0.0%
5	120.0	4.9	0.1	52.0	1.0	0.0%
6	120.0	5.4	0.1	49.9	1.0	0.0%
7	120.0	4.4	0.1	48.7	1.0	0.0%
8	120.0	8.4	0.2	52.7	1.0	0.0%
9	120.0	5.5	0.1	52.1	1.0	0.0%
10	120.0	3.3	0.1	35.7	1.0	0.0%
Average:	**120.0**	**4.8**	**0.1**	**39.6**	**0.8**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	296.9	10.0	967.1	29.5	0.0%
2	120.0	296.1	10.3	1,075.1	35.3	0.0%
3	120.0	309.4	11.0	1,399.8	48.2	0.8%
4	120.0	336.5	11.6	1,996.2	64.4	4.2%
5	120.0	292.9	10.3	912.0	31.6	2.5%
6	120.0	258.3	8.9	498.3	16.1	1.7%
7	120.0	365.7	13.0	2,083.1	72.2	0.8%
8	120.0	302.3	10.5	1,401.0	48.2	0.8%
9	120.0	252.4	8.9	717.1	24.0	0.0%
10	120.0	342.3	12.0	2,818.1	95.1	1.7%
Average:	**120.0**	**305.3**	**10.7**	**1,386.8**	**46.5**	**1.3%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	516.4	17.4	2,881.6	94.0	4.2%
2	120.0	558.5	19.0	2,870.0	98.0	2.5%
3	120.0	581.3	20.1	2,886.9	98.1	3.3%
4	120.0	518.0	17.4	2,863.6	92.1	1.7%
5	120.0	446.9	15.2	2,864.8	94.0	0.0%
6	120.0	600.2	20.2	2,878.3	95.1	1.7%
7	120.0	366.9	12.9	1,388.1	48.4	0.0%
8	120.0	475.0	16.1	2,887.1	95.1	3.3%
9	120.0	494.6	16.7	2,891.3	95.1	5.0%
10	120.0	417.8	14.4	2,859.1	93.1	2.5%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 48						
Average:	**120.0**	**497.6**	**16.9**	**2,727.1**	**90.3**	**2.4%**
NB L on Coors Blvd - Lane ID 201						
1	120.0	47.8	1.9	131.4	5.0	0.0%
2	120.0	46.8	1.8	132.0	5.0	0.0%
3	120.0	44.9	1.8	124.2	5.0	0.0%
4	120.0	40.1	1.7	103.7	4.0	0.0%
5	120.0	41.2	1.7	119.8	5.0	0.0%
6	120.0	46.5	1.9	120.9	5.0	0.0%
7	120.0	40.0	1.7	117.9	5.0	0.0%
8	120.0	43.4	1.8	128.7	5.0	0.0%
9	120.0	44.5	1.9	119.3	5.0	0.0%
10	120.0	43.6	1.7	119.5	4.0	0.0%
Average:	**120.0**	**43.9**	**1.8**	**121.7**	**4.8**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	44.5	1.9	126.2	5.0	0.0%
2	120.0	48.3	2.0	133.9	5.0	0.0%
3	120.0	43.9	1.8	122.0	4.0	0.0%
4	120.0	43.3	1.8	126.1	5.0	0.0%
5	120.0	44.0	1.9	111.1	5.0	0.0%
6	120.0	44.3	1.9	132.8	5.0	0.0%
7	120.0	41.2	1.7	123.5	5.0	0.0%
8	120.0	41.3	1.7	132.5	5.0	0.0%
9	120.0	45.6	1.8	131.5	5.0	0.0%
10	120.0	40.8	1.6	123.1	4.0	0.0%
Average:	**120.0**	**43.7**	**1.8**	**126.3**	**4.8**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	18.0	0.8	70.5	3.0	0.0%
2	120.0	21.2	0.9	78.7	3.0	0.0%
3	120.0	16.7	0.8	70.2	3.0	0.0%
4	120.0	19.7	0.8	79.9	3.0	0.0%
5	120.0	21.8	0.9	83.4	3.0	0.0%
6	120.0	18.9	0.8	78.3	3.0	0.0%
7	120.0	19.7	0.9	67.1	3.0	0.0%
8	120.0	16.6	0.8	57.8	2.0	0.0%
9	120.0	14.8	0.7	67.1	3.0	0.0%
10	120.0	19.5	0.9	64.6	3.0	0.0%
Average:	**120.0**	**18.7**	**0.8**	**71.8**	**2.9**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	84.4	3.2	235.0	9.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	92.9	3.5	238.7	9.0	0.0%
3	120.0	83.4	3.2	226.5	8.0	0.0%
4	120.0	88.8	3.3	232.7	9.0	0.0%
5	120.0	87.7	3.2	247.3	9.0	0.0%
6	120.0	81.1	3.1	226.5	8.0	0.0%
7	120.0	93.7	3.4	233.6	8.0	0.0%
8	120.0	93.9	3.6	232.7	9.0	0.0%
9	120.0	86.8	3.3	263.9	10.0	0.0%
10	120.0	99.8	3.7	247.9	9.0	0.0%
Average:	**120.0**	**89.3**	**3.4**	**238.5**	**8.8**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	82.8	3.1	241.0	8.0	0.0%
2	120.0	95.4	3.5	269.0	9.0	0.0%
3	120.0	86.7	3.3	240.0	9.0	0.0%
4	120.0	93.3	3.5	273.0	10.0	0.0%
5	120.0	85.2	3.2	246.0	9.0	0.0%
6	120.0	82.1	3.1	242.2	9.0	0.0%
7	120.0	93.4	3.5	284.3	10.0	0.0%
8	120.0	93.5	3.5	260.9	9.0	0.0%
9	120.0	81.7	3.1	242.9	9.0	0.0%
10	120.0	98.2	3.7	264.1	10.0	0.0%
Average:	**120.0**	**89.2**	**3.4**	**256.3**	**9.2**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	61.0	2.4	162.6	6.0	0.0%
2	120.0	67.3	2.5	172.1	6.0	0.0%
3	120.0	62.8	2.5	160.7	6.0	0.0%
4	120.0	63.4	2.5	182.6	6.0	0.0%
5	120.0	67.5	2.6	183.9	6.0	0.0%
6	120.0	63.6	2.5	174.1	7.0	0.0%
7	120.0	58.2	2.2	163.7	6.0	0.0%
8	120.0	62.3	2.5	158.0	6.0	0.0%
9	120.0	62.8	2.4	170.7	6.0	0.0%
10	120.0	56.2	2.2	159.9	6.0	0.0%
Average:	**120.0**	**62.5**	**2.4**	**168.8**	**6.1**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	65.6	2.6	177.4	6.0	0.0%
2	120.0	60.3	2.4	172.2	6.0	0.0%
3	120.0	64.6	2.5	157.8	6.0	0.0%
4	120.0	62.2	2.5	164.7	6.0	0.0%
5	120.0	63.3	2.4	159.9	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
6	120.0	63.9	2.5	160.6	6.0	0.0%
7	120.0	53.5	2.2	161.1	6.0	0.0%
8	120.0	59.0	2.4	167.9	6.0	0.0%
9	120.0	71.0	2.9	171.2	6.0	0.0%
10	120.0	56.9	2.3	159.2	6.0	0.0%
Average:	**120.0**	**62.0**	**2.5**	**165.2**	**6.0**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	6.6	0.3	39.9	2.0	0.0%
2	120.0	9.4	0.4	47.7	2.0	0.0%
3	120.0	6.9	0.3	43.4	2.0	0.0%
4	120.0	9.5	0.4	54.1	2.0	0.0%
5	120.0	5.2	0.3	41.6	2.0	0.0%
6	120.0	6.8	0.3	45.8	2.0	0.0%
7	120.0	6.6	0.3	45.4	2.0	0.0%
8	120.0	7.5	0.4	47.0	2.0	0.0%
9	120.0	7.9	0.4	42.5	2.0	0.0%
10	120.0	5.7	0.3	29.9	1.0	0.0%
Average:	**120.0**	**7.2**	**0.3**	**43.7**	**1.9**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	62.1	2.5	172.1	7.0	0.0%
2	120.0	69.9	2.7	200.5	7.0	0.0%
3	120.0	63.2	2.5	196.0	7.0	0.0%
4	120.0	64.4	2.6	203.8	7.0	0.0%
5	120.0	55.3	2.2	172.7	6.0	0.0%
6	120.0	69.1	2.7	207.0	8.0	0.0%
7	120.0	67.6	2.6	188.2	7.0	0.0%
8	120.0	75.1	2.8	209.9	8.0	0.0%
9	120.0	61.8	2.4	184.7	7.0	0.0%
10	120.0	71.4	2.6	184.7	7.0	0.0%
Average:	**120.0**	**66.0**	**2.6**	**192.0**	**7.1**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	62.7	2.5	195.9	7.0	0.0%
2	120.0	68.2	2.6	192.1	7.0	0.0%
3	120.0	67.2	2.5	198.3	7.0	0.0%
4	120.0	63.0	2.5	176.8	7.0	0.0%
5	120.0	60.1	2.3	192.7	7.0	0.0%
6	120.0	62.9	2.4	184.3	7.0	0.0%
7	120.0	68.2	2.6	183.5	7.0	0.0%
8	120.0	69.6	2.7	193.8	7.0	0.0%
9	120.0	62.8	2.4	191.7	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Coors Blvd - Lane ID 78						
10	120.0	72.9	2.9	198.7	7.0	0.0%
Average:	**120.0**	**65.8**	**2.5**	**190.8**	**7.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	33.9	1.4	90.0	3.0	0.0%
2	120.0	29.2	1.3	88.4	3.0	0.0%
3	120.0	28.2	1.3	79.5	3.0	0.0%
4	120.0	31.7	1.4	96.1	3.0	0.0%
5	120.0	36.3	1.5	97.2	4.0	0.0%
6	120.0	32.1	1.4	86.2	3.0	0.0%
7	120.0	31.7	1.4	96.3	3.0	0.0%
8	120.0	32.0	1.3	97.7	3.0	0.0%
9	120.0	34.1	1.4	104.0	4.0	0.0%
10	120.0	34.4	1.4	107.2	3.0	0.0%
Average:	**120.0**	**32.4**	**1.4**	**94.3**	**3.2**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	4.8	0.2	39.3	1.0	0.0%
2	120.0	4.8	0.2	31.5	1.0	0.0%
3	120.0	4.6	0.2	38.8	2.0	0.0%
4	120.0	4.2	0.2	26.8	1.0	0.0%
5	120.0	8.4	0.3	50.7	2.0	0.0%
6	120.0	4.0	0.2	22.8	1.0	0.0%
7	120.0	6.5	0.3	41.0	2.0	0.0%
8	120.0	4.0	0.2	20.6	1.0	0.0%
9	120.0	5.0	0.2	37.1	1.0	0.0%
10	120.0	3.8	0.2	38.0	1.0	0.0%
Average:	**120.0**	**5.0**	**0.2**	**34.7**	**1.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	41.4	1.6	132.8	5.0	0.0%
2	120.0	41.4	1.6	146.1	5.0	0.0%
3	120.0	39.0	1.6	149.1	5.0	0.0%
4	120.0	48.9	1.9	136.2	5.0	0.0%
5	120.0	45.9	1.8	128.2	5.0	0.0%
6	120.0	50.9	2.0	153.3	6.0	0.0%
7	120.0	47.3	1.9	150.4	6.0	0.0%
8	120.0	46.6	1.9	156.8	5.0	0.0%
9	120.0	40.9	1.6	154.4	5.0	0.0%
10	120.0	44.2	1.8	146.4	5.0	0.0%
Average:	**120.0**	**44.7**	**1.8**	**145.4**	**5.2**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	42.1	1.7	135.1	5.0	0.0%
2	120.0	44.1	1.8	132.5	5.0	0.0%
3	120.0	41.3	1.7	144.6	5.0	0.0%
4	120.0	46.1	1.9	140.2	5.0	0.0%
5	120.0	48.9	1.9	155.0	6.0	0.0%
6	120.0	52.5	2.0	157.4	6.0	0.0%
7	120.0	47.9	1.9	142.6	5.0	0.0%
8	120.0	44.3	1.8	140.5	5.0	0.0%
9	120.0	45.4	1.8	142.0	5.0	0.0%
10	120.0	44.4	1.8	138.1	5.0	0.0%
Average:	**120.0**	**45.7**	**1.8**	**142.8**	**5.2**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	5.3	0.4	18.2	1.0	0.0%
2	120.0	8.9	0.5	49.7	2.0	0.0%
3	120.0	7.9	0.5	43.1	2.0	0.0%
4	120.0	8.9	0.5	43.4	2.0	0.0%
5	120.0	9.1	0.5	34.5	1.0	0.0%
6	120.0	8.8	0.5	42.2	2.0	0.0%
7	120.0	6.6	0.4	40.1	2.0	0.0%
8	120.0	7.3	0.4	43.5	2.0	0.0%
9	120.0	8.0	0.4	43.1	2.0	0.0%
10	120.0	7.5	0.4	33.1	2.0	0.0%
Average:	**120.0**	**7.8**	**0.5**	**39.1**	**1.8**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	1.0	0.1	15.9	1.0	0.0%
2	120.0	1.4	0.1	15.7	1.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	1.3	0.1	14.5	1.0	0.0%
5	120.0	1.2	0.1	15.1	1.0	0.0%
6	120.0	1.6	0.1	15.6	1.0	0.0%
7	120.0	0.9	0.1	0.8	0.0	0.0%
8	120.0	0.2	0.0	0.0	0.0	0.0%
9	120.0	1.2	0.1	15.4	1.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.0**	**0.1**	**9.3**	**0.6**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	321.2	11.3	2,061.6	70.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
2	120.0	462.3	15.8	2,207.6	75.4	4.2%
3	120.0	423.7	14.9	2,165.9	74.2	2.5%
4	120.0	304.2	10.6	2,040.3	68.1	0.8%
5	120.0	414.6	14.2	2,071.6	72.1	1.7%
6	120.0	337.0	11.6	2,030.4	69.1	0.8%
7	120.0	331.2	11.1	2,510.5	82.1	5.8%
8	120.0	299.5	10.3	2,006.5	67.0	0.0%
9	120.0	451.0	15.4	2,181.3	75.0	3.3%
10	120.0	402.5	14.3	2,097.4	74.0	1.7%
Average:	**120.0**	**374.7**	**13.0**	**2,137.3**	**72.7**	**2.1%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	406.5	14.0	2,066.1	70.1	0.8%
2	120.0	443.5	15.0	2,418.3	81.0	1.7%
3	120.0	537.4	18.7	2,491.9	87.1	5.0%
4	120.0	490.7	16.7	2,438.3	78.1	2.5%
5	120.0	290.4	10.1	1,911.4	63.1	0.0%
6	120.0	335.2	11.6	2,097.3	72.0	1.7%
7	120.0	351.8	12.2	2,071.5	70.1	0.8%
8	120.0	348.2	11.9	2,189.6	75.1	4.2%
9	120.0	247.4	8.7	1,510.4	51.3	0.0%
10	120.0	377.2	13.2	2,463.7	83.1	2.5%
Average:	**120.0**	**382.8**	**13.2**	**2,165.9**	**73.1**	**1.9%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	4.9	0.3	41.7	2.0	0.0%
2	120.0	5.4	0.3	21.9	1.0	0.0%
3	120.0	4.3	0.3	17.8	1.0	0.0%
4	120.0	5.2	0.3	18.7	1.0	0.0%
5	120.0	5.6	0.3	24.7	1.0	0.0%
6	120.0	5.4	0.3	25.3	1.0	0.0%
7	120.0	6.9	0.3	43.3	2.0	0.0%
8	120.0	5.9	0.3	34.3	2.0	0.0%
9	120.0	6.7	0.4	43.2	2.0	0.0%
10	120.0	10.3	0.5	56.5	2.0	0.0%
Average:	**120.0**	**6.1**	**0.3**	**32.7**	**1.5**	**0.0%**
NB R on Unser Blvd - Lane ID 134						
1	120.0	118.9	4.4	315.2	11.0	6.7%
2	120.0	148.9	5.6	347.4	13.0	24.2%
3	120.0	144.7	5.3	345.1	12.0	15.0%
4	120.0	156.3	5.7	348.9	13.0	19.2%
5	120.0	134.4	4.8	344.7	13.0	20.8%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
6	120.0	104.4	3.7	228.4	9.0	4.2%
7	120.0	159.1	5.8	348.7	13.0	26.7%
8	120.0	165.8	5.8	346.8	12.0	32.5%
9	120.0	160.7	5.8	353.4	12.0	26.7%
10	120.0	157.1	5.6	349.9	13.0	26.7%
Average:	**120.0**	**145.0**	**5.3**	**332.9**	**12.1**	**20.3%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	91.2	3.3	205.8	7.0	0.0%
2	120.0	110.1	4.0	347.6	12.0	8.3%
3	120.0	115.3	4.4	289.6	11.0	5.0%
4	120.0	109.3	4.0	327.8	12.0	6.7%
5	120.0	119.4	4.5	327.5	12.0	10.8%
6	120.0	95.4	3.6	283.1	9.0	5.0%
7	120.0	117.5	4.3	338.7	12.0	8.3%
8	120.0	98.0	3.6	276.0	10.0	5.0%
9	120.0	108.0	4.0	328.3	11.0	5.8%
10	120.0	100.8	3.6	253.7	9.0	5.0%
Average:	**120.0**	**106.5**	**3.9**	**297.8**	**10.5**	**6.0%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	4.7	0.3	18.8	1.0	0.0%
2	120.0	2.2	0.1	16.7	1.0	0.0%
3	120.0	5.2	0.3	20.0	1.0	0.0%
4	120.0	2.2	0.1	17.2	1.0	0.0%
5	120.0	2.1	0.1	16.3	1.0	0.0%
6	120.0	4.5	0.2	20.7	1.0	0.0%
7	120.0	3.5	0.2	19.4	1.0	0.0%
8	120.0	3.7	0.2	17.9	1.0	0.0%
9	120.0	3.5	0.2	18.7	1.0	0.0%
10	120.0	2.5	0.1	17.5	1.0	0.0%
Average:	**120.0**	**3.4**	**0.2**	**18.3**	**1.0**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	9.1	0.5	20.9	1.0	0.0%
2	120.0	8.3	0.4	46.7	2.0	0.0%
3	120.0	9.7	0.5	44.4	2.0	0.0%
4	120.0	10.5	0.5	50.6	2.0	0.0%
5	120.0	12.4	0.6	42.8	2.0	0.0%
6	120.0	11.0	0.6	46.7	2.0	0.0%
7	120.0	8.9	0.5	41.4	2.0	0.0%
8	120.0	9.6	0.5	48.2	2.0	0.0%
9	120.0	13.7	0.7	50.5	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
10	120.0	9.9	0.5	44.6	2.0	0.0%
Average:	**120.0**	**10.3**	**0.5**	**43.7**	**1.9**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	519.2	18.4	1,701.9	60.0	18.3%
2	120.0	612.4	22.3	1,703.1	63.0	23.3%
3	120.0	684.8	23.3	1,714.0	58.0	28.3%
4	120.0	411.6	14.4	1,689.0	57.1	10.8%
5	120.0	479.5	17.1	1,705.5	58.0	14.2%
6	120.0	560.7	19.8	1,702.7	59.0	20.8%
7	120.0	503.7	18.2	1,698.7	60.0	16.7%
8	120.0	559.2	20.4	1,698.2	61.0	20.0%
9	120.0	468.3	17.2	1,710.8	62.0	12.5%
10	120.0	550.5	19.7	1,699.2	62.0	17.5%
Average:	**120.0**	**535.0**	**19.1**	**1,702.3**	**60.0**	**18.2%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	504.4	18.0	1,699.6	61.0	14.2%
2	120.0	579.8	20.6	1,691.0	63.0	15.8%
3	120.0	455.1	16.0	1,698.1	59.0	14.2%
4	120.0	675.6	23.6	1,704.1	60.0	25.8%
5	120.0	697.9	24.9	1,697.4	62.0	25.8%
6	120.0	749.7	26.3	1,702.6	60.0	27.5%
7	120.0	598.2	21.2	1,705.7	61.0	18.3%
8	120.0	674.5	24.1	1,693.3	61.0	25.0%
9	120.0	529.0	18.4	1,697.2	60.0	18.3%
10	120.0	694.8	24.6	1,700.1	61.0	25.0%
Average:	**120.0**	**615.9**	**21.8**	**1,698.9**	**60.8**	**21.0%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	23.7	1.0	108.4	4.0	0.0%
2	120.0	14.3	0.6	73.8	3.0	0.0%
3	120.0	17.3	0.8	75.8	3.0	0.0%
4	120.0	14.3	0.6	73.4	3.0	0.0%
5	120.0	20.7	0.8	115.0	4.0	0.0%
6	120.0	15.8	0.7	86.5	3.0	0.0%
7	120.0	14.4	0.7	70.7	3.0	0.0%
8	120.0	17.3	0.8	77.4	3.0	0.0%
9	120.0	18.5	0.8	99.3	4.0	0.0%
10	120.0	16.4	0.7	85.3	3.0	0.0%
Average:	**120.0**	**17.3**	**0.8**	**86.6**	**3.3**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Unser Blvd - Lane ID 190						
1	120.0	4.0	0.2	19.3	1.0	0.0%
2	120.0	2.5	0.2	16.9	1.0	0.0%
3	120.0	2.3	0.1	15.7	1.0	0.0%
4	120.0	3.0	0.2	16.7	1.0	0.0%
5	120.0	3.3	0.2	17.0	1.0	0.0%
6	120.0	3.0	0.2	17.2	1.0	0.0%
7	120.0	4.3	0.2	17.9	1.0	0.0%
8	120.0	4.5	0.2	18.8	1.0	0.0%
9	120.0	3.1	0.2	17.9	1.0	0.0%
10	120.0	4.7	0.2	41.0	2.0	0.0%
Average:	**120.0**	**3.5**	**0.2**	**19.8**	**1.1**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	737.6	24.7	1,700.1	59.0	30.0%
2	120.0	839.1	28.9	1,700.8	61.0	33.3%
3	120.0	717.1	24.7	1,703.4	61.1	27.5%
4	120.0	767.2	26.4	1,701.4	61.0	30.8%
5	120.0	733.5	25.9	1,700.1	61.1	24.2%
6	120.0	844.7	30.3	1,705.0	62.0	35.0%
7	120.0	804.5	26.9	1,702.8	58.1	32.5%
8	120.0	710.0	25.1	1,696.8	63.1	28.3%
9	120.0	742.5	25.9	1,700.8	61.0	29.2%
10	120.0	767.7	27.1	1,702.8	61.0	31.7%
Average:	**120.0**	**766.4**	**26.6**	**1,701.4**	**60.8**	**30.3%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	10.7	0.6	63.1	2.0	0.0%
2	120.0	17.7	0.8	66.8	2.0	0.0%
3	120.0	17.3	0.8	68.7	2.0	0.0%
4	120.0	14.0	0.7	63.6	3.0	0.0%
5	120.0	18.8	0.9	53.9	2.0	0.0%
6	120.0	22.6	0.9	78.8	3.0	0.0%
7	120.0	16.3	0.8	59.5	3.0	0.0%
8	120.0	15.7	0.8	64.1	3.0	0.0%
9	120.0	16.0	0.8	49.1	2.0	0.0%
10	120.0	17.4	0.9	70.3	2.0	0.0%
Average:	**120.0**	**16.7**	**0.8**	**63.8**	**2.4**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	9.8	0.5	47.5	2.0	0.0%
2	120.0	13.9	0.8	51.0	2.0	0.0%
3	120.0	13.2	0.7	53.1	2.0	0.0%
4	120.0	11.7	0.7	50.2	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
5	120.0	12.6	0.7	59.4	2.0	0.0%
6	120.0	12.5	0.7	61.9	2.0	0.0%
7	120.0	14.3	0.8	51.0	2.0	0.0%
8	120.0	12.2	0.7	49.1	2.0	0.0%
9	120.0	11.7	0.7	49.2	2.0	0.0%
10	120.0	11.6	0.7	57.5	2.0	0.0%
Average:	**120.0**	**12.4**	**0.7**	**53.0**	**2.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	36.9	1.5	166.7	6.0	0.0%
2	120.0	41.4	1.6	149.9	6.0	0.0%
3	120.0	35.4	1.4	150.5	6.0	0.0%
4	120.0	38.7	1.5	162.2	5.1	0.0%
5	120.0	37.4	1.5	153.0	6.0	0.0%
6	120.0	32.9	1.4	149.5	6.0	0.0%
7	120.0	36.3	1.4	172.5	7.0	0.0%
8	120.0	26.4	1.1	134.4	5.0	0.0%
9	120.0	35.6	1.4	165.0	6.0	0.0%
10	120.0	30.6	1.2	139.3	5.0	0.0%
Average:	**120.0**	**35.2**	**1.4**	**154.3**	**5.8**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	24.1	1.0	115.2	5.0	0.0%
2	120.0	32.7	1.3	133.5	4.0	0.0%
3	120.0	25.7	1.1	126.0	5.0	0.0%
4	120.0	31.6	1.2	138.3	6.0	0.0%
5	120.0	27.7	1.1	127.2	5.0	0.0%
6	120.0	28.9	1.1	147.8	5.0	0.0%
7	120.0	24.4	1.0	106.5	4.0	0.0%
8	120.0	20.7	0.9	101.0	4.0	0.0%
9	120.0	24.6	1.0	103.6	4.0	0.0%
10	120.0	28.0	1.1	119.9	5.0	0.0%
Average:	**120.0**	**26.8**	**1.1**	**121.9**	**4.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	23.7	1.0	122.5	5.0	0.0%
2	120.0	27.2	1.1	134.1	5.0	0.0%
3	120.0	28.0	1.1	131.7	5.0	0.0%
4	120.0	27.9	1.1	137.3	5.0	0.0%
5	120.0	24.3	1.0	127.6	5.0	0.0%
6	120.0	24.8	1.0	113.7	4.0	0.0%
7	120.0	21.9	0.9	116.1	4.0	0.0%
8	120.0	19.4	0.8	119.7	4.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
9	120.0	20.0	0.8	102.8	4.0	0.0%
10	120.0	25.8	1.0	110.7	4.0	0.0%
Average:	**120.0**	**24.3**	**1.0**	**121.6**	**4.5**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	43.1	6.8	29.7	54.8	10
NB T	23	98th Street	10.4	0.8	9.5	11.7	10
NB L	108	98th Street	34.2	4.7	23.3	40.4	10
NB T	109	98th Street	11.1	2.0	7.3	14.1	10
SB T	118	98th Street	10.5	1.9	6.5	13.9	10
SB L	124	98th Street	354.4	121.8	152.7	554.8	10
NB R	192	98th Street	27.8	6.6	18.2	36.4	10
NB R	193	98th Street	27.2	6.0	21.7	37.7	10
SB L	194	98th Street	287.6	87.7	184.4	456.7	10
SB T	195	98th Street	136.9	68.8	27.6	245.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	20.1	3.4	14.8	24.1	10
WB L	116	Dennis Chavez Blvd	5.8	1.8	3.5	8.8	10
WB R	117	Dennis Chavez Blvd	4.1	1.2	1.0	5.2	10
EB T	125	Dennis Chavez Blvd	118.7	37.9	59.0	170.9	10
EB R	126	Dennis Chavez Blvd	0.8	0.3	0.3	1.1	10
EB L	130	Dennis Chavez Blvd	10.9	1.7	7.6	13.2	10
EB T	140	Dennis Chavez Blvd	123.3	48.0	60.0	218.8	10
WB T	142	Dennis Chavez Blvd	20.5	3.1	16.3	24.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	918.7	50.8	860.1	1,032.7	10
SB LTR	204	Condershire Dr	77.3	24.9	47.2	123.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	105.2	30.6	69.0	157.3	10
EB TR	150	Dennis Chavez Blvd	321.7	40.7	251.3	398.5	10
WB LT	167	Dennis Chavez Blvd	4.5	1.6	1.4	6.5	10
WB TR	168	Dennis Chavez Blvd	0.4	0.4	0.0	1.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	89.3	5.8	81.1	99.8	10
NB T	41	Coors Blvd	89.2	6.2	81.7	98.2	10
SB T	78	Coors Blvd	65.8	4.0	60.1	72.9	10
SB R	79	Coors Blvd	7.2	1.4	5.2	9.5	10
NB R	90	Coors Blvd	18.7	2.2	14.8	21.8	10
NB L	92	Coors Blvd	43.7	2.3	40.8	48.3	10
SB L	131	Coors Blvd	62.5	3.5	56.2	67.5	10
SB T	132	Coors Blvd	66.0	5.7	55.3	75.1	10
NB L	201	Coors Blvd	43.9	2.8	40.0	47.8	10
SB L	202	Coors Blvd	62.0	4.9	53.5	71.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	44.7	3.9	39.0	50.9	10
EB L	46	Dennis Chavez Blvd	15.2	1.6	12.7	17.6	10
EB T	47	Dennis Chavez Blvd	305.3	35.5	252.4	365.7	10
EB T	48	Dennis Chavez Blvd	497.6	73.4	366.9	600.2	10
EB R	54	Dennis Chavez Blvd	4.8	1.7	2.8	8.4	10
WB R	83	Dennis Chavez Blvd	5.0	1.4	3.8	8.4	10
WB T	84	Dennis Chavez Blvd	45.7	3.3	41.3	52.5	10
EB L	197	Dennis Chavez Blvd	22.8	2.4	19.0	26.5	10
WB L	199	Dennis Chavez Blvd	32.4	2.4	28.2	36.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	16.7	3.1	10.7	22.6	10
WB R	95	Dennis Chavez Blvd	35.2	4.3	26.4	41.4	10
EB L	96	Dennis Chavez Blvd	7.8	1.2	5.3	9.1	10
EB T	97	Dennis Chavez Blvd	382.8	88.9	247.4	537.4	10
EB T	147	Dennis Chavez Blvd	374.7	62.4	299.5	462.3	10
WB T	148	Dennis Chavez Blvd	26.8	3.7	20.7	32.7	10
WB T	173	Dennis Chavez Blvd	24.3	3.1	19.4	28.0	10
EB R	174	Dennis Chavez Blvd	1.0	0.5	0.2	1.6	10
WB L	175	Dennis Chavez Blvd	12.4	1.3	9.8	14.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	766.4	48.3	710.0	844.7	10
SB L	105	Unser Blvd	535.0	77.4	411.6	684.8	10
NB L	133	Unser Blvd	6.1	1.7	4.3	10.3	10
NB R	134	Unser Blvd	145.0	20.0	104.4	165.8	10
NB T	177	Unser Blvd	3.4	1.1	2.1	5.2	10
NB T	179	Unser Blvd	10.3	1.7	8.3	13.7	10
NB R	181	Unser Blvd	106.5	9.7	91.2	119.4	10
SB L	189	Unser Blvd	615.9	97.4	455.1	749.7	10
SB T	190	Unser Blvd	3.5	0.8	2.3	4.7	10
SB R	191	Unser Blvd	17.3	3.0	14.3	23.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	1.8	0.3	1.2	2.1	10
NB T	23	98th Street	0.5	0.1	0.5	0.6	10
NB L	108	98th Street	1.5	0.1	1.1	1.6	10
NB T	109	98th Street	0.6	0.1	0.4	0.7	10
SB T	118	98th Street	0.5	0.1	0.3	0.7	10
SB L	124	98th Street	12.5	4.2	5.9	19.3	10
NB R	192	98th Street	1.2	0.2	0.9	1.5	10
NB R	193	98th Street	1.2	0.2	1.0	1.5	10
SB L	194	98th Street	10.5	3.3	6.3	16.7	10
SB T	195	98th Street	4.8	2.3	1.1	8.3	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.8	0.1	0.6	1.0	10
WB L	116	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
WB R	117	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10
EB T	125	Dennis Chavez Blvd	4.3	1.3	2.2	6.1	10
EB R	126	Dennis Chavez Blvd	0.1	0.1	0.0	0.1	10
EB L	130	Dennis Chavez Blvd	0.6	0.1	0.4	0.7	10
EB T	140	Dennis Chavez Blvd	4.5	1.6	2.3	7.7	10
WB T	142	Dennis Chavez Blvd	0.8	0.1	0.7	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	32.5	1.6	30.0	34.9	10
SB LTR	204	Condershire Dr	2.8	0.7	1.9	3.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	3.5	1.0	2.3	5.2	10
EB TR	150	Dennis Chavez Blvd	10.7	1.5	8.4	13.7	10
WB LT	167	Dennis Chavez Blvd	0.3	0.1	0.1	0.4	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	3.4	0.2	3.1	3.7	10
NB T	41	Coors Blvd	3.4	0.2	3.1	3.7	10
SB T	78	Coors Blvd	2.5	0.2	2.3	2.9	10
SB R	79	Coors Blvd	0.3	0.1	0.3	0.4	10
NB R	90	Coors Blvd	0.8	0.1	0.7	0.9	10
NB L	92	Coors Blvd	1.8	0.1	1.6	2.0	10
SB L	131	Coors Blvd	2.4	0.1	2.2	2.6	10
SB T	132	Coors Blvd	2.6	0.2	2.2	2.8	10
NB L	201	Coors Blvd	1.8	0.1	1.7	1.9	10
SB L	202	Coors Blvd	2.5	0.2	2.2	2.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1.8	0.2	1.6	2.0	10
EB L	46	Dennis Chavez Blvd	0.7	0.1	0.5	0.8	10
EB T	47	Dennis Chavez Blvd	10.7	1.3	8.9	13.0	10
EB T	48	Dennis Chavez Blvd	16.9	2.4	12.9	20.2	10
EB R	54	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
WB R	83	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
WB T	84	Dennis Chavez Blvd	1.8	0.1	1.7	2.0	10
EB L	197	Dennis Chavez Blvd	1.0	0.1	0.8	1.1	10
WB L	199	Dennis Chavez Blvd	1.4	0.1	1.3	1.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
WB R	95	Dennis Chavez Blvd	1.4	0.1	1.1	1.6	10
EB L	96	Dennis Chavez Blvd	0.5	0.1	0.4	0.5	10
EB T	97	Dennis Chavez Blvd	13.2	3.0	8.7	18.7	10
EB T	147	Dennis Chavez Blvd	13.0	2.2	10.3	15.8	10
WB T	148	Dennis Chavez Blvd	1.1	0.1	0.9	1.3	10
WB T	173	Dennis Chavez Blvd	1.0	0.1	0.8	1.1	10
EB R	174	Dennis Chavez Blvd	0.1	0.0	0.0	0.1	10
WB L	175	Dennis Chavez Blvd	0.7	0.1	0.5	0.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	26.6	1.8	24.7	30.3	10
SB L	105	Unser Blvd	19.1	2.6	14.4	23.3	10
NB L	133	Unser Blvd	0.3	0.1	0.3	0.5	10
NB R	134	Unser Blvd	5.3	0.7	3.7	5.8	10
NB T	177	Unser Blvd	0.2	0.1	0.1	0.3	10
NB T	179	Unser Blvd	0.5	0.1	0.4	0.7	10
NB R	181	Unser Blvd	3.9	0.4	3.3	4.5	10
SB L	189	Unser Blvd	21.8	3.5	16.0	26.3	10
SB T	190	Unser Blvd	0.2	0.0	0.1	0.2	10
SB R	191	Unser Blvd	0.8	0.1	0.6	1.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	126.0	19.1	99.6	164.8	10
NB T	23	98th Street	43.3	2.3	39.0	46.1	10
NB L	108	98th Street	99.1	12.0	81.4	123.1	10
NB T	109	98th Street	44.8	6.6	27.8	49.6	10
SB T	118	98th Street	45.2	8.1	27.9	53.6	10
SB L	124	98th Street	1,022.1	269.9	375.1	1,163.4	10
NB R	192	98th Street	89.0	24.3	63.6	136.1	10
NB R	193	98th Street	96.6	24.4	74.0	139.3	10
SB L	194	98th Street	926.1	310.9	386.2	1,161.8	10
SB T	195	98th Street	730.4	345.4	182.9	1,149.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	123.2	16.9	99.0	156.1	10
WB L	116	Dennis Chavez Blvd	36.5	13.4	17.3	53.8	10
WB R	117	Dennis Chavez Blvd	25.1	12.0	0.8	43.2	10
EB T	125	Dennis Chavez Blvd	490.3	228.0	239.8	843.3	10
EB R	126	Dennis Chavez Blvd	3.3	5.1	0.0	13.3	10
EB L	130	Dennis Chavez Blvd	49.5	7.2	40.1	61.6	10
EB T	140	Dennis Chavez Blvd	527.8	320.5	252.3	1,225.5	10
WB T	142	Dennis Chavez Blvd	118.4	16.4	99.3	152.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1,144.9	8.2	1,124.9	1,157.5	10
SB LTR	204	Condershire Dr	138.8	18.3	128.3	190.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	640.4	247.3	360.4	1,065.9	10
EB TR	150	Dennis Chavez Blvd	1,700.7	163.0	1,439.7	1,980.9	10
WB LT	167	Dennis Chavez Blvd	27.9	13.2	6.7	47.2	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	238.5	11.6	226.5	263.9	10
NB T	41	Coors Blvd	256.3	16.0	240.0	284.3	10
SB T	78	Coors Blvd	190.8	7.1	176.8	198.7	10
SB R	79	Coors Blvd	43.7	6.3	29.9	54.1	10
NB R	90	Coors Blvd	71.8	8.1	57.8	83.4	10
NB L	92	Coors Blvd	126.3	6.9	111.1	133.9	10
SB L	131	Coors Blvd	168.8	9.4	158.0	183.9	10
SB T	132	Coors Blvd	192.0	13.6	172.1	209.9	10
NB L	201	Coors Blvd	121.7	8.2	103.7	132.0	10
SB L	202	Coors Blvd	165.2	6.7	157.8	177.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	145.4	9.7	128.2	156.8	10
EB L	46	Dennis Chavez Blvd	73.9	10.5	54.4	90.8	10
EB T	47	Dennis Chavez Blvd	1,386.8	718.2	498.3	2,818.1	10
EB T	48	Dennis Chavez Blvd	2,727.1	470.6	1,388.1	2,891.3	10
EB R	54	Dennis Chavez Blvd	39.6	21.4	0.0	54.1	10
WB R	83	Dennis Chavez Blvd	34.7	9.2	20.6	50.7	10
WB T	84	Dennis Chavez Blvd	142.8	7.9	132.5	157.4	10
EB L	197	Dennis Chavez Blvd	103.2	10.7	89.3	121.1	10
WB L	199	Dennis Chavez Blvd	94.3	8.3	79.5	107.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	63.8	8.4	49.1	78.8	10
WB R	95	Dennis Chavez Blvd	154.3	12.2	134.4	172.5	10
EB L	96	Dennis Chavez Blvd	39.1	8.7	18.2	49.7	10
EB T	97	Dennis Chavez Blvd	2,165.9	307.6	1,510.4	2,491.9	10
EB T	147	Dennis Chavez Blvd	2,137.3	147.8	2,006.5	2,510.5	10
WB T	148	Dennis Chavez Blvd	121.9	15.6	101.0	147.8	10
WB T	173	Dennis Chavez Blvd	121.6	11.1	102.8	137.3	10
EB R	174	Dennis Chavez Blvd	9.3	7.8	0.0	15.9	10
WB L	175	Dennis Chavez Blvd	53.0	4.9	47.5	61.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1,701.4	2.3	1,696.8	1,705.0	10
SB L	105	Unser Blvd	1,702.3	7.0	1,689.0	1,714.0	10
NB L	133	Unser Blvd	32.7	13.0	17.8	56.5	10
NB R	134	Unser Blvd	332.9	38.2	228.4	353.4	10
NB T	177	Unser Blvd	18.3	1.4	16.3	20.7	10
NB T	179	Unser Blvd	43.7	8.6	20.9	50.6	10
NB R	181	Unser Blvd	297.8	44.8	205.8	347.6	10
SB L	189	Unser Blvd	1,698.9	4.6	1,691.0	1,705.7	10
SB T	190	Unser Blvd	19.8	7.5	15.7	41.0	10
SB R	191	Unser Blvd	86.6	15.8	70.7	115.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	4.7	0.7	4.0	6.0	10
NB T	23	98th Street	2.0	0.0	2.0	2.0	10
NB L	108	98th Street	3.7	0.5	3.0	4.0	10
NB T	109	98th Street	1.9	0.3	1.0	2.0	10
SB T	118	98th Street	1.9	0.3	1.0	2.0	10
SB L	124	98th Street	35.7	9.9	14.0	42.1	10
NB R	192	98th Street	3.2	0.9	2.0	5.0	10
NB R	193	98th Street	3.4	0.7	3.0	5.0	10
SB L	194	98th Street	33.2	11.7	13.0	43.0	10
SB T	195	98th Street	24.5	11.5	7.0	38.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	4.6	0.5	4.0	5.0	10
WB L	116	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
WB R	117	Dennis Chavez Blvd	1.1	0.6	0.0	2.0	10
EB T	125	Dennis Chavez Blvd	17.6	7.7	9.0	30.0	10
EB R	126	Dennis Chavez Blvd	0.3	0.5	0.0	1.0	10
EB L	130	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10
EB T	140	Dennis Chavez Blvd	18.7	10.5	9.0	41.1	10
WB T	142	Dennis Chavez Blvd	4.4	0.7	3.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	40.6	1.0	39.0	42.0	10
SB LTR	204	Condershire Dr	5.0	0.5	4.0	6.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	20.9	8.5	12.0	35.3	10
EB TR	150	Dennis Chavez Blvd	56.3	6.6	46.1	69.0	10
WB LT	167	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	8.8	0.6	8.0	10.0	10
NB T	41	Coors Blvd	9.2	0.6	8.0	10.0	10
SB T	78	Coors Blvd	7.0	0.0	7.0	7.0	10
SB R	79	Coors Blvd	1.9	0.3	1.0	2.0	10
NB R	90	Coors Blvd	2.9	0.3	2.0	3.0	10
NB L	92	Coors Blvd	4.8	0.4	4.0	5.0	10
SB L	131	Coors Blvd	6.1	0.3	6.0	7.0	10
SB T	132	Coors Blvd	7.1	0.6	6.0	8.0	10
NB L	201	Coors Blvd	4.8	0.4	4.0	5.0	10
SB L	202	Coors Blvd	6.0	0.0	6.0	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	5.2	0.4	5.0	6.0	10
EB L	46	Dennis Chavez Blvd	2.9	0.3	2.0	3.0	10
EB T	47	Dennis Chavez Blvd	46.5	24.5	16.1	95.1	10
EB T	48	Dennis Chavez Blvd	90.3	14.8	48.4	98.1	10
EB R	54	Dennis Chavez Blvd	0.8	0.4	0.0	1.0	10
WB R	83	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
WB T	84	Dennis Chavez Blvd	5.2	0.4	5.0	6.0	10
EB L	197	Dennis Chavez Blvd	3.8	0.6	3.0	5.0	10
WB L	199	Dennis Chavez Blvd	3.2	0.4	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
WB R	95	Dennis Chavez Blvd	5.8	0.6	5.0	7.0	10
EB L	96	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	73.1	10.4	51.3	87.1	10
EB T	147	Dennis Chavez Blvd	72.7	4.5	67.0	82.1	10
WB T	148	Dennis Chavez Blvd	4.7	0.7	4.0	6.0	10
WB T	173	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
EB R	174	Dennis Chavez Blvd	0.6	0.5	0.0	1.0	10
WB L	175	Dennis Chavez Blvd	2.0	0.0	2.0	2.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	60.8	1.4	58.1	63.1	10
SB L	105	Unser Blvd	60.0	2.0	57.1	63.0	10
NB L	133	Unser Blvd	1.5	0.5	1.0	2.0	10
NB R	134	Unser Blvd	12.1	1.3	9.0	13.0	10
NB T	177	Unser Blvd	1.0	0.0	1.0	1.0	10
NB T	179	Unser Blvd	1.9	0.3	1.0	2.0	10
NB R	181	Unser Blvd	10.5	1.7	7.0	12.0	10
SB L	189	Unser Blvd	60.8	1.1	59.0	63.0	10
SB T	190	Unser Blvd	1.1	0.3	1.0	2.0	10
SB R	191	Unser Blvd	3.3	0.5	3.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.2	0.1	0.0	0.4	10
NB R	192	98th Street	0.0	0.0	0.0	0.0	10
NB R	193	98th Street	0.0	0.0	0.0	0.0	10
SB L	194	98th Street	0.1	0.1	0.0	0.3	10
SB T	195	98th Street	0.0	0.0	0.0	0.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.7	0.1	0.6	0.8	10
SB LTR	204	Condershire Dr	0.5	0.2	0.3	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.3	0.0	0.2	0.4	10
SB L	105	Unser Blvd	0.2	0.1	0.1	0.3	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.2	0.1	0.0	0.3	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.1	0.0	0.0	0.1	10
SB L	189	Unser Blvd	0.2	0.1	0.1	0.3	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,468.0	63.10	92.1	F
2	2,121.0	66.70	113.1	F
3	2,117.0	66.40	112.9	F
4	1,973.0	49.80	90.9	F
5	2,300.0	106.50	166.7	F
6	2,168.0	46.40	77.0	E
7	2,133.0	104.30	176.1	F
8	2,138.0	50.40	84.8	F
9	2,444.0	58.10	85.6	F
10	2,126.0	63.30	107.1	F
Average:	**2,198.8**	**67.50**	**110.6**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,681.0	19.80	26.6	D
2	2,587.0	19.00	26.4	D
3	2,565.0	20.10	28.2	D
4	2,573.0	18.80	26.3	D
5	2,605.0	20.90	28.9	D
6	2,644.0	18.40	25.1	D
7	2,634.0	23.40	31.9	D
8	2,609.0	22.90	31.6	D
9	2,661.0	20.50	27.7	D
10	2,565.0	16.20	22.8	C
Average:	**2,612.4**	**20.00**	**27.5**	**D**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	5,137.0	113.30	79.4	E
2	5,033.0	117.50	84.1	F
3	5,017.0	110.40	79.2	E
4	5,056.0	124.60	88.7	F
5	5,040.0	122.80	87.7	F
6	5,042.0	122.80	87.7	F
7	5,075.0	120.60	85.5	F
8	5,074.0	112.00	79.4	E

9	5,070.0	128.20	91.0	F
10	4,989.0	128.60	92.8	F
Average:	**5,053.3**	**120.08**	**85.6**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,091.0	91.10	106.1	F
2	2,955.0	97.90	119.2	F
3	2,906.0	81.00	100.3	F
4	2,950.0	143.70	175.4	F
5	2,989.0	186.60	224.7	F
6	2,991.0	99.80	120.1	F
7	3,006.0	84.70	101.5	F
8	2,987.0	154.50	186.3	F
9	2,994.0	169.10	203.3	F
10	2,895.0	90.00	111.9	F
Average:	**2,976.4**	**119.84**	**144.9**	**F**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	67.5	21.2	46.4	106.5	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	20.0	2.1	16.2	23.4	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	120.1	6.5	110.4	128.6	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	119.8	39.4	81.0	186.6	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	110.6	34.3	77.0	176.1	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	27.5	2.8	22.8	31.9	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	85.6	4.9	79.2	92.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	144.9	47.3	100.3	224.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	105.0	1.00	32.6	C
2	63.0	0.90	53.7	D
3	73.0	0.60	30.0	C
4	73.0	0.90	42.4	D
5	88.0	8.30	338.4	F
6	99.0	1.00	36.0	D
7	80.0	11.50	517.2	F
8	77.0	0.80	39.2	D
9	99.0	1.10	41.5	D
10	82.0	1.00	41.8	D
Average:	**83.9**	**2.71**	**117.3**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	88.0	0.40	16.8	B
2	52.0	0.50	35.9	D
3	62.0	0.30	17.8	B
4	60.0	0.30	16.8	B
5	73.0	6.60	324.2	F
6	83.0	0.50	20.1	C
7	64.0	8.30	467.6	F
8	63.0	0.60	33.2	C
9	80.0	0.40	17.3	B
10	69.0	0.30	16.2	B
Average:	**69.4**	**1.82**	**96.6**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	292.0	17.90	220.6	F
2	157.0	20.10	460.8	F
3	204.0	19.70	346.9	F
4	190.0	17.40	329.3	F
5	250.0	33.50	482.5	F
6	270.0	16.90	226.0	F
7	206.0	35.00	611.0	F
8	189.0	13.80	263.2	F
9	260.0	17.60	243.8	F
10	226.0	17.50	278.9	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**224.4**	**20.94**	**346.3**	**F**
NB L on 98th Street: Superlink ID 12				
1	93.0	1.10	42.2	D
2	72.0	1.60	82.4	F
3	79.0	1.80	81.7	F
4	66.0	2.20	119.4	F
5	81.0	2.20	95.8	F
6	67.0	1.90	100.3	F
7	70.0	2.10	105.5	F
8	83.0	1.70	72.2	E
9	100.0	0.60	20.7	C
10	80.0	2.60	118.8	F
Average:	**79.1**	**1.78**	**83.9**	**F**
NB R on 98th Street: Superlink ID 12				
1	130.0	9.20	256.0	F
2	97.0	9.20	341.2	F
3	112.0	13.20	423.3	F
4	81.0	9.80	435.7	F
5	106.0	14.20	483.5	F
6	91.0	9.30	369.5	F
7	86.0	13.20	551.4	F
8	105.0	9.80	335.7	F
9	148.0	4.90	118.8	F
10	105.0	13.90	476.7	F
Average:	**106.1**	**10.67**	**379.2**	**F**
NB T on 98th Street: Superlink ID 12				
1	221.0	2.80	45.1	D
2	172.0	3.70	76.9	E
3	190.0	3.70	69.7	E
4	155.0	4.90	113.1	F
5	191.0	6.50	121.9	F
6	155.0	3.90	90.9	F
7	165.0	5.50	121.0	F
8	192.0	3.80	71.4	E
9	233.0	1.60	25.3	C
10	186.0	5.30	101.7	F
Average:	**186.0**	**4.17**	**83.7**	**F**
SB L on 98th Street: Superlink ID 2				
1	176.0	20.40	417.6	F
2	132.0	18.60	508.2	F
3	120.0	18.10	543.3	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	80.0	7.00	313.1	F
5	138.0	21.80	567.5	F
6	124.0	5.80	167.3	F
7	104.0	17.10	590.8	F
8	131.0	12.90	353.9	F
9	177.0	22.00	447.5	F
10	92.0	12.70	495.2	F
Average:	**127.4**	**15.64**	**440.4**	**F**
SB R on 98th Street: Superlink ID 2				
1	85.0	0.70	28.7	C
2	78.0	0.90	39.5	D
3	65.0	0.50	28.3	C
4	54.0	0.50	32.3	C
5	80.0	1.20	52.9	D
6	65.0	0.50	28.6	C
7	71.0	0.80	39.4	D
8	67.0	0.50	25.4	C
9	85.0	0.60	23.8	C
10	61.0	0.60	38.2	D
Average:	**71.1**	**0.68**	**33.7**	**C**
SB T on 98th Street: Superlink ID 2				
1	282.0	5.10	64.9	E
2	287.0	7.10	88.9	F
3	225.0	4.50	71.3	E
4	192.0	2.90	54.0	D
5	287.0	8.10	101.3	F
6	218.0	2.30	38.0	D
7	268.0	6.80	91.6	F
8	229.0	2.80	44.2	D
9	283.0	5.20	66.2	E
10	228.0	5.10	80.7	F
Average:	**249.9**	**4.99**	**70.1**	**E**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	168.0	1.00	22.3	C
2	166.0	1.00	21.9	C
3	165.0	1.00	21.2	C
4	166.0	1.00	21.8	C
5	163.0	0.90	20.8	C
6	166.0	1.00	21.9	C
7	169.0	1.00	20.7	C
8	168.0	0.90	19.0	B
9	164.0	1.00	22.4	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	166.0	1.00	21.0	C
Average:	**166.1**	**0.98**	**21.3**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	384.0	1.10	9.9	A
2	393.0	1.00	8.8	A
3	383.0	0.90	8.5	A
4	401.0	0.80	7.4	A
5	392.0	1.00	9.0	A
6	386.0	1.10	10.2	B
7	394.0	0.90	8.1	A
8	393.0	0.90	8.0	A
9	380.0	1.00	9.5	A
10	387.0	1.10	10.3	B
Average:	**389.3**	**0.98**	**9.0**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	444.0	2.50	20.4	C
2	452.0	2.00	16.3	B
3	439.0	2.20	18.2	B
4	455.0	2.30	18.0	B
5	451.0	2.30	18.7	B
6	444.0	2.20	17.7	B
7	456.0	2.30	18.0	B
8	441.0	1.90	15.9	B
9	435.0	2.10	17.3	B
10	444.0	2.20	17.9	B
Average:	**446.1**	**2.20**	**17.8**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on Dennis Chavez Blvd: Superlink ID 5				
1	371.0	0.20	1.6	A
2	326.0	0.20	2.0	A
3	322.0	0.20	2.5	A
4	304.0	0.20	2.6	A
5	342.0	0.10	1.2	A
6	335.0	0.20	2.5	A
7	286.0	0.30	3.3	A
8	297.0	0.30	3.1	A
9	332.0	0.30	3.4	A
10	319.0	0.20	2.2	A
Average:	**323.4**	**0.22**	**2.4**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	472.0	0.10	1.0	A
2	388.0	0.10	1.1	A
3	382.0	0.10	1.2	A
4	388.0	0.20	1.5	A
5	430.0	0.10	1.0	A
6	462.0	0.20	1.3	A
7	485.0	0.30	2.4	A
8	459.0	0.30	2.6	A
9	518.0	0.40	2.8	A
10	381.0	0.10	0.9	A
Average:	**436.5**	**0.19**	**1.6**	**A**
NB LTR on Condershire Dr: Superlink ID 7				
1	48.0	15.50	1,165.9	F
2	59.0	16.20	988.4	F
3	53.0	16.60	1,127.0	F
4	65.0	16.20	895.1	F
5	52.0	16.50	1,140.6	F
6	65.0	16.00	887.8	F
7	53.0	19.80	1,343.8	F
8	43.0	17.40	1,458.8	F
9	50.0	15.20	1,093.0	F
10	65.0	13.00	720.1	F
Average:	**55.3**	**16.24**	**1,082.0**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	36.0	3.10	309.3	F
2	43.0	1.80	152.8	F
3	39.0	2.60	242.9	F
4	44.0	1.70	136.3	F
5	43.0	3.50	289.4	F
6	47.0	1.50	111.2	F
7	42.0	2.10	175.9	F
8	36.0	4.10	405.5	F
9	42.0	3.60	309.7	F
10	39.0	2.40	225.4	F
Average:	**41.1**	**2.64**	**235.8**	**F**
WB LT on Dennis Chavez Blvd: Superlink ID 17				
1	750.0	0.40	2.0	A
2	805.0	0.30	1.6	A
3	820.0	0.30	1.2	A
4	807.0	0.30	1.4	A
5	759.0	0.40	1.7	A

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	772.0	0.30	1.3	A
7	749.0	0.40	2.0	A
8	748.0	0.40	2.0	A
9	712.0	0.50	2.5	A
10	771.0	0.30	1.2	A
Average:	**769.3**	**0.36**	**1.7**	**A**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	1,004.0	0.50	1.6	A
2	966.0	0.30	1.1	A
3	949.0	0.20	0.9	A
4	965.0	0.20	0.9	A
5	979.0	0.40	1.4	A
6	963.0	0.30	1.0	A
7	1,019.0	0.50	1.9	A
8	1,026.0	0.40	1.4	A
9	1,007.0	0.50	1.8	A
10	990.0	0.30	0.9	A
Average:	**986.8**	**0.36**	**1.3**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	136.0	1.10	29.7	C
2	117.0	1.00	31.4	C
3	107.0	0.90	30.1	C
4	110.0	1.20	38.6	D
5	132.0	1.20	33.4	C
6	125.0	1.10	31.1	C
7	121.0	1.10	31.3	C
8	117.0	1.00	32.1	C
9	135.0	1.20	32.7	C
10	114.0	0.90	28.4	C
Average:	**121.4**	**1.07**	**31.9**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	327.0	1.50	17.0	B
2	288.0	0.90	10.8	B
3	277.0	0.70	9.0	A
4	284.0	1.10	13.7	B
5	309.0	0.90	10.8	B
6	317.0	1.40	16.3	B
7	313.0	1.20	13.9	B
8	307.0	1.00	12.0	B

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	342.0	1.70	18.4	B
10	287.0	1.10	14.4	B
Average:	**305.1**	**1.15**	**13.6**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	335.0	3.10	33.2	C
2	299.0	2.70	32.3	C
3	290.0	2.50	31.5	C
4	284.0	2.70	34.4	C
5	309.0	2.70	31.6	C
6	327.0	3.00	32.9	C
7	312.0	3.10	35.2	D
8	297.0	2.60	31.3	C
9	347.0	3.60	37.8	D
10	286.0	2.70	34.4	C
Average:	**308.6**	**2.87**	**33.5**	**C**
NB L on Coors Blvd: Superlink ID 18				
1	480.0	19.50	146.4	F
2	456.0	22.50	177.6	F
3	483.0	17.40	129.4	F
4	467.0	28.00	215.7	F
5	460.0	26.00	203.5	F
6	461.0	24.50	191.3	F
7	464.0	24.50	190.2	F
8	470.0	19.60	149.8	F
9	443.0	30.20	245.4	F
10	455.0	31.90	252.2	F
Average:	**463.9**	**24.41**	**190.2**	**F**
NB R on Coors Blvd: Superlink ID 18				
1	85.0	0.30	12.7	B
2	84.0	0.30	12.3	B
3	86.0	0.20	9.8	A
4	85.0	0.40	15.7	B
5	85.0	0.30	14.2	B
6	84.0	0.30	14.1	B
7	83.0	0.30	12.9	B
8	86.0	0.30	11.2	B
9	82.0	0.40	16.2	B
10	83.0	0.40	17.8	B
Average:	**84.3**	**0.32**	**13.7**	**B**
NB T on Coors Blvd: Superlink ID 18				
1	842.0	6.10	26.0	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	816.0	6.50	28.8	C
3	830.0	5.70	24.6	C
4	829.0	8.20	35.4	D
5	809.0	7.40	33.1	C
6	807.0	6.90	30.6	C
7	816.0	6.70	29.8	C
8	834.0	6.20	26.9	C
9	795.0	8.50	38.3	D
10	807.0	7.80	34.7	C
Average:	**818.5**	**7.00**	**30.8**	**C**
SB L on Coors Blvd: Superlink ID 21				
1	317.0	3.10	35.0	D
2	321.0	3.00	34.0	C
3	315.0	2.90	32.7	C
4	322.0	3.00	33.2	C
5	318.0	3.20	36.7	D
6	319.0	3.00	34.1	C
7	317.0	3.00	34.5	C
8	318.0	3.00	33.9	C
9	319.0	3.20	36.5	D
10	317.0	3.10	35.3	D
Average:	**318.3**	**3.05**	**34.6**	**C**
SB R on Coors Blvd: Superlink ID 21				
1	404.0	2.40	21.1	C
2	400.0	2.20	20.1	C
3	399.0	2.40	21.9	C
4	403.0	2.40	21.7	C
5	402.0	2.30	20.2	C
6	401.0	2.40	21.9	C
7	400.0	2.50	22.1	C
8	401.0	2.20	20.2	C
9	400.0	2.30	21.0	C
10	401.0	2.20	19.5	B
Average:	**401.1**	**2.33**	**21.0**	**C**
SB T on Coors Blvd: Superlink ID 21				
1	833.0	6.10	26.4	C
2	820.0	6.00	26.4	C
3	820.0	5.90	25.9	C
4	829.0	6.20	26.9	C
5	822.0	6.20	27.0	C
6	820.0	6.10	26.9	C
7	822.0	5.90	25.9	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	826.0	5.80	25.4	C
9	820.0	5.90	25.9	C
10	821.0	6.00	26.3	C
Average:	**823.3**	**6.01**	**26.3**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	119.0	4.30	129.6	F
2	125.0	4.40	126.1	F
3	122.0	4.30	126.3	F
4	125.0	4.20	122.3	F
5	120.0	4.20	127.3	F
6	117.0	4.40	136.2	F
7	122.0	4.20	123.0	F
8	125.0	4.30	122.8	F
9	123.0	4.20	122.7	F
10	124.0	4.30	124.5	F
Average:	**122.2**	**4.28**	**126.1**	**F**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	380.0	10.50	99.8	F
2	394.0	10.80	99.1	F
3	387.0	10.50	97.9	F
4	396.0	11.10	101.2	F
5	385.0	11.30	105.3	F
6	375.0	11.00	105.2	F
7	392.0	11.30	103.6	F
8	398.0	10.80	97.6	F
9	379.0	10.80	103.0	F
10	389.0	11.40	105.6	F
Average:	**387.5**	**10.95**	**101.8**	**F**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	879.0	55.30	226.4	F
2	913.0	57.10	225.3	F
3	901.0	57.00	227.8	F
4	922.0	56.10	219.2	F
5	889.0	57.00	230.7	F
6	889.0	58.70	237.6	F
7	913.0	56.90	224.2	F
8	895.0	55.10	221.7	F
9	885.0	56.00	227.9	F
10	905.0	56.70	225.7	F
Average:	**899.1**	**56.59**	**226.7**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	69.0	9.90	514.5	F
2	40.0	9.10	815.2	F
3	43.0	9.70	812.7	F
4	31.0	11.10	1,285.3	F
5	57.0	21.50	1,359.0	F
6	50.0	8.50	613.0	F
7	42.0	8.10	691.5	F
8	40.0	15.30	1,374.4	F
9	68.0	19.00	1,004.7	F
10	39.0	8.40	773.7	F
Average:	**47.9**	**12.06**	**924.4**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	19.0	0.10	10.9	B
2	9.0	0.10	24.7	C
3	14.0	0.00	10.4	B
4	9.0	1.90	776.1	F
5	14.0	3.70	944.2	F
6	13.0	0.00	7.0	A
7	11.0	0.10	27.3	C
8	11.0	2.80	918.4	F
9	17.0	3.20	675.6	F
10	11.0	0.10	18.1	B
Average:	**12.8**	**1.20**	**341.3**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	381.0	2.30	22.1	C
2	214.0	2.20	37.2	D
3	245.0	2.00	29.5	C
4	179.0	47.80	961.1	F
5	282.0	76.90	982.3	F
6	280.0	2.20	27.8	C
7	211.0	2.10	35.6	D
8	233.0	51.80	799.9	F
9	355.0	63.20	641.2	F
10	234.0	2.30	35.8	D
Average:	**261.4**	**25.28**	**357.3**	**F**
NB L on Unser Blvd: Superlink ID 23				
1	25.0	1.60	235.1	F
2	26.0	1.00	138.4	F
3	25.0	0.70	102.0	F
4	27.0	0.70	90.7	F
5	26.0	0.80	104.7	F

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	27.0	0.50	66.8	E
7	27.0	0.70	86.9	F
8	27.0	0.60	82.3	F
9	27.0	0.60	75.1	E
10	26.0	0.60	78.2	E
Average:	**26.3**	**0.78**	**106.0**	**F**

NB R on Unser Blvd: Superlink ID 23

1	346.0	0.30	3.6	A
2	347.0	0.20	1.9	A
3	350.0	0.20	2.2	A
4	344.0	0.20	1.6	A
5	349.0	0.30	3.1	A
6	346.0	0.30	2.9	A
7	350.0	0.20	1.9	A
8	349.0	0.20	2.2	A
9	349.0	0.40	4.6	A
10	347.0	0.20	2.0	A
Average:	**347.7**	**0.25**	**2.6**	**A**

NB T on Unser Blvd: Superlink ID 23

1	86.0	0.20	8.5	A
2	84.0	0.10	4.0	A
3	86.0	0.10	4.3	A
4	86.0	0.10	2.7	A
5	86.0	0.10	5.9	A
6	85.0	0.10	4.0	A
7	86.0	0.10	2.2	A
8	86.0	0.10	3.2	A
9	86.0	0.10	5.4	A
10	85.0	0.10	5.8	A
Average:	**85.6**	**0.11**	**4.6**	**A**

SB L on Unser Blvd: Superlink ID 4

1	112.0	40.80	1,311.7	F
2	155.0	49.00	1,136.9	F
3	102.0	33.10	1,169.9	F
4	166.0	46.60	1,010.2	F
5	136.0	46.20	1,224.2	F
6	164.0	54.70	1,200.7	F
7	199.0	46.40	839.0	F
8	170.0	49.50	1,049.1	F
9	136.0	50.70	1,341.6	F
10	112.0	39.70	1,274.9	F
Average:	**145.2**	**45.67**	**1,155.8**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on Unser Blvd: Superlink ID 4				
1	62.0	5.50	318.0	F
2	74.0	6.90	337.9	F
3	61.0	5.10	299.3	F
4	80.0	6.80	307.3	F
5	65.0	5.90	328.4	F
6	62.0	6.00	348.5	F
7	78.0	4.60	212.7	F
8	74.0	6.50	314.8	F
9	54.0	6.70	448.6	F
10	60.0	6.40	381.7	F
Average:	**67.0**	**6.04**	**329.7**	**F**
SB T on Unser Blvd: Superlink ID 4				
1	193.0	26.40	493.2	F
2	202.0	26.70	476.0	F
3	200.0	27.80	501.2	F
4	214.0	26.30	442.6	F
5	196.0	28.30	519.0	F
6	182.0	24.10	476.2	F
7	203.0	19.90	352.7	F
8	197.0	24.80	453.2	F
9	146.0	22.10	545.2	F
10	187.0	29.40	566.2	F
Average:	**192.0**	**25.58**	**482.5**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	449.0	2.60	20.5	C
2	453.0	1.20	9.4	A
3	449.0	1.20	9.9	A
4	454.0	1.20	9.5	A
5	446.0	1.60	12.7	B
6	453.0	2.20	17.7	B
7	458.0	1.60	12.3	B
8	456.0	2.00	16.0	B
9	444.0	1.90	15.5	B
10	453.0	1.90	15.1	B
Average:	**451.5**	**1.74**	**13.9**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	433.0	0.40	3.1	A
2	430.0	0.30	2.4	A
3	428.0	0.20	2.0	A
4	438.0	0.20	1.8	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	429.0	0.50	4.1	A
6	427.0	0.20	1.9	A
7	427.0	0.20	1.7	A
8	438.0	0.30	2.3	A
9	424.0	0.40	3.1	A
10	430.0	0.30	2.6	A
Average:	**430.4**	**0.30**	**2.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	916.0	1.00	3.9	A
2	921.0	1.20	4.7	A
3	903.0	0.70	2.6	A
4	922.0	0.90	3.6	A
5	903.0	0.80	3.0	A
6	902.0	1.00	3.9	A
7	914.0	0.90	3.7	A
8	906.0	0.70	2.7	A
9	888.0	0.70	3.0	A
10	911.0	0.70	2.7	A
Average:	**908.6**	**0.86**	**3.4**	**A**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	2.7	3.9	0.6	11.5	10
EB R	Dennis Chavez Blvd	1	1.8	3.0	0.3	8.3	10
EB T	Dennis Chavez Blvd	1	20.9	7.2	13.8	35.0	10
NB L	98th Street	12	1.8	0.6	0.6	2.6	10
NB R	98th Street	12	10.7	2.9	4.9	14.2	10
NB T	98th Street	12	4.2	1.4	1.6	6.5	10
SB L	98th Street	2	15.6	5.8	5.8	22.0	10
SB R	98th Street	2	0.7	0.2	0.5	1.2	10
SB T	98th Street	2	5.0	1.9	2.3	8.1	10
WB L	Dennis Chavez Blvd	3	1.0	0.0	0.9	1.0	10
WB R	Dennis Chavez Blvd	3	1.0	0.1	0.8	1.1	10
WB T	Dennis Chavez Blvd	3	2.2	0.2	1.9	2.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.3	10
EB TR	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.4	10
NB LTR	Condershire Dr	7	16.2	1.7	13.0	19.8	10
SB LTR	Condershire Dr	6	2.6	0.9	1.5	4.1	10
WB LT	Dennis Chavez Blvd	17	0.4	0.1	0.3	0.5	10
WB TR	Dennis Chavez Blvd	17	0.4	0.1	0.2	0.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	1.1	0.1	0.9	1.2	10
EB R	Dennis Chavez Blvd	17	1.2	0.3	0.7	1.7	10
EB T	Dennis Chavez Blvd	17	2.9	0.3	2.5	3.6	10
NB L	Coors Blvd	18	24.4	4.8	17.4	31.9	10
NB R	Coors Blvd	18	0.3	0.1	0.2	0.4	10
NB T	Coors Blvd	18	7.0	0.9	5.7	8.5	10
SB L	Coors Blvd	21	3.1	0.1	2.9	3.2	10
SB R	Coors Blvd	21	2.3	0.1	2.2	2.5	10
SB T	Coors Blvd	21	6.0	0.1	5.8	6.2	10
WB L	Dennis Chavez Blvd	11	4.3	0.1	4.2	4.4	10
WB R	Dennis Chavez Blvd	11	11.0	0.3	10.5	11.4	10
WB T	Dennis Chavez Blvd	11	56.6	1.0	55.1	58.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	12.1	4.8	8.1	21.5	10
EB R	Dennis Chavez Blvd	3	1.2	1.5	0.0	3.7	10
EB T	Dennis Chavez Blvd	3	25.3	30.8	2.0	76.9	10
NB L	Unser Blvd	23	0.8	0.3	0.5	1.6	10
NB R	Unser Blvd	23	0.3	0.1	0.2	0.4	10
NB T	Unser Blvd	23	0.1	0.0	0.1	0.2	10
SB L	Unser Blvd	4	45.7	6.3	33.1	54.7	10
SB R	Unser Blvd	4	6.0	0.8	4.6	6.9	10
SB T	Unser Blvd	4	25.6	2.9	19.9	29.4	10
WB L	Dennis Chavez Blvd	5	1.7	0.5	1.2	2.6	10
WB R	Dennis Chavez Blvd	5	0.3	0.1	0.2	0.5	10
WB T	Dennis Chavez Blvd	5	0.9	0.2	0.7	1.2	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	117.3	169.1	30.0	517.2	10
EB R	Dennis Chavez Blvd	1	96.6	161.5	16.2	467.6	10
EB T	Dennis Chavez Blvd	1	346.3	130.9	220.6	611.0	10
NB L	98th Street	12	83.9	32.0	20.7	119.4	10
NB R	98th Street	12	379.2	125.4	118.8	551.4	10
NB T	98th Street	12	83.7	32.3	25.3	121.9	10
SB L	98th Street	2	440.4	131.6	167.3	590.8	10
SB R	98th Street	2	33.7	8.8	23.8	52.9	10
SB T	98th Street	2	70.1	20.8	38.0	101.3	10
WB L	Dennis Chavez Blvd	3	21.3	1.0	19.0	22.4	10
WB R	Dennis Chavez Blvd	3	9.0	1.0	7.4	10.3	10
WB T	Dennis Chavez Blvd	3	17.8	1.3	15.9	20.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	2.4	0.7	1.2	3.4	10
EB TR	Dennis Chavez Blvd	5	1.6	0.7	0.9	2.8	10
NB LTR	Condershire Dr	7	1,082.0	220.0	720.1	1,458.8	10
SB LTR	Condershire Dr	6	235.8	93.5	111.2	405.5	10
WB LT	Dennis Chavez Blvd	17	1.7	0.4	1.2	2.5	10
WB TR	Dennis Chavez Blvd	17	1.3	0.4	0.9	1.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	31.9	2.8	28.4	38.6	10
EB R	Dennis Chavez Blvd	17	13.6	3.0	9.0	18.4	10
EB T	Dennis Chavez Blvd	17	33.5	2.0	31.3	37.8	10
NB L	Coors Blvd	18	190.2	41.0	129.4	252.2	10
NB R	Coors Blvd	18	13.7	2.4	9.8	17.8	10
NB T	Coors Blvd	18	30.8	4.5	24.6	38.3	10
SB L	Coors Blvd	21	34.6	1.3	32.7	36.7	10
SB R	Coors Blvd	21	21.0	0.9	19.5	22.1	10
SB T	Coors Blvd	21	26.3	0.5	25.4	27.0	10
WB L	Dennis Chavez Blvd	11	126.1	4.3	122.3	136.2	10
WB R	Dennis Chavez Blvd	11	101.8	3.1	97.6	105.6	10
WB T	Dennis Chavez Blvd	11	226.7	5.0	219.2	237.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	924.4	315.2	514.5	1,374.4	10
EB R	Dennis Chavez Blvd	3	341.3	425.7	7.0	944.2	10
EB T	Dennis Chavez Blvd	3	357.3	430.7	22.1	982.3	10
NB L	Unser Blvd	23	106.0	49.6	66.8	235.1	10
NB R	Unser Blvd	23	2.6	0.9	1.6	4.6	10
NB T	Unser Blvd	23	4.6	1.9	2.2	8.5	10
SB L	Unser Blvd	4	1,155.8	153.9	839.0	1,341.6	10
SB R	Unser Blvd	4	329.7	60.3	212.7	448.6	10
SB T	Unser Blvd	4	482.5	59.7	352.7	566.2	10
WB L	Dennis Chavez Blvd	5	13.9	3.7	9.4	20.5	10
WB R	Dennis Chavez Blvd	5	2.5	0.7	1.7	4.1	10
WB T	Dennis Chavez Blvd	5	3.4	0.7	2.6	4.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	15.0	0.7	71.8	3.0	0.0%
2	120.0	7.1	0.4	47.6	2.0	0.0%
3	120.0	7.5	0.4	43.9	2.0	0.0%
4	120.0	10.2	0.5	67.3	3.0	0.0%
5	120.0	13.0	0.6	79.1	3.0	0.0%
6	120.0	16.3	0.7	69.6	3.0	0.0%
7	120.0	11.1	0.5	54.4	2.0	0.0%
8	120.0	11.0	0.5	60.5	3.0	0.0%
9	120.0	11.8	0.6	67.2	3.0	0.0%
10	120.0	13.3	0.6	76.1	3.0	0.0%
Average:	**120.0**	**11.6**	**0.6**	**63.8**	**2.7**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	5.2	0.2	45.7	2.0	0.0%
2	120.0	2.4	0.1	16.2	1.0	0.0%
3	120.0	1.6	0.1	17.3	1.0	0.0%
4	120.0	1.3	0.1	16.6	1.0	0.0%
5	120.0	1.4	0.1	12.1	1.0	0.0%
6	120.0	2.8	0.2	18.7	1.0	0.0%
7	120.0	3.1	0.2	18.9	1.0	0.0%
8	120.0	0.7	0.0	0.0	0.0	0.0%
9	120.0	4.1	0.2	24.0	1.0	0.0%
10	120.0	1.9	0.1	14.8	1.0	0.0%
Average:	**120.0**	**2.5**	**0.1**	**18.4**	**1.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	802.4	28.3	3,813.2	132.0	17.5%
2	120.0	982.9	33.8	3,751.8	132.0	17.5%
3	120.0	1,336.3	46.2	3,758.8	131.0	24.2%
4	120.0	1,319.9	46.2	3,765.7	132.0	26.7%
5	120.0	1,196.7	41.5	3,753.4	128.0	15.8%
6	120.0	1,237.8	42.6	3,754.0	129.0	24.2%
7	120.0	1,424.6	50.2	3,765.0	134.0	25.0%
8	120.0	1,045.0	35.2	3,757.4	128.1	16.7%
9	120.0	1,539.4	55.3	3,758.6	136.0	28.3%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	1,180.8	40.3	3,754.5	130.0	22.5%
Average:	**120.0**	**1,206.6**	**42.0**	**3,763.2**	**131.2**	**21.8%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	1,000.6	34.3	3,745.8	131.0	9.2%
2	120.0	1,179.1	41.5	3,770.2	133.0	25.8%
3	120.0	945.5	33.0	3,758.6	131.0	15.0%
4	120.0	1,059.2	37.4	3,759.9	132.0	15.8%
5	120.0	846.5	28.2	3,762.4	128.0	17.5%
6	120.0	466.6	17.0	2,129.0	76.3	3.3%
7	120.0	668.2	23.5	3,745.8	130.1	10.0%
8	120.0	1,308.0	45.7	3,764.5	131.0	25.0%
9	120.0	505.8	17.9	2,258.0	80.2	3.3%
10	120.0	859.3	29.4	3,754.9	130.0	10.8%
Average:	**120.0**	**883.9**	**30.8**	**3,444.9**	**120.3**	**13.6%**
NB L on 98th Street - Lane ID 108						
1	120.0	12.4	0.6	66.1	2.0	0.0%
2	120.0	6.9	0.4	22.5	1.0	0.0%
3	120.0	12.9	0.6	48.2	2.0	0.0%
4	120.0	8.2	0.4	49.1	2.0	0.0%
5	120.0	7.9	0.4	42.0	2.0	0.0%
6	120.0	7.0	0.4	39.5	2.0	0.0%
7	120.0	8.6	0.4	46.0	2.0	0.0%
8	120.0	11.4	0.5	66.5	2.0	0.0%
9	120.0	10.4	0.5	45.4	2.0	0.0%
10	120.0	13.6	0.6	73.4	2.0	0.0%
Average:	**120.0**	**9.9**	**0.5**	**49.9**	**1.9**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	139.5	5.2	328.1	12.0	0.0%
2	120.0	367.9	13.7	850.2	32.0	35.0%
3	120.0	225.3	8.3	851.5	29.0	7.5%
4	120.0	299.3	11.1	855.4	31.0	16.7%
5	120.0	301.1	10.6	856.9	31.0	20.8%
6	120.0	244.4	8.5	850.5	27.0	10.0%
7	120.0	449.5	15.0	846.8	30.0	41.7%
8	120.0	299.2	10.5	861.7	30.0	21.7%
9	120.0	73.6	2.9	194.9	7.0	0.0%
10	120.0	317.8	10.8	857.1	32.0	20.8%
Average:	**120.0**	**271.8**	**9.7**	**735.3**	**26.1**	**17.4%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on 98th Street - Lane ID 193						
1	120.0	198.3	7.0	840.5	28.0	10.8%
2	120.0	153.5	5.8	306.7	11.0	0.0%
3	120.0	249.6	8.9	855.6	30.0	15.8%
4	120.0	288.4	10.2	839.8	29.1	16.7%
5	120.0	289.2	10.7	856.4	31.0	16.7%
6	120.0	312.7	10.7	855.2	29.0	25.0%
7	120.0	218.3	7.5	843.5	28.1	7.5%
8	120.0	172.4	6.3	354.2	13.2	2.5%
9	120.0	48.5	1.9	154.9	6.0	0.0%
10	120.0	293.0	10.5	840.7	31.0	15.8%
Average:	**120.0**	**222.4**	**8.0**	**674.8**	**23.6**	**11.1%**
NB T on 98th Street - Lane ID 109						
1	120.0	19.7	0.9	58.1	2.0	0.0%
2	120.0	12.8	0.6	51.2	2.0	0.0%
3	120.0	18.9	0.9	85.0	3.0	0.0%
4	120.0	14.4	0.6	78.9	3.0	0.0%
5	120.0	18.9	0.8	77.9	3.1	0.0%
6	120.0	14.5	0.7	74.1	3.0	0.0%
7	120.0	17.2	0.8	77.2	3.0	0.0%
8	120.0	18.4	0.8	64.2	2.0	0.0%
9	120.0	19.2	0.9	58.4	2.0	0.0%
10	120.0	21.9	0.9	96.0	3.0	0.0%
Average:	**120.0**	**17.6**	**0.8**	**72.1**	**2.6**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	18.8	0.9	65.9	3.0	0.0%
2	120.0	12.6	0.6	47.2	2.0	0.0%
3	120.0	19.7	0.9	74.2	3.0	0.0%
4	120.0	14.3	0.6	50.8	2.0	0.0%
5	120.0	20.7	0.9	103.7	4.0	0.0%
6	120.0	14.1	0.6	66.5	2.0	0.0%
7	120.0	17.3	0.7	97.9	4.0	0.0%
8	120.0	18.5	0.8	72.2	3.0	0.0%
9	120.0	20.1	0.9	73.8	2.0	0.0%
10	120.0	15.3	0.7	74.1	2.0	0.0%
Average:	**120.0**	**17.1**	**0.8**	**72.6**	**2.7**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	358.6	13.3	1,145.9	41.0	8.3%
2	120.0	497.3	17.5	1,156.4	41.0	19.2%
3	120.0	331.3	11.8	1,148.4	41.0	7.5%
4	120.0	505.3	16.8	1,157.0	38.0	23.3%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
5	120.0	543.0	19.9	1,151.7	42.0	21.7%
6	120.0	250.8	8.1	408.2	13.1	0.0%
7	120.0	441.7	16.3	1,150.3	43.0	17.5%
8	120.0	441.8	15.4	1,155.5	39.0	24.2%
9	120.0	460.7	16.8	1,149.8	41.0	11.7%
10	120.0	560.4	19.0	1,153.2	40.1	25.8%
Average:	**120.0**	**439.1**	**15.5**	**1,077.6**	**37.9**	**15.9%**
SB L on 98th Street - Lane ID 194						
1	120.0	323.5	12.0	1,152.5	42.0	18.3%
2	120.0	441.7	15.2	1,154.3	41.0	23.3%
3	120.0	580.6	20.0	1,154.6	40.0	37.5%
4	120.0	552.1	18.6	1,162.0	38.0	30.8%
5	120.0	343.4	12.2	1,156.6	42.0	10.8%
6	120.0	619.7	22.6	1,150.3	42.0	39.2%
7	120.0	546.8	18.5	1,157.5	40.0	34.2%
8	120.0	392.2	13.9	1,162.7	40.0	19.2%
9	120.0	331.1	12.5	1,107.7	41.0	5.0%
10	120.0	375.0	13.9	1,163.6	42.0	13.3%
Average:	**120.0**	**450.6**	**15.9**	**1,152.2**	**40.8**	**23.2%**
SB R on 98th Street - Lane ID 3						
1	120.0	9.2	0.5	42.2	2.0	0.0%
2	120.0	9.2	0.4	44.1	2.0	0.0%
3	120.0	8.0	0.4	41.6	2.0	0.0%
4	120.0	7.6	0.4	45.1	2.0	0.0%
5	120.0	11.1	0.5	48.1	2.0	0.0%
6	120.0	7.8	0.4	42.2	2.0	0.0%
7	120.0	9.2	0.4	46.6	2.0	0.0%
8	120.0	8.4	0.4	38.9	2.0	0.0%
9	120.0	9.1	0.5	32.3	1.0	0.0%
10	120.0	8.4	0.4	46.6	2.0	0.0%
Average:	**120.0**	**8.8**	**0.4**	**42.8**	**1.9**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	17.4	0.8	71.4	3.0	0.0%
2	120.0	23.6	0.9	127.4	5.0	0.0%
3	120.0	14.4	0.7	71.7	3.0	0.0%
4	120.0	11.0	0.5	57.5	2.0	0.0%
5	120.0	21.3	0.9	83.4	3.0	0.0%
6	120.0	13.9	0.6	65.9	2.0	0.0%
7	120.0	18.7	0.8	72.1	3.0	0.0%
8	120.0	12.6	0.6	51.2	2.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET

NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 118						
9	120.0	21.7	1.0	74.4	3.0	0.0%
10	120.0	15.7	0.6	78.1	3.0	0.0%
Average:	**120.0**	**17.0**	**0.7**	**75.3**	**2.9**	**0.0%**
SB T on 98th Street - Lane ID 195						
1	120.0	113.5	4.1	412.2	15.0	0.0%
2	120.0	142.7	5.2	480.0	17.0	0.0%
3	120.0	133.2	4.7	424.5	15.9	3.3%
4	120.0	31.9	1.2	187.6	7.0	0.0%
5	120.0	204.9	7.3	845.7	29.0	0.8%
6	120.0	30.6	1.2	190.1	6.0	0.0%
7	120.0	105.2	4.0	411.8	15.0	0.0%
8	120.0	39.2	1.7	189.2	8.0	0.0%
9	120.0	138.2	5.0	510.2	17.1	0.0%
10	120.0	96.1	3.3	492.6	15.1	0.0%
Average:	**120.0**	**103.6**	**3.8**	**414.4**	**14.5**	**0.4%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	19.6	0.9	88.3	3.0	0.0%
2	120.0	16.0	0.8	80.1	3.0	0.0%
3	120.0	17.0	0.8	66.5	3.0	0.0%
4	120.0	20.6	0.9	96.5	4.0	0.0%
5	120.0	18.8	0.9	78.8	3.0	0.0%
6	120.0	16.8	0.8	66.5	3.0	0.0%
7	120.0	11.4	0.6	68.4	3.0	0.0%
8	120.0	13.8	0.7	79.1	3.0	0.0%
9	120.0	14.0	0.7	65.2	3.0	0.0%
10	120.0	14.0	0.7	53.9	2.0	0.0%
Average:	**120.0**	**16.2**	**0.8**	**74.3**	**3.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	16.7	0.7	84.6	3.0	0.0%
2	120.0	17.0	0.7	76.6	3.0	0.0%
3	120.0	17.7	0.7	100.1	4.0	0.0%
4	120.0	13.7	0.6	75.3	3.0	0.0%
5	120.0	10.8	0.5	60.6	2.0	0.0%
6	120.0	16.1	0.7	86.0	3.0	0.0%
7	120.0	12.0	0.5	81.3	3.0	0.0%
8	120.0	10.5	0.5	72.9	3.0	0.0%
9	120.0	12.7	0.6	65.2	3.0	0.0%
10	120.0	13.4	0.6	84.8	4.0	0.0%
Average:	**120.0**	**14.1**	**0.6**	**78.7**	**3.1**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	22.0	0.9	102.3	4.0	0.0%
2	120.0	19.6	0.9	80.3	3.0	0.0%
3	120.0	20.2	0.9	85.5	4.0	0.0%
4	120.0	23.4	1.0	88.9	3.0	0.0%
5	120.0	18.5	0.8	82.2	3.0	0.0%
6	120.0	21.2	0.9	89.9	3.0	0.0%
7	120.0	13.7	0.6	79.2	3.0	0.0%
8	120.0	17.6	0.7	78.7	3.0	0.0%
9	120.0	19.9	0.8	86.5	4.0	0.0%
10	120.0	18.0	0.8	90.0	3.0	0.0%
Average:	**120.0**	**19.4**	**0.8**	**86.4**	**3.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	19.1	0.8	82.0	3.0	0.0%
2	120.0	20.9	0.9	92.2	4.0	0.0%
3	120.0	16.5	0.8	72.0	3.0	0.0%
4	120.0	19.2	0.8	95.5	4.0	0.0%
5	120.0	19.5	0.8	87.7	3.0	0.0%
6	120.0	18.7	0.8	84.1	3.0	0.0%
7	120.0	18.4	0.8	76.8	3.0	0.0%
8	120.0	16.8	0.7	69.5	3.0	0.0%
9	120.0	17.9	0.7	99.1	3.0	0.0%
10	120.0	17.9	0.7	91.4	3.0	0.0%
Average:	**120.0**	**18.5**	**0.8**	**85.0**	**3.2**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on Dennis Chavez Blvd - Lane ID 94						
1	120.0	3.5	0.2	28.7	2.0	0.0%
2	120.0	3.1	0.2	8.3	1.0	0.0%
3	120.0	7.0	0.3	90.7	2.0	0.0%
4	120.0	7.8	0.3	58.4	2.0	0.0%
5	120.0	2.6	0.2	8.8	1.0	0.0%
6	120.0	4.4	0.2	10.7	1.0	0.0%
7	120.0	4.0	0.3	31.7	2.0	0.0%
8	120.0	6.7	0.4	40.8	2.0	0.0%
9	120.0	9.5	0.4	68.8	3.0	0.0%
10	120.0	1.3	0.1	7.0	1.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**35.4**	**1.7**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 150						
1	120.0	0.2	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 150						
2	120.0	1.1	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.8	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	867.6	29.6	1,148.4	39.1	57.5%
2	120.0	716.5	25.9	1,144.2	41.0	35.0%
3	120.0	853.2	29.7	1,144.6	39.0	50.8%
4	120.0	667.9	24.5	1,142.5	42.0	32.5%
5	120.0	822.9	29.3	1,145.0	41.0	54.2%
6	120.0	685.8	24.3	1,140.2	39.0	29.2%
7	120.0	845.4	29.4	1,147.7	40.0	50.8%
8	120.0	865.4	29.9	1,145.8	40.0	58.3%
9	120.0	783.7	28.2	1,145.0	41.0	48.3%
10	120.0	646.1	22.8	1,141.2	41.0	25.8%
Average:	**120.0**	**775.5**	**27.4**	**1,144.5**	**40.3**	**44.2%**
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	89.3	3.4	134.8	5.0	62.5%
2	120.0	40.7	1.8	97.1	4.0	11.7%
3	120.0	70.2	2.8	137.6	5.0	47.5%
4	120.0	36.5	1.6	100.8	4.0	11.7%
5	120.0	82.3	3.5	132.5	5.0	54.2%
6	120.0	28.7	1.4	90.3	4.0	5.8%
7	120.0	49.8	2.1	114.6	5.0	20.8%
8	120.0	98.3	4.0	135.8	5.0	76.7%
9	120.0	96.4	3.8	137.2	5.0	65.8%
10	120.0	67.8	2.7	136.3	5.0	44.2%
Average:	**120.0**	**66.0**	**2.7**	**121.7**	**4.7**	**40.1%**
WB LT on Dennis Chavez Blvd - Lane ID 167						
1	120.0	5.5	0.3	46.1	2.0	0.0%
2	120.0	6.4	0.3	34.0	2.0	0.0%
3	120.0	2.4	0.2	8.4	1.0	0.0%
4	120.0	4.3	0.2	31.5	2.0	0.0%
5	120.0	5.4	0.3	22.6	1.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LT on Dennis Chavez Blvd - Lane ID 167						
6	120.0	2.5	0.2	9.6	1.0	0.0%
7	120.0	9.0	0.5	60.0	3.0	0.0%
8	120.0	7.0	0.4	62.5	3.0	0.0%
9	120.0	6.6	0.3	57.1	3.0	0.0%
10	120.0	3.6	0.2	16.0	1.0	0.0%
Average:	**120.0**	**5.3**	**0.3**	**34.8**	**1.9**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 168						
1	120.0	0.5	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	1.4	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	7.1	0.4	28.2	1.0	0.0%
2	120.0	7.9	0.4	43.7	2.0	0.0%
3	120.0	5.8	0.3	45.9	2.0	0.0%
4	120.0	7.9	0.5	41.9	2.0	0.0%
5	120.0	6.9	0.4	24.7	1.0	0.0%
6	120.0	6.8	0.4	34.3	2.0	0.0%
7	120.0	5.3	0.4	18.5	1.0	0.0%
8	120.0	7.1	0.4	41.8	2.0	0.0%
9	120.0	8.2	0.5	27.2	1.0	0.0%
10	120.0	7.3	0.4	27.2	1.0	0.0%
Average:	**120.0**	**7.0**	**0.4**	**33.3**	**1.5**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	8.3	0.5	20.0	1.0	0.0%
2	120.0	6.9	0.4	33.6	1.0	0.0%
3	120.0	6.2	0.3	20.1	1.0	0.0%
4	120.0	9.2	0.5	41.6	2.0	0.0%
5	120.0	10.6	0.5	44.3	2.0	0.0%
6	120.0	8.9	0.5	41.5	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
7	120.0	9.6	0.4	47.4	2.0	0.0%
8	120.0	7.6	0.4	41.6	2.0	0.0%
9	120.0	10.8	0.5	47.1	2.0	0.0%
10	120.0	7.0	0.4	21.8	1.0	0.0%
Average:	**120.0**	**8.5**	**0.4**	**35.9**	**1.6**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	7.4	0.3	44.3	2.0	0.0%
2	120.0	4.4	0.2	41.8	1.0	0.0%
3	120.0	5.5	0.2	43.8	2.0	0.0%
4	120.0	5.6	0.2	36.3	1.0	0.0%
5	120.0	9.4	0.3	69.5	2.0	0.0%
6	120.0	9.2	0.3	65.4	2.0	0.0%
7	120.0	9.1	0.3	54.0	2.0	0.0%
8	120.0	10.4	0.4	52.9	2.0	0.0%
9	120.0	12.4	0.4	65.6	3.0	0.0%
10	120.0	11.6	0.4	48.9	2.0	0.0%
Average:	**120.0**	**8.5**	**0.3**	**52.3**	**1.9**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	36.1	1.5	180.4	5.1	0.0%
2	120.0	30.7	1.3	130.8	5.0	0.0%
3	120.0	27.5	1.2	83.9	3.0	0.0%
4	120.0	31.5	1.4	98.8	4.0	0.0%
5	120.0	27.4	1.2	98.4	4.0	0.0%
6	120.0	34.6	1.4	124.2	5.0	0.0%
7	120.0	31.7	1.3	101.4	4.0	0.0%
8	120.0	29.8	1.3	101.0	4.0	0.0%
9	120.0	51.9	2.1	244.1	9.0	0.0%
10	120.0	37.4	1.5	142.5	6.0	0.0%
Average:	**120.0**	**33.9**	**1.4**	**130.6**	**4.9**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	44.8	1.7	200.1	7.0	0.0%
2	120.0	33.6	1.4	136.1	5.0	0.0%
3	120.0	25.1	1.1	96.4	4.0	0.0%
4	120.0	21.9	1.0	104.7	4.0	0.0%
5	120.0	22.8	1.0	95.0	4.0	0.0%
6	120.0	40.6	1.6	197.0	7.0	0.0%
7	120.0	29.1	1.2	127.2	5.0	0.0%
8	120.0	34.7	1.4	184.6	7.0	0.0%
9	120.0	35.0	1.4	176.4	7.0	0.0%
10	120.0	35.5	1.4	189.6	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 48						
Average:	**120.0**	**32.3**	**1.3**	**150.7**	**5.6**	**0.0%**
NB L on Coors Blvd - Lane ID 201						
1	120.0	212.1	7.8	633.7	23.2	0.0%
2	120.0	264.7	9.7	923.4	33.0	4.2%
3	120.0	199.3	7.3	485.3	16.1	0.0%
4	120.0	334.0	12.0	984.6	36.1	12.5%
5	120.0	308.0	10.8	941.3	32.0	5.0%
6	120.0	282.7	10.1	911.0	32.1	4.2%
7	120.0	262.2	9.6	781.9	29.1	3.3%
8	120.0	248.2	9.0	726.2	27.0	0.8%
9	120.0	391.0	13.8	992.7	35.0	16.7%
10	120.0	336.9	12.2	990.4	35.0	10.0%
Average:	**120.0**	**283.9**	**10.2**	**837.1**	**29.9**	**5.7%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	181.4	6.8	441.2	15.0	0.0%
2	120.0	288.0	10.3	986.8	35.0	10.8%
3	120.0	200.3	7.3	427.1	15.0	0.0%
4	120.0	329.6	11.6	984.7	36.0	12.5%
5	120.0	298.4	10.6	975.6	32.1	6.7%
6	120.0	327.9	11.2	981.2	32.0	10.0%
7	120.0	260.3	9.4	912.4	31.1	5.0%
8	120.0	206.7	7.4	516.5	18.0	0.0%
9	120.0	312.1	10.8	977.3	32.1	7.5%
10	120.0	324.9	11.4	983.5	35.1	12.5%
Average:	**120.0**	**273.0**	**9.7**	**818.6**	**28.1**	**6.5%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	3.7	0.2	18.6	1.0	0.0%
2	120.0	4.6	0.3	20.2	1.0	0.0%
3	120.0	2.7	0.2	16.9	1.0	0.0%
4	120.0	2.2	0.1	17.8	1.0	0.0%
5	120.0	4.5	0.2	19.3	1.0	0.0%
6	120.0	4.1	0.2	21.7	1.0	0.0%
7	120.0	4.5	0.2	19.2	1.0	0.0%
8	120.0	2.5	0.1	17.5	1.0	0.0%
9	120.0	3.8	0.2	20.8	1.0	0.0%
10	120.0	2.7	0.2	17.3	1.0	0.0%
Average:	**120.0**	**3.5**	**0.2**	**18.9**	**1.0**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	57.4	2.2	191.5	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	58.7	2.3	187.0	7.0	0.0%
3	120.0	53.5	2.1	163.4	6.0	0.0%
4	120.0	54.1	2.2	186.5	7.0	0.0%
5	120.0	57.8	2.2	180.8	6.0	0.0%
6	120.0	50.9	2.0	167.8	7.0	0.0%
7	120.0	61.6	2.5	210.7	8.0	0.0%
8	120.0	54.6	2.2	182.0	7.0	0.0%
9	120.0	60.4	2.4	205.6	8.0	0.0%
10	120.0	58.9	2.2	211.1	7.0	0.0%
Average:	**120.0**	**56.8**	**2.2**	**188.6**	**7.0**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	57.0	2.3	172.2	6.0	0.0%
2	120.0	67.1	2.5	216.0	8.0	0.0%
3	120.0	56.3	2.2	177.4	7.0	0.0%
4	120.0	73.1	2.9	229.4	9.0	0.0%
5	120.0	76.5	2.9	249.4	9.0	0.0%
6	120.0	58.5	2.3	193.7	7.0	0.0%
7	120.0	80.5	2.9	239.1	8.0	0.0%
8	120.0	56.8	2.2	170.0	6.0	0.0%
9	120.0	79.2	3.0	267.4	10.0	0.0%
10	120.0	74.7	2.9	272.6	10.0	0.0%
Average:	**120.0**	**68.0**	**2.6**	**218.7**	**8.0**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	31.1	1.3	95.1	4.0	0.0%
2	120.0	30.1	1.3	87.5	3.0	0.0%
3	120.0	28.6	1.2	86.3	3.0	0.0%
4	120.0	30.8	1.3	88.0	3.0	0.0%
5	120.0	31.2	1.4	89.1	3.0	0.0%
6	120.0	29.6	1.3	77.7	3.0	0.0%
7	120.0	29.8	1.2	103.5	4.0	0.0%
8	120.0	30.0	1.3	85.4	3.0	0.0%
9	120.0	34.5	1.5	107.8	4.0	0.0%
10	120.0	26.2	1.2	76.0	3.0	0.0%
Average:	**120.0**	**30.2**	**1.3**	**89.6**	**3.3**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	26.4	1.1	88.4	3.0	0.0%
2	120.0	35.1	1.5	97.5	4.0	0.0%
3	120.0	27.4	1.2	83.7	3.0	0.0%
4	120.0	31.2	1.4	86.6	3.0	0.0%
5	120.0	31.9	1.4	94.3	4.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
6	120.0	37.1	1.5	109.1	4.0	0.0%
7	120.0	29.1	1.3	96.6	4.0	0.0%
8	120.0	30.0	1.3	85.9	4.0	0.0%
9	120.0	31.3	1.4	79.0	3.0	0.0%
10	120.0	31.1	1.4	103.3	4.0	0.0%
Average:	**120.0**	**31.1**	**1.4**	**92.4**	**3.6**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	46.9	1.8	173.7	6.0	0.0%
2	120.0	45.8	1.8	148.0	6.0	0.0%
3	120.0	46.4	1.8	163.1	5.0	0.0%
4	120.0	45.7	1.8	145.2	5.0	0.0%
5	120.0	47.2	1.8	170.4	6.0	0.0%
6	120.0	43.0	1.7	150.7	6.0	0.0%
7	120.0	47.5	1.9	151.4	5.0	0.0%
8	120.0	44.5	1.8	162.4	6.0	0.0%
9	120.0	43.3	1.7	148.8	6.0	0.0%
10	120.0	45.0	1.8	149.1	6.0	0.0%
Average:	**120.0**	**45.5**	**1.8**	**156.3**	**5.7**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	62.4	2.4	192.1	7.0	0.0%
2	120.0	61.9	2.4	191.9	7.0	0.0%
3	120.0	62.7	2.3	182.1	7.0	0.0%
4	120.0	57.6	2.3	188.9	7.0	0.0%
5	120.0	58.2	2.3	188.0	7.0	0.0%
6	120.0	55.7	2.1	169.1	6.0	0.0%
7	120.0	65.2	2.6	183.1	7.0	0.0%
8	120.0	58.6	2.3	178.7	7.0	0.0%
9	120.0	54.6	2.0	176.5	6.0	0.0%
10	120.0	56.0	2.2	162.7	6.0	0.0%
Average:	**120.0**	**59.3**	**2.3**	**181.3**	**6.7**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	69.1	2.6	196.3	7.0	0.0%
2	120.0	61.9	2.5	173.0	7.0	0.0%
3	120.0	60.0	2.2	181.6	6.0	0.0%
4	120.0	58.7	2.3	175.0	7.0	0.0%
5	120.0	64.4	2.5	182.5	7.0	0.0%
6	120.0	52.0	2.0	163.9	6.0	0.0%
7	120.0	61.8	2.4	176.1	6.0	0.0%
8	120.0	55.6	2.2	179.1	7.0	0.0%
9	120.0	56.1	2.2	180.0	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Coors Blvd - Lane ID 78						
10	120.0	61.0	2.4	183.7	7.0	0.0%
Average:	**120.0**	**60.1**	**2.3**	**179.1**	**6.7**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	26.3	1.1	82.0	3.0	0.0%
2	120.0	23.0	0.9	86.9	3.0	0.0%
3	120.0	22.1	1.0	78.4	3.0	0.0%
4	120.0	24.1	1.0	92.9	3.0	0.0%
5	120.0	24.6	1.0	80.0	3.0	0.0%
6	120.0	24.6	1.0	99.9	3.0	0.0%
7	120.0	25.1	1.0	86.7	3.0	0.0%
8	120.0	22.0	0.9	74.5	3.0	0.0%
9	120.0	26.6	1.2	91.8	4.0	0.0%
10	120.0	23.5	1.0	82.2	3.0	0.0%
Average:	**120.0**	**24.2**	**1.0**	**85.5**	**3.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	35.2	1.3	223.8	8.0	0.0%
2	120.0	28.1	1.0	157.8	6.0	0.0%
3	120.0	30.0	1.0	190.5	7.1	0.0%
4	120.0	29.3	1.0	179.9	7.0	0.0%
5	120.0	33.7	1.2	159.1	6.0	0.0%
6	120.0	42.2	1.6	202.8	7.0	0.0%
7	120.0	37.2	1.3	227.7	8.0	0.0%
8	120.0	28.6	1.0	196.0	7.1	0.0%
9	120.0	37.9	1.4	210.7	7.0	0.0%
10	120.0	28.3	1.0	158.6	6.0	0.0%
Average:	**120.0**	**33.1**	**1.2**	**190.7**	**6.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	601.6	21.2	1,263.4	46.0	20.8%
2	120.0	569.3	20.0	1,258.2	45.0	21.7%
3	120.0	576.1	20.1	1,262.1	45.0	20.8%
4	120.0	583.6	20.5	1,263.0	45.1	21.7%
5	120.0	597.1	20.9	1,266.8	45.0	23.3%
6	120.0	568.6	19.7	1,263.0	44.0	20.8%
7	120.0	574.6	19.9	1,256.2	44.0	20.0%
8	120.0	580.8	20.6	1,258.7	45.0	21.7%
9	120.0	650.8	22.9	1,265.1	45.0	21.7%
10	120.0	636.3	21.8	1,262.7	44.0	25.0%
Average:	**120.0**	**593.9**	**20.8**	**1,261.9**	**44.8**	**21.8%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	621.1	21.7	1,259.7	45.0	22.5%
2	120.0	574.6	20.7	1,265.1	46.0	20.8%
3	120.0	600.0	21.2	1,258.3	45.0	18.3%
4	120.0	553.6	19.8	1,256.8	45.0	19.2%
5	120.0	590.4	21.2	1,262.7	46.0	18.3%
6	120.0	577.1	20.6	1,250.4	45.0	16.7%
7	120.0	555.5	19.7	1,260.5	46.0	14.2%
8	120.0	569.0	20.0	1,256.9	44.0	17.5%
9	120.0	632.0	21.9	1,263.5	45.0	21.7%
10	120.0	609.7	21.7	1,261.3	46.0	18.3%
Average:	**120.0**	**588.3**	**20.9**	**1,259.5**	**45.3**	**18.8%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	1,444.3	50.6	2,548.0	89.0	32.5%
2	120.0	1,873.0	64.8	2,552.5	90.0	50.0%
3	120.0	1,872.0	65.1	2,546.8	90.0	45.8%
4	120.0	1,871.4	63.6	2,546.2	88.0	48.3%
5	120.0	1,608.0	56.1	2,553.5	93.0	37.5%
6	120.0	1,625.0	57.1	2,548.1	91.0	28.3%
7	120.0	1,875.1	62.5	2,545.1	91.0	50.8%
8	120.0	1,789.9	62.3	2,546.1	90.0	45.8%
9	120.0	1,491.6	52.0	2,547.8	90.0	30.8%
10	120.0	1,781.6	61.1	2,547.7	90.0	46.7%
Average:	**120.0**	**1,723.2**	**59.5**	**2,548.2**	**90.2**	**41.7%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.3	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	2.0	0.1	16.1	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	1.7	0.1	0.5	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	3.9	0.1	20.3	1.0	0.0%
6	120.0	2.4	0.1	0.0	0.0	0.0%
7	120.0	2.1	0.1	0.0	0.0	0.0%
8	120.0	1.7	0.1	0.0	0.0	0.0%
9	120.0	2.4	0.1	0.0	0.0	0.0%
10	120.0	5.5	0.2	14.9	1.0	0.0%
Average:	**120.0**	**2.3**	**0.1**	**5.2**	**0.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	3.4	0.1	20.7	1.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.0	0.0	0.0	0.0%
5	120.0	3.2	0.1	13.1	1.0	0.0%
6	120.0	2.9	0.1	0.0	0.0	0.0%
7	120.0	2.0	0.1	0.0	0.0	0.0%
8	120.0	1.7	0.1	0.0	0.0	0.0%
9	120.0	3.1	0.1	0.0	0.0	0.0%
10	120.0	6.0	0.2	22.9	1.0	0.0%
Average:	**120.0**	**2.4**	**0.1**	**5.7**	**0.3**	**0.0%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	45.7	1.9	118.2	5.0	0.0%
2	120.0	21.4	1.0	53.1	2.0	0.0%
3	120.0	15.8	0.7	51.4	2.0	0.0%
4	120.0	16.9	0.7	75.7	2.0	0.0%
5	120.0	17.1	0.8	74.0	3.0	0.0%
6	120.0	9.8	0.5	42.1	2.0	0.0%
7	120.0	12.6	0.6	50.5	2.0	0.0%
8	120.0	11.4	0.6	48.3	2.0	0.0%
9	120.0	8.3	0.5	36.7	2.0	0.0%
10	120.0	12.7	0.6	62.2	2.0	0.0%
Average:	**120.0**	**17.2**	**0.8**	**61.2**	**2.4**	**0.0%**
NB R on Unser Blvd - Lane ID 134						
1	120.0	4.2	0.2	23.3	1.0	0.0%
2	120.0	2.0	0.1	17.5	1.0	0.0%
3	120.0	4.1	0.2	23.1	1.0	0.0%
4	120.0	2.5	0.1	17.1	1.0	0.0%
5	120.0	2.6	0.2	16.5	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
6	120.0	2.1	0.1	17.9	1.0	0.0%
7	120.0	2.2	0.1	16.2	1.0	0.0%
8	120.0	3.2	0.2	19.9	1.0	0.0%
9	120.0	6.2	0.3	46.5	2.0	0.0%
10	120.0	2.3	0.1	17.4	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**21.5**	**1.1**	**0.0%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	3.4	0.2	20.5	1.0	0.0%
2	120.0	0.9	0.1	4.9	1.0	0.0%
3	120.0	2.4	0.1	16.8	1.0	0.0%
4	120.0	1.7	0.1	16.0	1.0	0.0%
5	120.0	2.6	0.1	20.5	1.0	0.0%
6	120.0	2.2	0.1	18.0	1.0	0.0%
7	120.0	1.9	0.1	17.0	1.0	0.0%
8	120.0	1.9	0.1	16.6	1.0	0.0%
9	120.0	7.2	0.3	46.8	2.0	0.0%
10	120.0	2.3	0.1	16.7	1.0	0.0%
Average:	**120.0**	**2.7**	**0.1**	**19.4**	**1.1**	**0.0%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	1.3	0.1	15.4	1.0	0.0%
2	120.0	0.7	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	2.4	0.1	17.2	1.0	0.0%
6	120.0	0.6	0.0	0.0	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	1.3	0.1	0.8	0.0	0.0%
10	120.0	1.0	0.1	0.8	0.0	0.0%
Average:	**120.0**	**0.9**	**0.0**	**3.4**	**0.2**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	1.4	0.1	15.2	1.0	0.0%
2	120.0	1.7	0.1	15.0	1.0	0.0%
3	120.0	2.0	0.1	17.9	1.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	1.1	0.0	0.0	0.0	0.0%
6	120.0	2.6	0.1	0.8	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.7	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
10	120.0	1.7	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.2**	**0.0**	**4.9**	**0.3**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	987.4	34.7	1,706.6	61.0	41.7%
2	120.0	826.3	28.7	1,704.4	61.0	35.0%
3	120.0	650.9	23.5	1,699.0	63.1	22.5%
4	120.0	549.4	19.9	1,697.8	63.0	12.5%
5	120.0	688.8	24.3	1,705.7	61.0	24.2%
6	120.0	724.1	25.6	1,696.9	60.0	25.8%
7	120.0	574.4	20.6	1,695.0	59.0	13.3%
8	120.0	734.3	25.8	1,700.6	61.0	25.8%
9	120.0	650.1	22.4	1,700.7	57.0	17.5%
10	120.0	885.8	30.7	1,703.9	60.0	31.7%
Average:	**120.0**	**727.2**	**25.6**	**1,701.1**	**60.6**	**25.0%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	545.1	18.9	1,699.3	57.0	18.3%
2	120.0	492.4	17.6	1,697.3	60.1	10.0%
3	120.0	880.2	32.3	1,691.6	63.0	35.0%
4	120.0	757.1	27.0	1,704.2	62.1	20.0%
5	120.0	879.5	31.0	1,706.1	61.0	33.3%
6	120.0	635.9	22.7	1,696.1	61.1	23.3%
7	120.0	592.0	21.2	1,703.7	60.0	16.7%
8	120.0	681.4	23.7	1,703.1	60.0	17.5%
9	120.0	696.9	23.7	1,702.0	57.0	25.0%
10	120.0	644.3	22.2	1,692.4	59.0	23.3%
Average:	**120.0**	**680.5**	**24.0**	**1,699.6**	**60.0**	**22.2%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	7.3	0.3	45.3	2.0	0.0%
2	120.0	13.5	0.5	73.6	3.0	0.0%
3	120.0	8.4	0.4	49.0	2.0	0.0%
4	120.0	12.2	0.6	61.4	2.0	0.0%
5	120.0	9.6	0.4	62.9	2.0	0.0%
6	120.0	11.3	0.5	76.5	3.0	0.0%
7	120.0	9.9	0.4	49.8	2.0	0.0%
8	120.0	12.2	0.5	67.7	3.0	0.0%
9	120.0	6.2	0.3	40.9	2.0	0.0%
10	120.0	11.9	0.5	53.5	2.0	0.0%
Average:	**120.0**	**10.3**	**0.4**	**58.1**	**2.3**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Unser Blvd - Lane ID 190						
1	120.0	2.5	0.1	17.9	1.0	0.0%
2	120.0	4.4	0.2	21.7	1.0	0.0%
3	120.0	3.3	0.1	0.7	0.0	0.0%
4	120.0	1.3	0.1	15.7	1.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	0.9	0.0	0.0	0.0	0.0%
7	120.0	3.0	0.1	21.1	1.0	0.0%
8	120.0	0.9	0.1	0.8	0.0	0.0%
9	120.0	1.3	0.1	0.0	0.0	0.0%
10	120.0	1.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.9**	**0.1**	**7.8**	**0.4**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	538.0	18.9	1,690.4	61.0	16.7%
2	120.0	451.6	15.5	1,692.8	58.0	14.2%
3	120.0	578.9	20.3	1,698.3	61.0	21.7%
4	120.0	644.5	21.8	1,698.9	59.0	20.8%
5	120.0	743.3	25.1	1,705.2	59.0	31.7%
6	120.0	566.5	19.5	1,703.9	59.1	21.7%
7	120.0	543.7	17.9	1,702.7	57.0	13.3%
8	120.0	436.8	15.1	1,699.6	60.0	14.2%
9	120.0	276.4	9.7	1,684.6	56.1	5.8%
10	120.0	796.3	27.5	1,699.6	60.0	32.5%
Average:	**120.0**	**557.6**	**19.1**	**1,697.6**	**59.0**	**19.3%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	22.1	0.9	102.6	4.0	0.0%
2	120.0	10.8	0.5	64.7	3.0	0.0%
3	120.0	12.3	0.6	66.0	2.0	0.0%
4	120.0	11.2	0.4	61.5	2.0	0.0%
5	120.0	13.6	0.6	73.4	3.0	0.0%
6	120.0	17.1	0.7	133.6	5.0	0.0%
7	120.0	17.6	0.7	83.9	3.0	0.0%
8	120.0	18.9	0.8	98.9	4.0	0.0%
9	120.0	17.5	0.7	123.4	3.0	0.0%
10	120.0	20.2	0.8	103.3	4.0	0.0%
Average:	**120.0**	**16.1**	**0.7**	**91.1**	**3.3**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	23.7	0.9	141.0	5.1	0.0%
2	120.0	9.6	0.4	73.4	3.0	0.0%
3	120.0	13.2	0.5	68.9	2.0	0.0%
4	120.0	9.0	0.4	47.4	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
5	120.0	12.8	0.6	71.8	3.0	0.0%
6	120.0	16.1	0.7	138.7	5.0	0.0%
7	120.0	14.5	0.6	75.9	3.0	0.0%
8	120.0	17.5	0.7	98.5	4.0	0.0%
9	120.0	21.4	0.9	122.2	3.1	0.0%
10	120.0	16.2	0.7	105.4	4.0	0.0%
Average:	**120.0**	**15.4**	**0.6**	**94.3**	**3.4**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	5.5	0.2	44.1	2.0	0.0%
2	120.0	5.3	0.2	49.0	2.0	0.0%
3	120.0	4.8	0.2	24.6	1.0	0.0%
4	120.0	3.7	0.2	42.3	2.0	0.0%
5	120.0	9.0	0.3	60.3	2.0	0.0%
6	120.0	4.2	0.2	38.8	2.0	0.0%
7	120.0	2.0	0.1	6.5	1.0	0.0%
8	120.0	4.6	0.2	41.3	2.0	0.0%
9	120.0	6.6	0.3	40.1	2.0	0.0%
10	120.0	3.3	0.2	17.5	1.0	0.0%
Average:	**120.0**	**4.9**	**0.2**	**36.5**	**1.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	3.9	0.2	16.9	1.0	0.0%
2	120.0	6.3	0.2	35.3	1.0	0.0%
3	120.0	4.0	0.2	21.1	1.0	0.0%
4	120.0	3.5	0.2	19.7	1.0	0.0%
5	120.0	3.6	0.2	15.2	1.0	0.0%
6	120.0	5.2	0.2	40.3	2.0	0.0%
7	120.0	3.6	0.2	18.4	1.0	0.0%
8	120.0	2.2	0.1	15.0	1.0	0.0%
9	120.0	2.7	0.1	18.0	1.0	0.0%
10	120.0	3.6	0.1	15.7	1.0	0.0%
Average:	**120.0**	**3.9**	**0.2**	**21.6**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	6.1	0.2	19.5	1.0	0.0%
2	120.0	9.5	0.4	79.5	3.0	0.0%
3	120.0	3.6	0.2	24.1	1.0	0.0%
4	120.0	3.6	0.1	26.4	1.0	0.0%
5	120.0	3.1	0.1	0.8	0.0	0.0%
6	120.0	7.2	0.3	23.9	1.0	0.0%
7	120.0	4.6	0.2	25.1	1.0	0.0%
8	120.0	4.0	0.2	42.6	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
9	120.0	3.7	0.2	20.3	1.0	0.0%
10	120.0	3.1	0.1	15.4	1.0	0.0%
Average:	**120.0**	**4.9**	**0.2**	**27.8**	**1.1**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	8.8	1.0	7.6	11.1	10
NB T	23	98th Street	17.1	2.9	12.6	20.7	10
NB L	108	98th Street	9.9	2.5	6.9	13.6	10
NB T	109	98th Street	17.6	2.8	12.8	21.9	10
SB T	118	98th Street	17.0	4.2	11.0	23.6	10
SB L	124	98th Street	439.1	98.5	250.8	560.4	10
NB R	192	98th Street	271.8	108.0	73.6	449.5	10
NB R	193	98th Street	222.4	82.2	48.5	312.7	10
SB L	194	98th Street	450.6	113.6	323.5	619.7	10
SB T	195	98th Street	103.6	56.4	30.6	204.9	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	18.5	1.3	16.5	20.9	10
WB L	116	Dennis Chavez Blvd	16.2	2.9	11.4	20.6	10
WB R	117	Dennis Chavez Blvd	14.1	2.6	10.5	17.7	10
EB T	125	Dennis Chavez Blvd	1,206.6	218.4	802.4	1,539.4	10
EB R	126	Dennis Chavez Blvd	2.5	1.4	0.7	5.2	10
EB L	130	Dennis Chavez Blvd	11.6	2.9	7.1	16.3	10
EB T	140	Dennis Chavez Blvd	883.9	275.0	466.6	1,308.0	10
WB T	142	Dennis Chavez Blvd	19.4	2.7	13.7	23.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	775.5	88.0	646.1	867.6	10
SB LTR	204	Condershire Dr	66.0	25.7	28.7	98.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	5.0	2.6	1.3	9.5	10
EB TR	150	Dennis Chavez Blvd	0.3	0.4	0.0	1.1	10
WB LT	167	Dennis Chavez Blvd	5.3	2.1	2.4	9.0	10
WB TR	168	Dennis Chavez Blvd	0.4	0.4	0.0	1.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	56.8	3.4	50.9	61.6	10
NB T	41	Coors Blvd	68.0	10.0	56.3	80.5	10
SB T	78	Coors Blvd	60.1	4.8	52.0	69.1	10
SB R	79	Coors Blvd	45.5	1.6	43.0	47.5	10
NB R	90	Coors Blvd	3.5	0.9	2.2	4.6	10
NB L	92	Coors Blvd	273.0	57.3	181.4	329.6	10
SB L	131	Coors Blvd	30.2	2.1	26.2	34.5	10
SB T	132	Coors Blvd	59.3	3.5	54.6	65.2	10
NB L	201	Coors Blvd	283.9	59.4	199.3	391.0	10
SB L	202	Coors Blvd	31.1	3.2	26.4	37.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	593.9	28.5	568.6	650.8	10
EB L	46	Dennis Chavez Blvd	8.5	1.6	6.2	10.8	10
EB T	47	Dennis Chavez Blvd	33.9	7.2	27.4	51.9	10
EB T	48	Dennis Chavez Blvd	32.3	7.5	21.9	44.8	10
EB R	54	Dennis Chavez Blvd	8.5	2.7	4.4	12.4	10
WB R	83	Dennis Chavez Blvd	33.1	4.9	28.1	42.2	10
WB T	84	Dennis Chavez Blvd	588.3	27.0	553.6	632.0	10
EB L	197	Dennis Chavez Blvd	7.0	0.9	5.3	8.2	10
WB L	199	Dennis Chavez Blvd	24.2	1.6	22.0	26.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	16.1	3.9	10.8	22.1	10
WB R	95	Dennis Chavez Blvd	4.9	1.9	2.0	9.0	10
EB L	96	Dennis Chavez Blvd	1,723.2	167.3	1,444.3	1,875.1	10
EB T	97	Dennis Chavez Blvd	2.4	1.7	0.0	6.0	10
EB T	147	Dennis Chavez Blvd	2.3	1.5	0.3	5.5	10
WB T	148	Dennis Chavez Blvd	3.9	1.2	2.2	6.3	10
WB T	173	Dennis Chavez Blvd	4.9	2.1	3.1	9.5	10
EB R	174	Dennis Chavez Blvd	0.1	0.1	0.0	0.4	10
WB L	175	Dennis Chavez Blvd	15.4	4.7	9.0	23.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	557.6	150.9	276.4	796.3	10
SB L	105	Unser Blvd	727.2	137.8	549.4	987.4	10
NB L	133	Unser Blvd	17.2	10.8	8.3	45.7	10
NB R	134	Unser Blvd	3.1	1.3	2.0	6.2	10
NB T	177	Unser Blvd	0.9	0.6	0.4	2.4	10
NB T	179	Unser Blvd	1.2	0.8	0.1	2.6	10
NB R	181	Unser Blvd	2.7	1.7	0.9	7.2	10
SB L	189	Unser Blvd	680.5	129.3	492.4	880.2	10
SB T	190	Unser Blvd	1.9	1.3	0.7	4.4	10
SB R	191	Unser Blvd	10.3	2.4	6.2	13.5	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.4	0.0	0.4	0.5	10
NB T	23	98th Street	0.8	0.1	0.6	0.9	10
NB L	108	98th Street	0.5	0.1	0.4	0.6	10
NB T	109	98th Street	0.8	0.1	0.6	0.9	10
SB T	118	98th Street	0.7	0.2	0.5	1.0	10
SB L	124	98th Street	15.5	3.5	8.1	19.9	10
NB R	192	98th Street	9.7	3.6	2.9	15.0	10
NB R	193	98th Street	8.0	2.8	1.9	10.7	10
SB L	194	98th Street	15.9	3.7	12.0	22.6	10
SB T	195	98th Street	3.8	2.0	1.2	7.3	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.8	0.1	0.7	0.9	10
WB L	116	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
WB R	117	Dennis Chavez Blvd	0.6	0.1	0.5	0.7	10
EB T	125	Dennis Chavez Blvd	42.0	8.1	28.3	55.3	10
EB R	126	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10
EB L	130	Dennis Chavez Blvd	0.6	0.1	0.4	0.7	10
EB T	140	Dennis Chavez Blvd	30.8	9.5	17.0	45.7	10
WB T	142	Dennis Chavez Blvd	0.8	0.1	0.6	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	27.4	2.7	22.8	29.9	10
SB LTR	204	Condershire Dr	2.7	0.9	1.4	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.3	0.1	0.1	0.4	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.3	0.1	0.2	0.5	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.2	0.1	2.0	2.5	10
NB T	41	Coors Blvd	2.6	0.3	2.2	3.0	10
SB T	78	Coors Blvd	2.3	0.2	2.0	2.6	10
SB R	79	Coors Blvd	1.8	0.1	1.7	1.9	10
NB R	90	Coors Blvd	0.2	0.1	0.1	0.3	10
NB L	92	Coors Blvd	9.7	1.8	6.8	11.6	10
SB L	131	Coors Blvd	1.3	0.1	1.2	1.5	10
SB T	132	Coors Blvd	2.3	0.2	2.0	2.6	10
NB L	201	Coors Blvd	10.2	2.0	7.3	13.8	10
SB L	202	Coors Blvd	1.4	0.1	1.1	1.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	20.8	1.0	19.7	22.9	10
EB L	46	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	47	Dennis Chavez Blvd	1.4	0.3	1.2	2.1	10
EB T	48	Dennis Chavez Blvd	1.3	0.2	1.0	1.7	10
EB R	54	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
WB R	83	Dennis Chavez Blvd	1.2	0.2	1.0	1.6	10
WB T	84	Dennis Chavez Blvd	20.9	0.8	19.7	21.9	10
EB L	197	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
WB L	199	Dennis Chavez Blvd	1.0	0.1	0.9	1.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.7	0.1	0.4	0.9	10
WB R	95	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10
EB L	96	Dennis Chavez Blvd	59.5	5.3	50.6	65.1	10
EB T	97	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10
EB T	147	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10
WB T	148	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
WB T	173	Dennis Chavez Blvd	0.2	0.1	0.1	0.4	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.6	0.2	0.4	0.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	19.1	5.1	9.7	27.5	10
SB L	105	Unser Blvd	25.6	4.6	19.9	34.7	10
NB L	133	Unser Blvd	0.8	0.4	0.5	1.9	10
NB R	134	Unser Blvd	0.2	0.1	0.1	0.3	10
NB T	177	Unser Blvd	0.0	0.1	0.0	0.1	10
NB T	179	Unser Blvd	0.0	0.1	0.0	0.1	10
NB R	181	Unser Blvd	0.1	0.1	0.1	0.3	10
SB L	189	Unser Blvd	24.0	4.8	17.6	32.3	10
SB T	190	Unser Blvd	0.1	0.1	0.0	0.2	10
SB R	191	Unser Blvd	0.4	0.1	0.3	0.6	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	42.8	4.6	32.3	48.1	10
NB T	23	98th Street	72.6	17.7	47.2	103.7	10
NB L	108	98th Street	49.9	15.1	22.5	73.4	10
NB T	109	98th Street	72.1	13.9	51.2	96.0	10
SB T	118	98th Street	75.3	20.6	51.2	127.4	10
SB L	124	98th Street	1,077.6	235.2	408.2	1,157.0	10
NB R	192	98th Street	735.3	251.7	194.9	861.7	10
NB R	193	98th Street	674.8	282.3	154.9	856.4	10
SB L	194	98th Street	1,152.2	16.3	1,107.7	1,163.6	10
SB T	195	98th Street	414.4	199.5	187.6	845.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	85.0	10.0	69.5	99.1	10
WB L	116	Dennis Chavez Blvd	74.3	12.6	53.9	96.5	10
WB R	117	Dennis Chavez Blvd	78.7	11.3	60.6	100.1	10
EB T	125	Dennis Chavez Blvd	3,763.2	18.2	3,751.8	3,813.2	10
EB R	126	Dennis Chavez Blvd	18.4	11.4	0.0	45.7	10
EB L	130	Dennis Chavez Blvd	63.8	11.9	43.9	79.1	10
EB T	140	Dennis Chavez Blvd	3,444.9	660.3	2,129.0	3,770.2	10
WB T	142	Dennis Chavez Blvd	86.4	7.1	78.7	102.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1,144.5	2.6	1,140.2	1,148.4	10
SB LTR	204	Condershire Dr	121.7	19.1	90.3	137.6	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	35.4	29.2	7.0	90.7	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	34.8	20.7	8.4	62.5	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	188.6	16.6	163.4	211.1	10
NB T	41	Coors Blvd	218.7	38.9	170.0	272.6	10
SB T	78	Coors Blvd	179.1	8.4	163.9	196.3	10
SB R	79	Coors Blvd	156.3	10.2	145.2	173.7	10
NB R	90	Coors Blvd	18.9	1.6	16.9	21.7	10
NB L	92	Coors Blvd	818.6	248.4	427.1	986.8	10
SB L	131	Coors Blvd	89.6	10.1	76.0	107.8	10
SB T	132	Coors Blvd	181.3	9.8	162.7	192.1	10
NB L	201	Coors Blvd	837.1	174.4	485.3	992.7	10
SB L	202	Coors Blvd	92.4	9.4	79.0	109.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1,261.9	3.3	1,256.2	1,266.8	10
EB L	46	Dennis Chavez Blvd	35.9	11.2	20.0	47.4	10
EB T	47	Dennis Chavez Blvd	130.6	48.9	83.9	244.1	10
EB T	48	Dennis Chavez Blvd	150.7	43.3	95.0	200.1	10
EB R	54	Dennis Chavez Blvd	52.3	11.4	36.3	69.5	10
WB R	83	Dennis Chavez Blvd	190.7	26.4	157.8	227.7	10
WB T	84	Dennis Chavez Blvd	1,259.5	4.2	1,250.4	1,265.1	10
EB L	197	Dennis Chavez Blvd	33.3	9.5	18.5	45.9	10
WB L	199	Dennis Chavez Blvd	85.5	7.7	74.5	99.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	91.1	25.3	61.5	133.6	10
WB R	95	Dennis Chavez Blvd	36.5	15.8	6.5	60.3	10
EB L	96	Dennis Chavez Blvd	2,548.2	2.7	2,545.1	2,553.5	10
EB T	97	Dennis Chavez Blvd	5.7	9.4	0.0	22.9	10
EB T	147	Dennis Chavez Blvd	5.2	8.3	0.0	20.3	10
WB T	148	Dennis Chavez Blvd	21.6	8.9	15.0	40.3	10
WB T	173	Dennis Chavez Blvd	27.8	20.9	0.8	79.5	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	94.3	32.0	47.4	141.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1,697.6	6.5	1,684.6	1,705.2	10
SB L	105	Unser Blvd	1,701.1	4.0	1,695.0	1,706.6	10
NB L	133	Unser Blvd	61.2	23.6	36.7	118.2	10
NB R	134	Unser Blvd	21.5	9.1	16.2	46.5	10
NB T	177	Unser Blvd	3.4	6.8	0.0	17.2	10
NB T	179	Unser Blvd	4.9	7.7	0.0	17.9	10
NB R	181	Unser Blvd	19.4	10.6	4.9	46.8	10
SB L	189	Unser Blvd	1,699.6	5.1	1,691.6	1,706.1	10
SB T	190	Unser Blvd	7.8	9.9	0.0	21.7	10
SB R	191	Unser Blvd	58.1	12.2	40.9	76.5	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	1.9	0.3	1.0	2.0	10
NB T	23	98th Street	2.7	0.8	2.0	4.0	10
NB L	108	98th Street	1.9	0.3	1.0	2.0	10
NB T	109	98th Street	2.6	0.5	2.0	3.1	10
SB T	118	98th Street	2.9	0.9	2.0	5.0	10
SB L	124	98th Street	37.9	8.8	13.1	43.0	10
NB R	192	98th Street	26.1	8.9	7.0	32.0	10
NB R	193	98th Street	23.6	9.6	6.0	31.0	10
SB L	194	98th Street	40.8	1.3	38.0	42.0	10
SB T	195	98th Street	14.5	6.6	6.0	29.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	3.2	0.4	3.0	4.0	10
WB L	116	Dennis Chavez Blvd	3.0	0.5	2.0	4.0	10
WB R	117	Dennis Chavez Blvd	3.1	0.6	2.0	4.0	10
EB T	125	Dennis Chavez Blvd	131.2	2.6	128.0	136.0	10
EB R	126	Dennis Chavez Blvd	1.0	0.5	0.0	2.0	10
EB L	130	Dennis Chavez Blvd	2.7	0.5	2.0	3.0	10
EB T	140	Dennis Chavez Blvd	120.3	22.2	76.3	133.0	10
WB T	142	Dennis Chavez Blvd	3.3	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	40.3	1.0	39.0	42.0	10
SB LTR	204	Condershire Dr	4.7	0.5	4.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	1.7	0.7	1.0	3.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	1.9	0.9	1.0	3.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	7.0	0.7	6.0	8.0	10
NB T	41	Coors Blvd	8.0	1.5	6.0	10.0	10
SB T	78	Coors Blvd	6.7	0.5	6.0	7.0	10
SB R	79	Coors Blvd	5.7	0.5	5.0	6.0	10
NB R	90	Coors Blvd	1.0	0.0	1.0	1.0	10
NB L	92	Coors Blvd	28.1	8.6	15.0	36.0	10
SB L	131	Coors Blvd	3.3	0.5	3.0	4.0	10
SB T	132	Coors Blvd	6.7	0.5	6.0	7.0	10
NB L	201	Coors Blvd	29.9	6.3	16.1	36.1	10
SB L	202	Coors Blvd	3.6	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	44.8	0.6	44.0	46.0	10
EB L	46	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
EB T	47	Dennis Chavez Blvd	4.9	1.7	3.0	9.0	10
EB T	48	Dennis Chavez Blvd	5.6	1.3	4.0	7.0	10
EB R	54	Dennis Chavez Blvd	1.9	0.6	1.0	3.0	10
WB R	83	Dennis Chavez Blvd	6.9	0.7	6.0	8.0	10
WB T	84	Dennis Chavez Blvd	45.3	0.7	44.0	46.0	10
EB L	197	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
WB L	199	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	3.3	0.9	2.0	5.0	10
WB R	95	Dennis Chavez Blvd	1.7	0.5	1.0	2.0	10
EB L	96	Dennis Chavez Blvd	90.2	1.3	88.0	93.0	10
EB T	97	Dennis Chavez Blvd	0.3	0.5	0.0	1.0	10
EB T	147	Dennis Chavez Blvd	0.3	0.5	0.0	1.0	10
WB T	148	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
WB T	173	Dennis Chavez Blvd	1.1	0.7	0.0	3.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	3.4	1.1	2.0	5.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	59.0	1.6	56.1	61.0	10
SB L	105	Unser Blvd	60.6	1.8	57.0	63.1	10
NB L	133	Unser Blvd	2.4	1.0	2.0	5.0	10
NB R	134	Unser Blvd	1.1	0.3	1.0	2.0	10
NB T	177	Unser Blvd	0.2	0.4	0.0	1.0	10
NB T	179	Unser Blvd	0.3	0.5	0.0	1.0	10
NB R	181	Unser Blvd	1.1	0.3	1.0	2.0	10
SB L	189	Unser Blvd	60.0	2.0	57.0	63.0	10
SB T	190	Unser Blvd	0.4	0.5	0.0	1.0	10
SB R	191	Unser Blvd	2.3	0.5	2.0	3.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 BG PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.2	0.1	0.0	0.3	10
NB R	192	98th Street	0.2	0.1	0.0	0.4	10
NB R	193	98th Street	0.1	0.1	0.0	0.3	10
SB L	194	98th Street	0.2	0.1	0.1	0.4	10
SB T	195	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.1	0.1	0.0	0.3	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.4	0.1	0.3	0.6	10
SB LTR	204	Condershire Dr	0.4	0.3	0.1	0.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.1	0.1	0.0	0.1	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.1	0.1	0.0	0.2	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.2	0.0	0.1	0.2	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.2	0.1	0.1	0.3	10
SB L	105	Unser Blvd	0.3	0.1	0.1	0.4	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	189	Unser Blvd	0.2	0.1	0.1	0.4	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
HORIZON YEAR (2036) TOTAL

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,393.0	42.80	64.3	E
2	2,420.0	31.60	47.0	D
3	2,308.0	42.60	66.4	E
4	2,376.0	45.10	68.3	E
5	2,348.0	35.10	53.8	D
6	2,306.0	37.60	58.7	E
7	2,290.0	35.40	55.7	E
8	2,344.0	35.80	55.0	D
9	2,424.0	43.80	65.1	E
10	2,349.0	29.70	45.5	D
Average:	**2,355.8**	**37.95**	**58.0**	**E**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,573.0	100.10	140.1	F
2	2,635.0	86.80	118.6	F
3	2,545.0	108.20	153.0	F
4	2,562.0	102.00	143.3	F
5	2,567.0	89.30	125.2	F
6	2,540.0	102.40	145.2	F
7	2,570.0	96.00	134.4	F
8	2,551.0	94.60	133.5	F
9	2,576.0	105.00	146.8	F
10	2,620.0	90.00	123.7	F
Average:	**2,573.9**	**97.44**	**136.4**	**F**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	4,685.0	159.00	122.2	F
2	4,774.0	155.60	117.3	F
3	4,662.0	160.30	123.8	F
4	4,702.0	162.70	124.6	F
5	4,711.0	163.40	124.9	F
6	4,678.0	161.60	124.4	F
7	4,700.0	160.40	122.8	F
8	4,709.0	162.10	124.0	F

9	4,718.0	162.30	123.9	F
10	4,767.0	160.70	121.4	F
Average:	**4,710.6**	**160.81**	**122.9**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,976.0	165.10	199.8	F
2	3,045.0	108.30	128.0	F
3	2,931.0	174.60	214.4	F
4	2,961.0	163.30	198.5	F
5	2,969.0	98.60	119.6	F
6	2,955.0	115.30	140.5	F
7	3,011.0	173.30	207.2	F
8	2,980.0	102.20	123.5	F
9	3,004.0	105.70	126.7	F
10	3,057.0	167.60	197.4	F
Average:	**2,988.9**	**137.40**	**165.6**	**F**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	38.0	5.4	29.7	45.1	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	97.4	7.2	86.8	108.2	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	160.8	2.3	155.6	163.4	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	137.4	33.5	98.6	174.6	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	58.0	8.0	45.5	68.3	10
10	Dennis Chavez Blvd & Condershire Dr	Stop	136.4	11.2	118.6	153.0	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	122.9	2.3	117.3	124.9	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	165.6	40.6	119.6	214.4	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	155.0	0.80	18.9	B
2	158.0	0.80	18.5	B
3	147.0	0.80	20.5	C
4	145.0	0.70	16.9	B
5	154.0	0.80	18.6	B
6	148.0	0.80	20.1	C
7	144.0	0.80	19.9	B
8	160.0	0.80	17.9	B
9	152.0	0.90	20.9	C
10	155.0	0.80	18.4	B
Average:	**151.8**	**0.80**	**19.1**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	55.0	0.10	4.9	A
2	56.0	0.10	6.5	A
3	53.0	0.10	5.4	A
4	53.0	0.10	6.0	A
5	57.0	0.10	6.7	A
6	55.0	0.10	7.2	A
7	54.0	0.10	7.9	A
8	58.0	0.10	6.3	A
9	57.0	0.10	5.3	A
10	58.0	0.10	4.6	A
Average:	**55.6**	**0.10**	**6.1**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	605.0	11.40	67.8	E
2	620.0	9.40	54.4	D
3	582.0	13.00	80.3	F
4	581.0	11.40	70.3	E
5	608.0	11.30	67.2	E
6	581.0	12.00	74.5	E
7	567.0	11.90	75.5	E
8	620.0	10.10	58.4	E
9	605.0	10.90	64.8	E
10	616.0	10.40	60.9	E

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**598.5**	**11.18**	**67.4**	**E**
NB L on 98th Street: Superlink ID 12				
1	147.0	1.60	38.5	D
2	148.0	1.60	38.8	D
3	148.0	1.40	34.7	C
4	148.0	1.60	40.0	D
5	149.0	1.50	36.8	D
6	149.0	1.60	37.5	D
7	148.0	1.60	38.4	D
8	149.0	1.40	34.7	C
9	149.0	1.80	42.7	D
10	148.0	1.40	34.6	C
Average:	**148.3**	**1.55**	**37.7**	**D**
NB R on 98th Street: Superlink ID 12				
1	173.0	3.00	61.8	E
2	175.0	2.30	46.5	D
3	172.0	2.80	58.3	E
4	175.0	2.30	48.3	D
5	171.0	2.50	52.0	D
6	173.0	3.00	62.5	E
7	173.0	2.80	57.9	E
8	172.0	2.40	51.0	D
9	181.0	2.60	52.6	D
10	179.0	2.40	47.6	D
Average:	**174.4**	**2.61**	**53.8**	**D**
NB T on 98th Street: Superlink ID 12				
1	112.0	1.10	34.0	C
2	112.0	1.10	36.0	D
3	111.0	1.10	36.6	D
4	110.0	1.10	36.4	D
5	112.0	1.10	33.9	C
6	111.0	1.20	38.1	D
7	111.0	1.10	35.6	D
8	112.0	1.20	37.5	D
9	111.0	1.20	37.7	D
10	113.0	1.00	33.2	C
Average:	**111.5**	**1.12**	**35.9**	**D**
SB L on 98th Street: Superlink ID 2				
1	238.0	16.00	241.3	F
2	262.0	7.50	102.9	F
3	210.0	11.60	199.2	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	247.0	18.00	262.0	F
5	231.0	9.70	151.6	F
6	219.0	10.10	165.6	F
7	222.0	10.30	166.9	F
8	233.0	13.50	208.4	F
9	232.0	13.10	203.5	F
10	211.0	6.10	104.0	F
Average:	**230.5**	**11.59**	**180.5**	**F**
SB R on 98th Street: Superlink ID 2				
1	147.0	2.10	51.1	D
2	151.0	2.50	60.1	E
3	130.0	2.30	63.4	E
4	152.0	2.60	61.3	E
5	133.0	2.10	57.0	E
6	131.0	1.80	50.4	D
7	128.0	1.70	47.5	D
8	125.0	1.60	45.1	D
9	153.0	2.90	67.4	E
10	126.0	1.50	43.7	D
Average:	**137.6**	**2.11**	**54.7**	**D**
SB T on 98th Street: Superlink ID 2				
1	132.0	4.00	108.9	F
2	114.0	3.20	102.4	F
3	117.0	6.50	200.1	F
4	138.0	4.50	117.4	F
5	111.0	3.10	100.9	F
6	114.0	4.00	125.5	F
7	95.0	2.20	83.9	F
8	86.0	1.90	78.0	E
9	146.0	7.50	184.4	F
10	103.0	3.10	108.1	F
Average:	**115.6**	**4.00**	**121.0**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	72.0	0.40	18.7	B
2	73.0	0.40	19.9	B
3	76.0	0.40	19.7	B
4	73.0	0.40	17.4	B
5	73.0	0.40	18.8	B
6	71.0	0.40	19.3	B
7	76.0	0.40	20.0	C
8	73.0	0.40	22.0	C
9	74.0	0.50	24.7	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	74.0	0.40	19.4	B
Average:	**73.5**	**0.41**	**20.0**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	137.0	0.30	7.5	A
2	138.0	0.30	6.7	A
3	142.0	0.30	6.5	A
4	138.0	0.30	6.6	A
5	139.0	0.30	7.8	A
6	143.0	0.30	7.3	A
7	144.0	0.30	7.6	A
8	143.0	0.30	7.0	A
9	145.0	0.30	8.6	A
10	144.0	0.30	7.4	A
Average:	**141.3**	**0.30**	**7.3**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	420.0	2.20	18.8	B
2	413.0	2.40	21.2	C
3	420.0	2.20	19.3	B
4	416.0	2.20	18.9	B
5	410.0	2.20	19.1	B
6	411.0	2.30	20.6	C
7	428.0	2.30	19.0	B
8	413.0	2.10	18.7	B
9	419.0	2.10	18.1	B
10	422.0	2.10	18.3	B
Average:	**417.2**	**2.21**	**19.2**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on Dennis Chavez Blvd: Superlink ID 5				
1	893.0	46.20	186.2	F
2	916.0	46.60	183.2	F
3	896.0	53.10	213.3	F
4	904.0	48.40	192.9	F
5	912.0	50.80	200.6	F
6	899.0	51.70	207.0	F
7	914.0	50.70	199.8	F
8	917.0	48.00	188.6	F
9	914.0	48.90	192.6	F
10	979.0	49.80	183.1	F
Average:	**914.4**	**49.42**	**194.7**	**F**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	605.0	35.50	211.4	F
2	671.0	32.70	175.6	F
3	573.0	35.50	222.9	F
4	594.0	34.70	210.4	F
5	608.0	34.00	201.1	F
6	584.0	37.00	227.8	F
7	601.0	33.20	198.9	F
8	604.0	34.10	203.4	F
9	601.0	34.80	208.2	F
10	599.0	33.60	201.8	F
Average:	**604.0**	**34.51**	**206.2**	**F**
NB LTR on Condershire Dr: Superlink ID 7				
1	43.0	15.70	1,311.3	F
2	29.0	5.70	710.5	F
3	42.0	16.80	1,444.2	F
4	32.0	15.00	1,688.4	F
5	13.0	2.10	572.3	F
6	28.0	10.70	1,370.3	F
7	33.0	10.40	1,138.0	F
8	17.0	8.30	1,752.5	F
9	32.0	17.60	1,983.7	F
10	29.0	5.00	619.9	F
Average:	**29.8**	**10.73**	**1,259.1**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	47.0	2.10	162.9	F
2	24.0	1.20	175.5	F
3	49.0	2.30	169.0	F
4	42.0	3.30	286.4	F
5	44.0	1.90	156.4	F
6	45.0	2.60	204.1	F
7	39.0	1.00	96.7	F
8	27.0	3.50	470.4	F
9	44.0	3.20	264.1	F
10	26.0	1.10	157.7	F
Average:	**38.7**	**2.22**	**214.3**	**F**
WB LT on Dennis Chavez Blvd: Superlink ID 17				
1	382.0	0.40	3.4	A
2	376.0	0.30	2.9	A
3	417.0	0.30	2.2	A
4	391.0	0.30	2.6	A
5	417.0	0.20	2.1	A

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	419.0	0.30	2.6	A
7	403.0	0.30	2.4	A
8	372.0	0.30	3.3	A
9	429.0	0.20	2.1	A
10	419.0	0.30	2.2	A
Average:	**402.5**	**0.29**	**2.6**	**A**
WB TR on Dennis Chavez Blvd: Superlink ID 17				
1	603.0	0.30	1.6	A
2	619.0	0.30	1.6	A
3	568.0	0.20	1.2	A
4	599.0	0.20	1.3	A
5	573.0	0.30	1.7	A
6	565.0	0.30	1.6	A
7	580.0	0.30	1.7	A
8	614.0	0.30	1.7	A
9	556.0	0.30	1.7	A
10	568.0	0.30	1.7	A
Average:	**584.5**	**0.28**	**1.6**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	210.0	14.70	251.2	F
2	221.0	14.50	236.6	F
3	206.0	14.80	259.2	F
4	211.0	14.60	249.8	F
5	214.0	15.90	267.8	F
6	209.0	15.70	270.9	F
7	208.0	15.10	261.6	F
8	200.0	15.10	271.0	F
9	206.0	14.10	246.8	F
10	225.0	15.40	247.0	F
Average:	**211.0**	**14.99**	**256.2**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	354.0	34.50	350.9	F
2	378.0	33.20	316.2	F
3	354.0	35.20	357.9	F
4	353.0	35.20	358.6	F
5	359.0	35.40	354.7	F
6	349.0	36.50	376.7	F
7	354.0	35.30	358.8	F
8	358.0	34.30	345.0	F

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	357.0	35.00	353.0	F
10	375.0	33.40	321.1	F
Average:	**359.1**	**34.80**	**349.3**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	789.0	77.90	355.7	F
2	829.0	75.30	326.8	F
3	774.0	78.30	364.3	F
4	808.0	79.90	356.0	F
5	800.0	80.00	359.9	F
6	787.0	77.40	354.0	F
7	805.0	77.60	346.9	F
8	816.0	81.30	358.8	F
9	829.0	81.50	353.8	F
10	838.0	79.30	340.5	F
Average:	**807.5**	**78.85**	**351.7**	**F**
NB L on Coors Blvd: Superlink ID 18				
1	351.0	4.50	46.4	D
2	348.0	4.00	41.4	D
3	347.0	4.20	43.8	D
4	348.0	4.70	48.7	D
5	351.0	4.60	47.3	D
6	350.0	4.40	45.2	D
7	350.0	4.30	44.5	D
8	349.0	4.10	42.8	D
9	348.0	4.30	44.2	D
10	349.0	4.20	43.8	D
Average:	**349.1**	**4.33**	**44.8**	**D**
NB R on Coors Blvd: Superlink ID 18				
1	155.0	1.00	24.3	C
2	153.0	1.20	27.2	C
3	154.0	1.00	23.3	C
4	154.0	1.10	24.6	C
5	155.0	0.90	21.8	C
6	153.0	1.10	25.9	C
7	154.0	1.10	25.3	C
8	153.0	1.00	24.1	C
9	153.0	1.00	24.1	C
10	154.0	1.10	26.0	C
Average:	**153.8**	**1.05**	**24.7**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	726.0	7.90	39.4	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	743.0	8.50	41.1	D
3	734.0	8.00	39.4	D
4	726.0	8.00	39.9	D
5	728.0	8.00	39.7	D
6	729.0	7.90	39.0	D
7	729.0	7.90	39.2	D
8	728.0	8.10	40.0	D
9	727.0	8.10	40.1	D
10	727.0	8.40	41.8	D
Average:	**729.7**	**8.08**	**40.0**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	475.0	6.30	47.4	D
2	466.0	5.90	46.0	D
3	468.0	5.80	45.0	D
4	471.0	6.00	45.6	D
5	472.0	5.80	44.3	D
6	473.0	5.90	45.0	D
7	472.0	6.00	45.4	D
8	472.0	5.70	43.7	D
9	472.0	5.80	44.6	D
10	470.0	5.80	44.3	D
Average:	**471.1**	**5.90**	**45.1**	**D**
SB R on Coors Blvd: Superlink ID 21				
1	131.0	0.50	14.4	B
2	134.0	0.50	13.1	B
3	130.0	0.50	14.9	B
4	134.0	0.50	13.1	B
5	134.0	0.50	14.7	B
6	132.0	0.50	12.7	B
7	132.0	0.60	15.8	B
8	134.0	0.40	11.9	B
9	131.0	0.50	13.0	B
10	133.0	0.40	12.2	B
Average:	**132.5**	**0.49**	**13.6**	**B**
SB T on Coors Blvd: Superlink ID 21				
1	592.0	5.70	34.9	C
2	603.0	6.30	37.7	D
3	593.0	6.00	36.4	D
4	592.0	6.20	37.7	D
5	593.0	5.80	35.1	D
6	593.0	6.00	36.7	D
7	592.0	5.90	36.0	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	594.0	6.00	36.4	D
9	594.0	6.10	36.9	D
10	592.0	6.00	36.5	D
Average:	**593.8**	**6.00**	**36.4**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	121.0	1.10	32.8	C
2	120.0	1.60	48.5	D
3	123.0	1.60	47.6	D
4	123.0	1.80	52.3	D
5	120.0	1.70	49.8	D
6	122.0	1.40	42.6	D
7	122.0	1.70	51.4	D
8	121.0	1.50	45.2	D
9	120.0	1.60	47.1	D
10	122.0	1.70	50.7	D
Average:	**121.4**	**1.57**	**46.8**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	271.0	0.00	0.3	A
2	270.0	0.00	0.1	A
3	270.0	0.00	0.4	A
4	271.0	0.00	0.0	A
5	272.0	0.00	0.1	A
6	270.0	0.00	0.2	A
7	271.0	0.00	0.3	A
8	271.0	0.00	0.4	A
9	271.0	0.00	0.1	A
10	270.0	0.00	0.2	A
Average:	**270.7**	**0.00**	**0.2**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	510.0	4.80	33.8	C
2	509.0	4.60	32.4	C
3	509.0	4.70	33.1	C
4	511.0	4.70	33.4	C
5	513.0	4.70	33.2	C
6	511.0	4.70	32.9	C
7	511.0	4.80	34.0	C
8	513.0	4.50	31.2	C
9	510.0	4.40	30.9	C
10	512.0	4.80	33.6	C
Average:	**510.9**	**4.67**	**32.8**	**C**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	62.0	4.80	278.4	F
2	67.0	0.70	36.1	D
3	58.0	5.40	337.3	F
4	58.0	4.60	287.3	F
5	61.0	0.70	43.9	D
6	58.0	0.70	42.8	D
7	60.0	5.40	321.3	F
8	65.0	0.80	44.0	D
9	63.0	0.70	39.2	D
10	64.0	5.70	318.1	F
Average:	**61.6**	**2.95**	**174.8**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	9.0	0.70	285.4	F
2	10.0	0.10	30.3	C
3	10.0	0.80	296.7	F
4	10.0	0.80	287.7	F
5	10.0	0.10	39.0	D
6	7.0	0.10	52.3	D
7	7.0	0.70	334.3	F
8	8.0	0.00	20.8	C
9	10.0	0.10	29.0	C
10	10.0	0.70	236.1	F
Average:	**9.1**	**0.41**	**161.2**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	817.0	66.70	293.9	F
2	845.0	14.50	61.9	E
3	762.0	72.60	342.9	F
4	803.0	69.20	310.4	F
5	802.0	14.80	66.4	E
6	795.0	16.00	72.3	E
7	786.0	72.50	332.1	F
8	827.0	14.30	62.1	E
9	823.0	14.60	63.7	E
10	817.0	78.80	347.4	F
Average:	**807.7**	**43.40**	**195.3**	**F**
NB L on Unser Blvd: Superlink ID 23				
1	33.0	0.20	20.5	C
2	36.0	0.20	24.6	C
3	34.0	0.30	33.5	C
4	36.0	0.30	30.9	C
5	36.0	0.20	20.1	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	35.0	0.30	28.3	C
7	35.0	0.30	25.9	C
8	34.0	0.30	34.0	C
9	35.0	0.30	26.8	C
10	37.0	0.30	24.9	C
Average:	**35.1**	**0.27**	**27.0**	**C**

NB R on Unser Blvd: Superlink ID 23

1	455.0	11.00	87.3	F
2	486.0	11.80	87.2	F
3	455.0	12.90	102.0	F
4	456.0	10.70	84.1	F
5	470.0	7.50	57.2	E
6	456.0	12.50	98.9	F
7	478.0	10.60	80.1	F
8	455.0	11.40	90.0	F
9	461.0	10.30	80.3	F
10	484.0	11.00	81.7	F
Average:	**465.6**	**10.97**	**84.9**	**F**

NB T on Unser Blvd: Superlink ID 23

1	79.0	0.70	32.3	C
2	84.0	0.60	24.6	C
3	81.0	0.80	35.7	D
4	80.0	0.50	23.2	C
5	83.0	0.70	32.1	C
6	79.0	0.70	31.4	C
7	83.0	0.70	29.6	C
8	78.0	0.60	30.0	C
9	80.0	0.80	37.4	D
10	83.0	0.70	29.7	C
Average:	**81.0**	**0.68**	**30.6**	**C**

SB L on Unser Blvd: Superlink ID 4

1	329.0	57.70	631.1	F
2	341.0	57.30	604.9	F
3	342.0	60.40	635.4	F
4	346.0	56.00	582.3	F
5	333.0	53.40	577.1	F
6	338.0	61.70	657.3	F
7	362.0	61.40	611.1	F
8	344.0	53.10	555.5	F
9	335.0	56.10	602.7	F
10	381.0	50.60	477.8	F
Average:	**345.1**	**56.77**	**593.5**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on Unser Blvd: Superlink ID 4				
1	88.0	6.20	255.3	F
2	92.0	6.40	251.8	F
3	92.0	6.30	245.8	F
4	93.0	6.70	259.1	F
5	89.0	5.70	232.5	F
6	89.0	6.70	272.1	F
7	102.0	7.30	256.5	F
8	92.0	5.90	229.8	F
9	95.0	7.00	265.8	F
10	103.0	5.50	191.7	F
Average:	**93.5**	**6.37**	**246.0**	**F**
SB T on Unser Blvd: Superlink ID 4				
1	76.0	10.20	485.0	F
2	74.0	9.70	473.0	F
3	67.0	8.40	453.5	F
4	63.0	7.70	442.8	F
5	65.0	8.70	483.6	F
6	73.0	9.90	490.5	F
7	67.0	8.00	427.3	F
8	68.0	9.00	476.3	F
9	69.0	9.30	484.2	F
10	66.0	7.00	379.2	F
Average:	**68.8**	**8.79**	**459.5**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	172.0	1.50	31.4	C
2	169.0	2.10	43.7	D
3	171.0	1.70	35.9	D
4	172.0	1.90	40.6	D
5	171.0	2.00	42.0	D
6	174.0	1.90	38.8	D
7	172.0	1.80	38.7	D
8	169.0	1.90	40.2	D
9	175.0	1.90	38.9	D
10	173.0	2.20	46.1	D
Average:	**171.8**	**1.89**	**39.6**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	336.0	2.20	24.1	C
2	331.0	2.10	22.9	C
3	335.0	2.10	22.7	C
4	333.0	2.00	21.7	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	331.0	2.00	22.1	C
6	335.0	2.00	21.8	C
7	336.0	1.90	20.6	C
8	328.0	2.10	22.8	C
9	335.0	1.90	20.7	C
10	329.0	2.30	24.8	C
Average:	**332.9**	**2.06**	**22.4**	**C**

WB T on Dennis Chavez Blvd: Superlink ID 5

1	520.0	3.10	21.5	C
2	510.0	2.80	19.8	B
3	524.0	2.80	19.3	B
4	511.0	2.80	19.8	B
5	518.0	2.70	18.7	B
6	516.0	2.80	19.3	B
7	523.0	2.80	19.2	B
8	512.0	2.80	20.0	C
9	523.0	2.80	19.3	B
10	510.0	3.10	21.7	C
Average:	**516.7**	**2.85**	**19.9**	**B**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.8	0.0	0.7	0.9	10
EB R	Dennis Chavez Blvd	1	0.1	0.0	0.1	0.1	10
EB T	Dennis Chavez Blvd	1	11.2	1.0	9.4	13.0	10
NB L	98th Street	12	1.6	0.1	1.4	1.8	10
NB R	98th Street	12	2.6	0.3	2.3	3.0	10
NB T	98th Street	12	1.1	0.1	1.0	1.2	10
SB L	98th Street	2	11.6	3.7	6.1	18.0	10
SB R	98th Street	2	2.1	0.5	1.5	2.9	10
SB T	98th Street	2	4.0	1.8	1.9	7.5	10
WB L	Dennis Chavez Blvd	3	0.4	0.0	0.4	0.5	10
WB R	Dennis Chavez Blvd	3	0.3	0.0	0.3	0.3	10
WB T	Dennis Chavez Blvd	3	2.2	0.1	2.1	2.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	49.4	2.2	46.2	53.1	10
EB TR	Dennis Chavez Blvd	5	34.5	1.3	32.7	37.0	10
NB LTR	Condershire Dr	7	10.7	5.4	2.1	17.6	10
SB LTR	Condershire Dr	6	2.2	0.9	1.0	3.5	10
WB LT	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.4	10
WB TR	Dennis Chavez Blvd	17	0.3	0.0	0.2	0.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	15.0	0.6	14.1	15.9	10
EB R	Dennis Chavez Blvd	17	34.8	1.0	33.2	36.5	10
EB T	Dennis Chavez Blvd	17	78.9	1.9	75.3	81.5	10
NB L	Coors Blvd	18	4.3	0.2	4.0	4.7	10
NB R	Coors Blvd	18	1.1	0.1	0.9	1.2	10
NB T	Coors Blvd	18	8.1	0.2	7.9	8.5	10
SB L	Coors Blvd	21	5.9	0.2	5.7	6.3	10
SB R	Coors Blvd	21	0.5	0.1	0.4	0.6	10
SB T	Coors Blvd	21	6.0	0.2	5.7	6.3	10
WB L	Dennis Chavez Blvd	11	1.6	0.2	1.1	1.8	10
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	4.7	0.1	4.4	4.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	3.0	2.4	0.7	5.7	10
EB R	Dennis Chavez Blvd	3	0.4	0.4	0.0	0.8	10
EB T	Dennis Chavez Blvd	3	43.4	30.3	14.3	78.8	10
NB L	Unser Blvd	23	0.3	0.0	0.2	0.3	10
NB R	Unser Blvd	23	11.0	1.5	7.5	12.9	10
NB T	Unser Blvd	23	0.7	0.1	0.5	0.8	10
SB L	Unser Blvd	4	56.8	3.7	50.6	61.7	10
SB R	Unser Blvd	4	6.4	0.6	5.5	7.3	10
SB T	Unser Blvd	4	8.8	1.0	7.0	10.2	10
WB L	Dennis Chavez Blvd	5	1.9	0.2	1.5	2.2	10
WB R	Dennis Chavez Blvd	5	2.1	0.1	1.9	2.3	10
WB T	Dennis Chavez Blvd	5	2.9	0.1	2.7	3.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	19.1	1.3	16.9	20.9	10
EB R	Dennis Chavez Blvd	1	6.1	1.0	4.6	7.9	10
EB T	Dennis Chavez Blvd	1	67.4	8.1	54.4	80.3	10
NB L	98th Street	12	37.7	2.6	34.6	42.7	10
NB R	98th Street	12	53.8	5.9	46.5	62.5	10
NB T	98th Street	12	35.9	1.7	33.2	38.1	10
SB L	98th Street	2	180.5	52.8	102.9	262.0	10
SB R	98th Street	2	54.7	8.2	43.7	67.4	10
SB T	98th Street	2	121.0	40.3	78.0	200.1	10
WB L	Dennis Chavez Blvd	3	20.0	2.0	17.4	24.7	10
WB R	Dennis Chavez Blvd	3	7.3	0.6	6.5	8.6	10
WB T	Dennis Chavez Blvd	3	19.2	1.0	18.1	21.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	194.7	10.2	183.1	213.3	10
EB TR	Dennis Chavez Blvd	5	206.2	14.3	175.6	227.8	10
NB LTR	Condershire Dr	7	1,259.1	494.2	572.3	1,983.7	10
SB LTR	Condershire Dr	6	214.3	105.4	96.7	470.4	10
WB LT	Dennis Chavez Blvd	17	2.6	0.5	2.1	3.4	10
WB TR	Dennis Chavez Blvd	17	1.6	0.2	1.2	1.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	256.2	11.7	236.6	271.0	10
EB R	Dennis Chavez Blvd	17	349.3	18.1	316.2	376.7	10
EB T	Dennis Chavez Blvd	17	351.7	11.0	326.8	364.3	10
NB L	Coors Blvd	18	44.8	2.2	41.4	48.7	10
NB R	Coors Blvd	18	24.7	1.5	21.8	27.2	10
NB T	Coors Blvd	18	40.0	0.9	39.0	41.8	10
SB L	Coors Blvd	21	45.1	1.1	43.7	47.4	10
SB R	Coors Blvd	21	13.6	1.3	11.9	15.8	10
SB T	Coors Blvd	21	36.4	0.9	34.9	37.7	10
WB L	Dennis Chavez Blvd	11	46.8	5.7	32.8	52.3	10
WB R	Dennis Chavez Blvd	11	0.2	0.1	0.0	0.4	10
WB T	Dennis Chavez Blvd	11	32.8	1.1	30.9	34.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	174.8	141.9	36.1	337.3	10
EB R	Dennis Chavez Blvd	3	161.2	136.0	20.8	334.3	10
EB T	Dennis Chavez Blvd	3	195.3	137.9	61.9	347.4	10
NB L	Unser Blvd	23	27.0	4.8	20.1	34.0	10
NB R	Unser Blvd	23	84.9	12.3	57.2	102.0	10
NB T	Unser Blvd	23	30.6	4.4	23.2	37.4	10
SB L	Unser Blvd	4	593.5	50.5	477.8	657.3	10
SB R	Unser Blvd	4	246.0	23.2	191.7	272.1	10
SB T	Unser Blvd	4	459.5	35.0	379.2	490.5	10
WB L	Dennis Chavez Blvd	5	39.6	4.1	31.4	46.1	10
WB R	Dennis Chavez Blvd	5	22.4	1.3	20.6	24.8	10
WB T	Dennis Chavez Blvd	5	19.9	1.0	18.7	21.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	12.4	0.6	52.6	2.0	0.0%
2	120.0	10.1	0.5	47.4	2.0	0.0%
3	120.0	12.0	0.6	74.3	3.0	0.0%
4	120.0	8.1	0.4	44.1	2.0	0.0%
5	120.0	9.6	0.5	47.2	2.0	0.0%
6	120.0	13.4	0.6	67.4	3.0	0.0%
7	120.0	12.2	0.6	47.5	2.0	0.0%
8	120.0	12.9	0.7	50.8	2.0	0.0%
9	120.0	12.7	0.7	72.5	3.0	0.0%
10	120.0	13.5	0.7	62.1	2.0	0.0%
Average:	**120.0**	**11.7**	**0.6**	**56.6**	**2.3**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	0.5	0.0	0.0	0.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	1.2	0.1	10.6	1.0	0.0%
5	120.0	0.9	0.1	0.6	0.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	0.7	0.0	0.0	0.0	0.0%
8	120.0	1.0	0.1	0.6	0.0	0.0%
9	120.0	0.8	0.0	0.0	0.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.7**	**0.0**	**1.2**	**0.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	174.9	6.3	943.8	33.3	0.0%
2	120.0	121.5	4.3	536.5	20.0	0.0%
3	120.0	194.6	6.8	927.2	32.2	0.0%
4	120.0	208.3	7.4	1,167.5	43.0	0.0%
5	120.0	128.2	4.8	448.0	16.0	0.0%
6	120.0	181.9	6.6	706.4	24.0	0.0%
7	120.0	283.4	9.9	1,527.6	52.1	0.0%
8	120.0	135.5	4.8	707.1	24.0	0.0%
9	120.0	193.4	6.7	1,092.7	36.1	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	146.9	5.3	789.9	26.1	0.0%
Average:	**120.0**	**176.9**	**6.3**	**884.7**	**30.7**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	174.6	6.1	801.8	27.1	0.0%
2	120.0	100.8	3.8	363.9	14.0	0.0%
3	120.0	212.8	7.5	909.5	30.1	0.0%
4	120.0	236.7	8.3	1,588.8	56.0	0.0%
5	120.0	145.8	5.3	468.6	16.5	0.0%
6	120.0	202.3	7.2	1,239.8	42.3	0.0%
7	120.0	157.7	5.6	375.5	13.0	0.0%
8	120.0	109.9	4.0	363.2	14.0	0.0%
9	120.0	170.6	6.1	748.7	22.8	0.0%
10	120.0	133.2	4.8	378.6	14.1	0.0%
Average:	**120.0**	**164.4**	**5.9**	**723.8**	**25.0**	**0.0%**
NB L on 98th Street - Lane ID 108						
1	120.0	32.6	1.4	86.2	3.0	0.0%
2	120.0	36.8	1.5	106.2	4.0	0.0%
3	120.0	28.5	1.2	85.6	3.0	0.0%
4	120.0	37.2	1.6	100.8	4.0	0.0%
5	120.0	35.5	1.4	103.8	4.0	0.0%
6	120.0	35.2	1.5	105.3	4.0	0.0%
7	120.0	35.9	1.5	100.0	4.0	0.0%
8	120.0	30.0	1.3	87.9	3.0	0.0%
9	120.0	35.2	1.5	101.7	4.0	0.0%
10	120.0	31.4	1.4	94.6	3.0	0.0%
Average:	**120.0**	**33.8**	**1.4**	**97.2**	**3.6**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	36.2	1.4	109.0	4.0	0.0%
2	120.0	26.4	1.1	78.7	3.0	0.0%
3	120.0	29.7	1.3	98.7	4.0	0.0%
4	120.0	24.6	1.1	65.8	3.0	0.0%
5	120.0	30.5	1.4	94.9	4.0	0.0%
6	120.0	32.8	1.4	101.1	4.0	0.0%
7	120.0	31.5	1.3	111.9	3.0	0.0%
8	120.0	28.2	1.3	83.2	3.0	0.0%
9	120.0	24.1	1.1	71.8	3.0	0.0%
10	120.0	22.3	1.0	75.2	3.0	0.0%
Average:	**120.0**	**28.6**	**1.2**	**89.0**	**3.4**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on 98th Street - Lane ID 193						
1	120.0	32.8	1.4	93.9	3.0	0.0%
2	120.0	24.0	1.1	77.0	3.0	0.0%
3	120.0	34.0	1.4	87.0	3.0	0.0%
4	120.0	26.4	1.2	74.2	3.0	0.0%
5	120.0	26.1	1.2	91.0	4.0	0.0%
6	120.0	32.9	1.5	93.4	4.0	0.0%
7	120.0	34.4	1.5	131.7	5.0	0.0%
8	120.0	27.7	1.2	92.0	3.0	0.0%
9	120.0	28.8	1.3	96.2	4.0	0.0%
10	120.0	25.9	1.1	73.5	3.0	0.0%
Average:	**120.0**	**29.3**	**1.3**	**91.0**	**3.5**	**0.0%**
NB T on 98th Street - Lane ID 109						
1	120.0	10.6	0.5	48.0	2.0	0.0%
2	120.0	9.2	0.5	20.2	1.0	0.0%
3	120.0	11.0	0.6	44.5	2.0	0.0%
4	120.0	9.7	0.5	40.3	2.0	0.0%
5	120.0	9.5	0.5	43.6	2.0	0.0%
6	120.0	11.8	0.6	47.3	2.0	0.0%
7	120.0	9.2	0.5	40.8	2.0	0.0%
8	120.0	10.3	0.6	45.2	2.0	0.0%
9	120.0	9.6	0.5	43.2	2.0	0.0%
10	120.0	7.5	0.4	31.7	1.0	0.0%
Average:	**120.0**	**9.8**	**0.5**	**40.5**	**1.8**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	9.6	0.5	41.1	2.0	0.0%
2	120.0	12.5	0.7	44.2	2.0	0.0%
3	120.0	10.8	0.5	50.4	2.0	0.0%
4	120.0	11.7	0.6	42.1	2.0	0.0%
5	120.0	11.7	0.6	48.7	2.0	0.0%
6	120.0	9.8	0.5	45.3	2.0	0.0%
7	120.0	11.9	0.6	44.4	2.0	0.0%
8	120.0	10.7	0.5	46.7	2.0	0.0%
9	120.0	12.8	0.6	51.2	2.0	0.0%
10	120.0	11.7	0.6	47.7	2.0	0.0%
Average:	**120.0**	**11.3**	**0.6**	**46.2**	**2.0**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	607.1	20.7	1,160.9	39.0	36.7%
2	120.0	482.9	17.2	1,161.2	41.0	33.3%
3	120.0	260.9	9.8	406.9	15.0	0.0%
4	120.0	570.0	19.7	1,164.7	40.0	37.5%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
5	120.0	423.8	14.2	1,162.8	39.0	18.3%
6	120.0	533.6	17.6	1,164.6	38.0	35.0%
7	120.0	289.2	10.7	613.4	22.1	3.3%
8	120.0	259.6	9.2	524.4	19.0	0.0%
9	120.0	516.6	18.8	1,158.4	41.0	33.3%
10	120.0	265.7	7.9	390.3	11.0	0.0%
Average:	**120.0**	**420.9**	**14.6**	**890.8**	**30.5**	**19.7%**
SB L on 98th Street - Lane ID 194						
1	120.0	277.2	9.8	518.3	19.1	0.0%
2	120.0	176.4	6.6	367.9	13.0	0.0%
3	120.0	608.0	20.4	1,149.4	38.0	44.2%
4	120.0	328.9	11.9	959.0	33.1	2.5%
5	120.0	448.1	16.0	1,169.1	41.0	24.2%
6	120.0	277.4	10.6	456.2	17.1	4.2%
7	120.0	640.9	21.8	1,154.6	39.0	40.8%
8	120.0	678.4	21.0	1,162.9	35.0	42.5%
9	120.0	321.1	11.3	1,137.9	40.0	9.2%
10	120.0	633.3	24.5	1,160.5	45.0	44.2%
Average:	**120.0**	**439.0**	**15.4**	**923.6**	**32.0**	**21.2%**
SB R on 98th Street - Lane ID 3						
1	120.0	44.3	1.8	147.2	5.0	0.0%
2	120.0	56.8	2.2	167.4	6.0	0.0%
3	120.0	38.3	1.5	152.3	5.0	0.0%
4	120.0	46.3	1.9	133.3	5.0	0.0%
5	120.0	43.9	1.8	124.9	5.0	0.0%
6	120.0	36.6	1.5	119.0	4.0	0.0%
7	120.0	38.3	1.5	147.6	5.0	0.0%
8	120.0	29.3	1.2	110.0	4.0	0.0%
9	120.0	51.3	2.0	154.6	6.0	0.0%
10	120.0	30.9	1.3	129.4	5.0	0.0%
Average:	**120.0**	**41.6**	**1.7**	**138.6**	**5.0**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	14.5	0.6	74.3	2.0	0.0%
2	120.0	10.7	0.6	39.9	2.0	0.0%
3	120.0	7.0	0.4	36.8	2.0	0.0%
4	120.0	10.7	0.6	42.0	2.0	0.0%
5	120.0	9.5	0.5	41.1	2.0	0.0%
6	120.0	11.2	0.6	50.6	2.0	0.0%
7	120.0	10.1	0.5	48.9	2.0	0.0%
8	120.0	6.2	0.3	25.6	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 118						
9	120.0	11.5	0.6	46.9	2.0	0.0%
10	120.0	7.0	0.4	29.2	1.0	0.0%
Average:	**120.0**	**9.8**	**0.5**	**43.5**	**1.8**	**0.0%**
SB T on 98th Street - Lane ID 195						
1	120.0	76.1	3.0	326.5	12.0	0.0%
2	120.0	56.6	2.2	353.4	13.0	0.0%
3	120.0	171.8	6.3	800.5	29.1	0.0%
4	120.0	93.7	3.4	597.1	20.0	0.0%
5	120.0	52.8	2.0	256.3	8.0	0.0%
6	120.0	80.1	3.1	340.9	13.0	0.0%
7	120.0	34.7	1.3	197.1	7.0	0.0%
8	120.0	27.0	1.1	165.5	7.2	0.0%
9	120.0	185.5	6.7	752.9	27.0	0.0%
10	120.0	59.6	2.2	366.8	12.0	0.0%
Average:	**120.0**	**83.8**	**3.1**	**415.7**	**14.8**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	5.1	0.3	42.4	2.0	0.0%
2	120.0	5.9	0.4	29.5	2.0	0.0%
3	120.0	5.2	0.3	20.4	1.0	0.0%
4	120.0	3.4	0.3	17.6	1.0	0.0%
5	120.0	6.2	0.3	41.6	2.0	0.0%
6	120.0	3.2	0.3	18.4	1.0	0.0%
7	120.0	5.0	0.3	32.4	2.0	0.0%
8	120.0	6.6	0.4	32.0	2.0	0.0%
9	120.0	8.4	0.5	44.8	2.0	0.0%
10	120.0	7.1	0.4	48.0	2.0	0.0%
Average:	**120.0**	**5.6**	**0.4**	**32.7**	**1.7**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	3.7	0.2	25.8	1.0	0.0%
2	120.0	3.8	0.2	30.0	1.0	0.0%
3	120.0	3.3	0.2	21.6	1.0	0.0%
4	120.0	3.5	0.2	20.3	1.0	0.0%
5	120.0	3.5	0.2	20.2	1.0	0.0%
6	120.0	4.0	0.2	21.3	1.0	0.0%
7	120.0	6.1	0.3	48.1	2.0	0.0%
8	120.0	4.8	0.2	43.2	2.0	0.0%
9	120.0	6.4	0.3	47.7	2.0	0.0%
10	120.0	3.3	0.2	19.6	1.0	0.0%
Average:	**120.0**	**4.2**	**0.2**	**29.8**	**1.3**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	23.0	0.9	112.0	4.0	0.0%
2	120.0	20.7	0.8	122.0	4.0	0.0%
3	120.0	25.2	1.0	132.1	5.0	0.0%
4	120.0	17.8	0.8	109.9	4.0	0.0%
5	120.0	17.6	0.7	101.4	4.0	0.0%
6	120.0	19.3	0.8	110.6	4.0	0.0%
7	120.0	16.3	0.7	98.3	4.0	0.0%
8	120.0	16.2	0.7	104.1	4.0	0.0%
9	120.0	21.4	0.9	126.2	5.0	0.0%
10	120.0	21.0	0.8	102.8	4.0	0.0%
Average:	**120.0**	**19.9**	**0.8**	**111.9**	**4.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	21.9	0.9	113.6	4.0	0.0%
2	120.0	21.8	0.9	134.3	5.0	0.0%
3	120.0	21.5	0.9	117.0	5.0	0.0%
4	120.0	16.2	0.7	97.7	4.0	0.0%
5	120.0	15.4	0.6	97.9	4.0	0.0%
6	120.0	22.3	0.9	128.2	5.0	0.0%
7	120.0	16.2	0.7	101.5	4.0	0.0%
8	120.0	17.4	0.7	102.8	4.0	0.0%
9	120.0	19.2	0.8	105.9	4.0	0.0%
10	120.0	19.4	0.8	126.0	5.0	0.0%
Average:	**120.0**	**19.1**	**0.8**	**112.5**	**4.4**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on Dennis Chavez Blvd - Lane ID 94						
1	120.0	97.5	3.4	817.6	27.2	0.0%
2	120.0	82.2	2.8	454.2	16.1	0.0%
3	120.0	146.5	5.0	950.3	31.2	0.0%
4	120.0	102.3	3.4	576.1	20.1	0.0%
5	120.0	195.2	6.7	2,024.1	68.1	4.2%
6	120.0	115.8	3.9	502.8	16.2	0.0%
7	120.0	139.5	4.6	982.7	32.2	0.0%
8	120.0	81.9	2.8	524.8	18.2	0.0%
9	120.0	154.3	5.2	1,465.3	52.2	3.3%
10	120.0	66.7	2.2	501.9	18.0	0.0%
Average:	**120.0**	**118.2**	**4.0**	**880.0**	**30.0**	**0.8%**
EB TR on Dennis Chavez Blvd - Lane ID 150						
1	120.0	365.0	12.1	2,014.8	65.1	3.3%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 150						
2	120.0	303.9	10.1	1,466.1	49.0	0.0%
3	120.0	322.3	10.9	1,514.6	51.1	1.7%
4	120.0	294.9	10.0	1,147.2	40.1	0.0%
5	120.0	289.1	9.9	1,317.9	44.6	0.8%
6	120.0	349.3	11.8	1,721.4	59.1	4.2%
7	120.0	310.0	10.5	1,965.8	66.0	2.5%
8	120.0	337.7	11.4	1,489.0	49.2	0.8%
9	120.0	346.5	11.8	1,822.7	59.0	1.7%
10	120.0	375.9	12.6	2,036.2	67.0	3.3%
Average:	**120.0**	**329.5**	**11.1**	**1,649.6**	**55.0**	**1.8%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	942.0	32.5	1,148.6	41.0	66.7%
2	120.0	905.8	32.7	1,148.5	41.0	57.5%
3	120.0	878.5	30.7	1,147.4	41.0	64.2%
4	120.0	976.5	33.4	1,156.9	40.0	69.2%
5	120.0	984.2	32.8	1,134.8	38.0	70.0%
6	120.0	971.4	33.4	1,149.5	41.0	74.2%
7	120.0	916.7	32.0	1,146.7	41.0	64.2%
8	120.0	1,012.6	34.7	1,148.0	40.0	77.5%
9	120.0	985.7	33.5	1,146.8	40.1	74.2%
10	120.0	921.7	34.2	1,145.1	43.0	62.5%
Average:	**120.0**	**949.5**	**33.0**	**1,147.2**	**40.6**	**68.0%**
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	52.1	2.0	133.0	5.0	30.0%
2	120.0	98.4	2.7	134.8	5.0	65.8%
3	120.0	69.2	2.3	139.8	5.0	45.0%
4	120.0	86.8	3.3	137.6	5.0	58.3%
5	120.0	53.1	2.0	136.5	5.0	33.3%
6	120.0	61.8	2.5	132.6	5.0	43.3%
7	120.0	37.3	1.3	107.6	3.0	17.5%
8	120.0	118.0	4.5	132.5	5.0	93.3%
9	120.0	90.0	3.5	129.2	5.0	63.3%
10	120.0	70.3	2.7	121.4	5.0	55.0%
Average:	**120.0**	**73.7**	**2.7**	**130.5**	**4.8**	**50.5%**
WB LT on Dennis Chavez Blvd - Lane ID 167						
1	120.0	6.9	0.4	51.6	2.0	0.0%
2	120.0	4.5	0.4	34.3	2.0	0.0%
3	120.0	2.0	0.2	7.1	1.0	0.0%
4	120.0	7.0	0.4	42.1	2.0	0.0%
5	120.0	4.6	0.3	36.5	2.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LT on Dennis Chavez Blvd - Lane ID 167						
6	120.0	4.2	0.3	26.3	2.0	0.0%
7	120.0	5.2	0.4	34.5	2.0	0.0%
8	120.0	7.4	0.4	42.1	2.0	0.0%
9	120.0	5.4	0.3	32.9	2.0	0.0%
10	120.0	5.7	0.3	34.4	2.0	0.0%
Average:	**120.0**	**5.3**	**0.3**	**34.2**	**1.9**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 168						
1	120.0	0.7	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	2.5	0.1	0.0	0.0	0.0%
6	120.0	1.0	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	1.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	1.4	0.1	0.0	0.0	0.0%
Average:	**120.0**	**0.8**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	25.4	1.1	102.8	4.0	0.0%
2	120.0	17.1	0.8	74.7	3.0	0.0%
3	120.0	21.3	0.9	77.0	3.0	0.0%
4	120.0	18.3	0.8	77.2	3.0	0.0%
5	120.0	23.9	1.1	103.4	4.0	0.0%
6	120.0	17.6	0.8	78.0	3.0	0.0%
7	120.0	23.6	1.0	112.9	4.0	0.0%
8	120.0	23.3	1.0	80.6	3.0	0.0%
9	120.0	19.0	0.8	83.4	3.0	0.0%
10	120.0	17.1	0.8	75.8	3.0	0.0%
Average:	**120.0**	**20.7**	**0.9**	**86.6**	**3.3**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	14.2	0.7	72.7	3.0	0.0%
2	120.0	7.9	0.4	45.4	2.0	0.0%
3	120.0	13.9	0.6	70.2	2.0	0.0%
4	120.0	14.3	0.6	75.3	3.0	0.0%
5	120.0	16.1	0.7	76.0	3.0	0.0%
6	120.0	12.7	0.6	64.8	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
7	120.0	16.9	0.7	94.6	3.0	0.0%
8	120.0	15.9	0.7	71.4	2.0	0.0%
9	120.0	12.0	0.6	62.9	3.0	0.0%
10	120.0	11.3	0.5	57.2	2.0	0.0%
Average:	**120.0**	**13.5**	**0.6**	**69.1**	**2.6**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	5.2	0.1	49.4	1.0	0.0%
2	120.0	10.5	0.4	53.1	2.0	0.0%
3	120.0	5.7	0.2	50.7	1.0	0.0%
4	120.0	7.3	0.2	53.3	1.0	0.0%
5	120.0	8.8	0.3	50.3	1.0	0.0%
6	120.0	3.4	0.1	39.3	1.0	0.0%
7	120.0	6.2	0.2	49.3	1.0	0.0%
8	120.0	5.7	0.1	51.5	1.0	0.0%
9	120.0	4.7	0.1	46.7	1.0	0.0%
10	120.0	6.5	0.2	51.4	1.0	0.0%
Average:	**120.0**	**6.4**	**0.2**	**49.5**	**1.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	348.4	12.2	2,189.6	72.0	0.0%
2	120.0	333.3	11.7	1,526.7	55.2	0.0%
3	120.0	312.0	10.9	1,167.8	41.1	0.8%
4	120.0	319.1	11.1	1,916.9	65.5	1.7%
5	120.0	301.8	10.8	670.1	24.6	0.8%
6	120.0	389.6	13.6	2,859.5	97.0	1.7%
7	120.0	268.0	9.5	857.2	30.0	0.0%
8	120.0	357.6	12.4	2,652.7	89.1	1.7%
9	120.0	279.4	9.8	875.8	29.3	0.0%
10	120.0	332.7	11.4	2,094.0	62.4	0.0%
Average:	**120.0**	**324.2**	**11.3**	**1,681.0**	**56.6**	**0.7%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	467.6	15.8	2,877.8	93.1	1.7%
2	120.0	448.7	15.2	2,867.2	94.1	2.5%
3	120.0	522.5	17.7	2,866.2	94.1	2.5%
4	120.0	470.4	16.2	2,870.8	97.0	1.7%
5	120.0	538.3	18.7	2,883.3	97.0	2.5%
6	120.0	445.2	15.3	2,841.9	93.0	2.5%
7	120.0	552.5	18.9	2,875.2	96.1	3.3%
8	120.0	440.6	15.2	2,873.4	96.1	2.5%
9	120.0	529.3	18.4	2,882.7	96.1	2.5%
10	120.0	444.9	15.1	2,856.9	95.0	0.8%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 48						
Average:	**120.0**	**486.0**	**16.7**	**2,869.5**	**95.2**	**2.3%**
NB L on Coors Blvd - Lane ID 201						
1	120.0	49.9	2.0	145.8	5.0	0.0%
2	120.0	44.8	1.8	140.0	5.0	0.0%
3	120.0	35.9	1.6	107.8	4.0	0.0%
4	120.0	51.2	2.0	145.1	5.0	0.0%
5	120.0	45.2	1.8	134.0	4.0	0.0%
6	120.0	47.5	1.9	121.9	4.0	0.0%
7	120.0	44.8	1.8	125.4	4.0	0.0%
8	120.0	39.4	1.7	118.6	4.0	0.0%
9	120.0	42.5	1.8	114.6	5.0	0.0%
10	120.0	44.6	1.8	129.6	5.0	0.0%
Average:	**120.0**	**44.6**	**1.8**	**128.3**	**4.5**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	46.6	1.9	130.9	5.0	0.0%
2	120.0	40.7	1.7	123.8	5.0	0.0%
3	120.0	38.4	1.6	120.9	5.0	0.0%
4	120.0	49.2	2.0	132.7	5.0	0.0%
5	120.0	42.1	1.8	123.7	5.0	0.0%
6	120.0	50.8	2.1	149.2	6.0	0.0%
7	120.0	45.5	1.9	130.2	5.0	0.0%
8	120.0	45.3	1.7	150.9	5.0	0.0%
9	120.0	45.2	1.9	123.4	5.0	0.0%
10	120.0	44.7	1.8	115.6	4.0	0.0%
Average:	**120.0**	**44.9**	**1.8**	**130.1**	**5.0**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	21.3	0.9	74.5	3.0	0.0%
2	120.0	22.5	1.0	72.3	3.0	0.0%
3	120.0	16.1	0.7	64.8	3.0	0.0%
4	120.0	19.4	0.9	76.7	3.0	0.0%
5	120.0	16.9	0.8	67.3	3.0	0.0%
6	120.0	19.4	0.9	72.9	3.0	0.0%
7	120.0	17.5	0.8	68.9	3.0	0.0%
8	120.0	18.1	0.8	72.0	3.0	0.0%
9	120.0	18.3	0.8	71.7	3.0	0.0%
10	120.0	21.3	1.0	73.7	3.0	0.0%
Average:	**120.0**	**19.1**	**0.9**	**71.5**	**3.0**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	97.3	3.6	265.7	9.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	87.9	3.3	237.2	9.0	0.0%
3	120.0	85.3	3.2	229.9	9.0	0.0%
4	120.0	88.4	3.3	223.0	8.0	0.0%
5	120.0	95.8	3.5	265.5	9.0	0.0%
6	120.0	86.7	3.3	243.3	9.0	0.0%
7	120.0	80.6	3.1	231.0	8.0	0.0%
8	120.0	84.5	3.2	241.0	9.0	0.0%
9	120.0	91.6	3.4	243.6	9.0	0.0%
10	120.0	101.3	3.8	261.0	9.0	0.0%
Average:	**120.0**	**89.9**	**3.4**	**244.1**	**8.8**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	82.7	3.3	226.4	9.0	0.0%
2	120.0	86.9	3.3	235.6	9.0	0.0%
3	120.0	81.0	3.2	234.0	9.0	0.0%
4	120.0	84.8	3.3	258.8	9.0	0.0%
5	120.0	88.6	3.4	247.7	9.0	0.0%
6	120.0	78.3	2.9	227.5	8.0	0.0%
7	120.0	81.5	3.1	233.0	8.0	0.0%
8	120.0	85.5	3.2	243.6	9.0	0.0%
9	120.0	91.9	3.5	257.4	10.0	0.0%
10	120.0	92.4	3.5	242.5	9.0	0.0%
Average:	**120.0**	**85.4**	**3.3**	**240.7**	**8.9**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	67.9	2.7	191.9	7.0	0.0%
2	120.0	66.4	2.5	185.8	6.0	0.0%
3	120.0	54.6	2.1	151.9	6.0	0.0%
4	120.0	61.6	2.5	175.6	7.0	0.0%
5	120.0	58.9	2.4	142.3	5.0	0.0%
6	120.0	66.0	2.5	169.5	6.0	0.0%
7	120.0	65.5	2.5	169.8	6.0	0.0%
8	120.0	59.6	2.3	172.2	6.0	0.0%
9	120.0	63.9	2.5	173.0	6.0	0.0%
10	120.0	60.3	2.4	175.6	6.0	0.0%
Average:	**120.0**	**62.5**	**2.4**	**170.8**	**6.1**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	70.8	2.7	174.7	6.0	0.0%
2	120.0	67.6	2.7	174.2	7.0	0.0%
3	120.0	57.1	2.3	158.0	6.0	0.0%
4	120.0	65.0	2.5	165.7	6.0	0.0%
5	120.0	56.9	2.3	148.3	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
6	120.0	67.5	2.7	186.4	7.0	0.0%
7	120.0	60.1	2.4	151.3	6.0	0.0%
8	120.0	62.0	2.5	163.7	6.0	0.0%
9	120.0	58.2	2.3	167.9	6.0	0.0%
10	120.0	62.8	2.4	159.6	6.0	0.0%
Average:	**120.0**	**62.8**	**2.5**	**165.0**	**6.2**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	9.1	0.4	55.1	2.0	0.0%
2	120.0	7.5	0.4	40.1	2.0	0.0%
3	120.0	7.9	0.4	42.9	2.0	0.0%
4	120.0	7.2	0.4	45.5	2.0	0.0%
5	120.0	9.8	0.4	51.6	2.0	0.0%
6	120.0	5.9	0.3	41.9	2.0	0.0%
7	120.0	10.1	0.4	48.5	2.0	0.0%
8	120.0	7.8	0.4	44.9	2.0	0.0%
9	120.0	5.9	0.3	27.5	1.0	0.0%
10	120.0	9.2	0.4	47.6	2.0	0.0%
Average:	**120.0**	**8.0**	**0.4**	**44.6**	**1.9**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	65.2	2.6	191.7	7.0	0.0%
2	120.0	67.9	2.7	187.3	7.0	0.0%
3	120.0	66.9	2.6	202.2	7.0	0.0%
4	120.0	71.0	2.5	215.0	8.0	0.0%
5	120.0	64.8	2.5	180.3	7.0	0.0%
6	120.0	68.6	2.6	187.7	7.0	0.0%
7	120.0	62.7	2.4	190.4	7.0	0.0%
8	120.0	68.7	2.6	199.6	7.0	0.0%
9	120.0	69.9	2.6	202.0	7.0	0.0%
10	120.0	69.4	2.7	190.8	7.0	0.0%
Average:	**120.0**	**67.5**	**2.6**	**194.7**	**7.1**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	67.2	2.6	179.4	7.0	0.0%
2	120.0	67.9	2.7	196.3	7.0	0.0%
3	120.0	56.3	2.2	179.8	6.0	0.0%
4	120.0	64.9	2.6	196.0	7.0	0.0%
5	120.0	63.2	2.5	201.1	7.0	0.0%
6	120.0	63.9	2.5	172.8	6.0	0.0%
7	120.0	54.6	2.2	158.3	6.0	0.0%
8	120.0	68.9	2.7	200.6	7.0	0.0%
9	120.0	64.4	2.5	182.2	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Coors Blvd - Lane ID 78						
10	120.0	68.8	2.7	190.6	7.0	0.0%
Average:	**120.0**	**64.0**	**2.5**	**185.7**	**6.6**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	15.8	0.9	55.8	2.0	0.0%
2	120.0	32.7	1.3	93.3	3.0	0.0%
3	120.0	32.9	1.4	96.6	4.0	0.0%
4	120.0	36.5	1.6	98.3	4.0	0.0%
5	120.0	30.7	1.3	79.3	3.0	0.0%
6	120.0	29.8	1.3	79.2	3.0	0.0%
7	120.0	33.6	1.6	79.1	3.0	0.0%
8	120.0	33.6	1.4	89.5	4.0	0.0%
9	120.0	28.0	1.3	73.7	3.0	0.0%
10	120.0	33.5	1.4	90.0	3.0	0.0%
Average:	**120.0**	**30.7**	**1.4**	**83.5**	**3.2**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	9.0	0.3	61.9	2.0	0.0%
2	120.0	5.5	0.3	36.2	2.0	0.0%
3	120.0	4.1	0.2	25.0	1.0	0.0%
4	120.0	4.2	0.2	34.6	1.0	0.0%
5	120.0	4.7	0.2	27.9	1.0	0.0%
6	120.0	4.7	0.2	25.3	1.0	0.0%
7	120.0	5.0	0.2	23.9	1.0	0.0%
8	120.0	7.5	0.4	47.3	2.0	0.0%
9	120.0	3.5	0.2	21.0	1.0	0.0%
10	120.0	3.9	0.2	37.5	2.0	0.0%
Average:	**120.0**	**5.2**	**0.2**	**34.1**	**1.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	46.2	1.8	138.7	5.0	0.0%
2	120.0	47.2	1.9	153.7	5.0	0.0%
3	120.0	52.9	2.0	159.8	6.0	0.0%
4	120.0	48.3	1.9	158.4	6.0	0.0%
5	120.0	46.1	1.8	176.9	6.0	0.0%
6	120.0	46.9	1.9	150.1	6.0	0.0%
7	120.0	47.6	1.9	151.6	6.0	0.0%
8	120.0	46.5	1.8	161.5	6.0	0.0%
9	120.0	45.0	1.8	132.7	5.0	0.0%
10	120.0	47.4	1.9	147.3	5.0	0.0%
Average:	**120.0**	**47.4**	**1.9**	**153.1**	**5.6**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	46.5	1.9	139.1	5.0	0.0%
2	120.0	51.0	2.1	157.4	6.0	0.0%
3	120.0	49.7	2.0	140.9	5.0	0.0%
4	120.0	49.4	1.9	139.3	5.0	0.0%
5	120.0	42.9	1.7	155.5	6.0	0.0%
6	120.0	48.2	1.9	152.8	6.0	0.0%
7	120.0	44.2	1.8	144.0	5.0	0.0%
8	120.0	48.3	1.9	166.1	6.0	0.0%
9	120.0	40.8	1.7	133.8	5.0	0.0%
10	120.0	47.7	2.0	151.6	6.0	0.0%
Average:	**120.0**	**46.9**	**1.9**	**148.1**	**5.5**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	9.9	0.5	48.6	2.0	0.0%
2	120.0	9.7	0.5	48.5	2.0	0.0%
3	120.0	10.0	0.5	51.3	2.0	0.0%
4	120.0	5.6	0.4	19.6	1.0	0.0%
5	120.0	11.7	0.6	47.6	2.0	0.0%
6	120.0	7.1	0.4	40.9	2.0	0.0%
7	120.0	10.2	0.5	48.2	2.0	0.0%
8	120.0	12.1	0.6	65.5	2.0	0.0%
9	120.0	10.4	0.5	46.5	2.0	0.0%
10	120.0	10.8	0.5	49.1	2.0	0.0%
Average:	**120.0**	**9.8**	**0.5**	**46.6**	**1.9**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	0.8	0.1	0.7	0.0	0.0%
2	120.0	0.8	0.1	0.7	0.0	0.0%
3	120.0	1.4	0.1	16.4	1.0	0.0%
4	120.0	2.5	0.1	0.0	0.0	0.0%
5	120.0	2.0	0.1	0.8	0.0	0.0%
6	120.0	1.2	0.1	17.5	1.0	0.0%
7	120.0	2.4	0.1	16.7	1.0	0.0%
8	120.0	1.2	0.0	0.0	0.0	0.0%
9	120.0	1.0	0.1	0.8	0.0	0.0%
10	120.0	1.2	0.1	15.6	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**6.9**	**0.4**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	609.7	20.9	2,481.9	81.1	4.2%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
2	120.0	421.5	14.6	2,187.6	74.5	1.7%
3	120.0	383.4	13.0	2,169.5	73.3	3.3%
4	120.0	341.4	11.9	2,145.3	74.2	0.8%
5	120.0	406.7	14.4	2,131.6	77.1	3.3%
6	120.0	579.7	20.2	2,515.0	86.1	6.7%
7	120.0	448.8	15.3	2,459.8	82.1	3.3%
8	120.0	590.1	20.1	2,487.3	84.1	5.0%
9	120.0	438.2	14.9	2,134.7	74.1	2.5%
10	120.0	451.2	15.5	2,437.4	79.2	4.2%
Average:	**120.0**	**467.1**	**16.1**	**2,315.0**	**78.6**	**3.5%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	343.9	12.0	2,093.6	72.1	2.5%
2	120.0	397.8	13.9	2,188.8	73.4	2.5%
3	120.0	437.0	14.9	2,480.4	82.0	1.7%
4	120.0	494.9	17.0	2,394.6	80.1	3.3%
5	120.0	554.0	19.3	2,503.9	85.1	4.2%
6	120.0	334.6	11.6	2,109.9	76.1	0.0%
7	120.0	615.5	21.1	2,520.0	86.0	6.7%
8	120.0	364.5	12.4	2,026.9	65.1	0.0%
9	120.0	557.0	18.9	2,208.0	76.1	2.5%
10	120.0	493.2	17.0	2,203.2	75.2	1.7%
Average:	**120.0**	**459.2**	**15.8**	**2,272.9**	**77.1**	**2.5%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	3.0	0.2	18.0	1.0	0.0%
2	120.0	3.9	0.2	17.8	1.0	0.0%
3	120.0	7.1	0.3	41.1	2.0	0.0%
4	120.0	6.2	0.3	46.4	2.0	0.0%
5	120.0	3.5	0.2	18.0	1.0	0.0%
6	120.0	5.2	0.3	31.7	1.0	0.0%
7	120.0	5.1	0.2	19.5	1.0	0.0%
8	120.0	5.5	0.3	29.3	1.0	0.0%
9	120.0	5.0	0.2	18.0	1.0	0.0%
10	120.0	4.1	0.2	18.4	1.0	0.0%
Average:	**120.0**	**4.9**	**0.2**	**25.8**	**1.2**	**0.0%**
NB R on Unser Blvd - Lane ID 134						
1	120.0	159.7	5.9	347.2	13.0	24.2%
2	120.0	154.2	5.8	342.8	13.0	19.2%
3	120.0	180.5	6.7	352.5	13.0	29.2%
4	120.0	159.8	5.8	352.8	13.0	26.7%
5	120.0	100.7	3.8	331.3	12.0	10.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
6	120.0	166.7	6.1	349.8	13.0	27.5%
7	120.0	147.6	5.5	348.3	13.0	23.3%
8	120.0	158.0	5.8	350.3	13.0	21.7%
9	120.0	142.2	4.8	351.8	12.0	15.8%
10	120.0	145.3	5.3	348.0	13.0	17.5%
Average:	**120.0**	**151.5**	**5.6**	**347.5**	**12.8**	**21.5%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	134.6	5.0	342.1	13.0	14.2%
2	120.0	129.6	4.7	338.7	12.0	10.8%
3	120.0	149.6	5.3	350.7	12.0	14.2%
4	120.0	124.8	4.6	334.4	12.0	12.5%
5	120.0	81.2	3.1	329.3	11.0	7.5%
6	120.0	138.9	5.1	339.9	12.0	10.8%
7	120.0	104.9	3.9	214.4	8.0	3.3%
8	120.0	119.6	4.4	338.8	12.0	7.5%
9	120.0	113.0	4.2	343.8	12.0	7.5%
10	120.0	125.0	4.6	334.2	12.0	10.8%
Average:	**120.0**	**122.1**	**4.5**	**326.6**	**11.6**	**9.9%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	3.3	0.2	18.3	1.0	0.0%
2	120.0	2.5	0.1	19.3	1.0	0.0%
3	120.0	3.4	0.2	16.9	1.0	0.0%
4	120.0	3.0	0.2	18.0	1.0	0.0%
5	120.0	4.5	0.2	20.9	1.0	0.0%
6	120.0	1.9	0.1	17.2	1.0	0.0%
7	120.0	3.6	0.2	20.2	1.0	0.0%
8	120.0	2.9	0.2	16.7	1.0	0.0%
9	120.0	3.9	0.2	18.1	1.0	0.0%
10	120.0	3.0	0.2	18.2	1.0	0.0%
Average:	**120.0**	**3.2**	**0.2**	**18.4**	**1.0**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	13.4	0.5	49.3	2.0	0.0%
2	120.0	8.5	0.4	40.8	1.0	0.0%
3	120.0	12.4	0.7	47.6	2.0	0.0%
4	120.0	5.8	0.4	20.1	1.0	0.0%
5	120.0	9.2	0.5	44.4	2.0	0.0%
6	120.0	10.0	0.5	38.9	2.0	0.0%
7	120.0	8.8	0.5	36.0	2.0	0.0%
8	120.0	8.5	0.5	44.2	2.0	0.0%
9	120.0	12.2	0.6	49.9	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
10	120.0	7.9	0.4	37.0	2.0	0.0%
Average:	**120.0**	**9.7**	**0.5**	**40.8**	**1.8**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	368.6	13.3	1,696.0	61.0	12.5%
2	120.0	557.4	19.7	1,690.2	60.0	20.0%
3	120.0	395.4	14.8	1,693.4	60.1	13.3%
4	120.0	463.3	16.6	1,704.0	60.0	15.8%
5	120.0	469.2	17.1	1,698.8	59.0	15.8%
6	120.0	432.5	16.3	1,699.4	62.0	15.0%
7	120.0	489.0	18.3	1,693.6	62.0	15.8%
8	120.0	454.4	16.7	1,695.5	61.0	14.2%
9	120.0	569.8	21.0	1,704.1	62.0	22.5%
10	120.0	448.2	16.5	1,698.7	60.0	17.5%
Average:	**120.0**	**464.8**	**17.0**	**1,697.4**	**60.7**	**16.2%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	599.6	21.0	1,705.3	60.0	19.2%
2	120.0	502.9	17.9	1,696.1	61.0	18.3%
3	120.0	531.9	19.4	1,698.9	61.0	21.7%
4	120.0	562.8	19.8	1,703.6	58.0	20.0%
5	120.0	553.6	19.8	1,703.1	59.0	19.2%
6	120.0	552.5	20.2	1,694.4	62.0	17.5%
7	120.0	449.7	16.5	1,701.5	60.0	11.7%
8	120.0	506.1	18.4	1,701.0	62.0	19.2%
9	120.0	482.3	17.6	1,707.4	62.0	14.2%
10	120.0	483.9	17.7	1,702.4	61.0	13.3%
Average:	**120.0**	**522.5**	**18.8**	**1,701.4**	**60.6**	**17.4%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	20.1	0.9	90.2	3.0	0.0%
2	120.0	16.4	0.7	73.1	3.0	0.0%
3	120.0	19.1	0.9	100.0	4.0	0.0%
4	120.0	18.1	0.8	75.3	3.0	0.0%
5	120.0	19.8	0.9	92.7	4.0	0.0%
6	120.0	22.8	0.9	100.9	4.0	0.0%
7	120.0	22.2	0.9	102.5	4.0	0.0%
8	120.0	24.0	1.0	102.7	4.0	0.0%
9	120.0	16.9	0.7	72.4	3.0	0.0%
10	120.0	20.7	0.9	84.1	3.0	0.0%
Average:	**120.0**	**20.0**	**0.9**	**89.4**	**3.5**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Unser Blvd - Lane ID 190						
1	120.0	2.8	0.1	17.5	1.0	0.0%
2	120.0	4.4	0.2	17.2	1.0	0.0%
3	120.0	3.1	0.2	17.2	1.0	0.0%
4	120.0	3.7	0.2	18.7	1.0	0.0%
5	120.0	4.6	0.2	38.0	1.0	0.0%
6	120.0	2.9	0.2	18.1	1.0	0.0%
7	120.0	5.1	0.3	32.3	1.0	0.0%
8	120.0	4.3	0.2	21.9	1.0	0.0%
9	120.0	2.4	0.1	15.7	1.0	0.0%
10	120.0	3.5	0.2	18.4	1.0	0.0%
Average:	**120.0**	**3.7**	**0.2**	**21.5**	**1.0**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	714.7	24.7	1,697.6	60.0	28.3%
2	120.0	774.9	25.4	1,701.7	57.0	27.5%
3	120.0	749.1	25.8	1,699.9	59.0	27.5%
4	120.0	717.0	24.6	1,700.3	59.0	24.2%
5	120.0	706.4	24.1	1,701.5	59.0	28.3%
6	120.0	762.8	27.5	1,700.7	62.0	29.2%
7	120.0	666.0	23.1	1,697.5	59.0	22.5%
8	120.0	739.2	25.5	1,699.2	59.1	25.0%
9	120.0	693.4	23.9	1,701.5	59.1	25.8%
10	120.0	602.4	20.8	1,703.2	62.1	22.5%
Average:	**120.0**	**712.6**	**24.5**	**1,700.3**	**59.5**	**26.1%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	9.9	0.8	49.7	2.0	0.0%
2	120.0	19.4	0.9	75.7	3.0	0.0%
3	120.0	17.0	0.8	68.8	2.0	0.0%
4	120.0	19.0	0.9	74.0	3.0	0.0%
5	120.0	20.9	0.9	75.2	3.0	0.0%
6	120.0	17.3	0.9	67.4	3.0	0.0%
7	120.0	19.4	0.9	66.4	2.0	0.0%
8	120.0	18.1	0.9	59.4	2.0	0.0%
9	120.0	19.6	1.0	52.8	3.0	0.0%
10	120.0	23.4	1.1	68.6	3.0	0.0%
Average:	**120.0**	**18.4**	**0.9**	**65.8**	**2.6**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	12.4	0.6	63.6	2.0	0.0%
2	120.0	17.2	0.9	68.9	3.0	0.0%
3	120.0	12.4	0.7	47.2	2.0	0.0%
4	120.0	17.6	0.9	83.9	3.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
5	120.0	20.6	1.0	71.2	3.0	0.0%
6	120.0	14.5	0.8	49.4	2.0	0.0%
7	120.0	17.6	0.9	57.7	2.0	0.0%
8	120.0	17.0	0.8	56.1	2.0	0.0%
9	120.0	14.9	0.8	66.6	3.0	0.0%
10	120.0	18.1	0.9	76.7	3.0	0.0%
Average:	**120.0**	**16.2**	**0.8**	**64.1**	**2.5**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	49.5	2.0	202.2	7.0	0.0%
2	120.0	45.3	1.8	183.1	7.0	0.0%
3	120.0	37.8	1.6	166.8	6.0	0.0%
4	120.0	38.7	1.5	182.1	7.0	0.0%
5	120.0	39.5	1.6	148.8	6.0	0.0%
6	120.0	37.0	1.5	163.0	6.0	0.0%
7	120.0	36.9	1.5	144.0	6.0	0.0%
8	120.0	43.5	1.7	185.4	7.0	0.0%
9	120.0	36.7	1.5	148.1	6.0	0.0%
10	120.0	48.0	1.9	169.7	7.0	0.0%
Average:	**120.0**	**41.3**	**1.7**	**169.3**	**6.5**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	42.2	1.6	156.2	5.0	0.0%
2	120.0	31.8	1.3	130.7	5.0	0.0%
3	120.0	25.4	1.0	124.4	5.0	0.0%
4	120.0	25.0	1.0	125.4	5.0	0.0%
5	120.0	27.5	1.1	128.8	5.0	0.0%
6	120.0	19.8	0.8	84.8	4.0	0.0%
7	120.0	27.1	1.1	106.0	4.0	0.0%
8	120.0	34.5	1.4	167.8	6.0	0.0%
9	120.0	29.0	1.1	138.4	5.0	0.0%
10	120.0	34.7	1.4	132.3	5.0	0.0%
Average:	**120.0**	**29.7**	**1.2**	**129.5**	**4.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	27.9	1.2	122.1	5.0	0.0%
2	120.0	26.0	1.1	118.4	4.0	0.0%
3	120.0	27.0	1.1	107.1	4.0	0.0%
4	120.0	26.9	1.0	161.0	5.0	0.0%
5	120.0	23.6	1.0	106.3	4.0	0.0%
6	120.0	21.3	0.9	118.4	4.0	0.0%
7	120.0	25.1	1.1	115.8	4.0	0.0%
8	120.0	24.7	1.0	116.8	5.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
9	120.0	25.3	1.1	131.1	5.0	0.0%
10	120.0	29.9	1.2	130.2	5.0	0.0%
Average:	**120.0**	**25.8**	**1.1**	**122.7**	**4.5**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	41.6	8.6	29.3	56.8	10
NB T	23	98th Street	11.3	1.1	9.6	12.8	10
NB L	108	98th Street	33.8	3.0	28.5	37.2	10
NB T	109	98th Street	9.8	1.2	7.5	11.8	10
SB T	118	98th Street	9.8	2.5	6.2	14.5	10
SB L	124	98th Street	420.9	139.7	259.6	607.1	10
NB R	192	98th Street	28.6	4.3	22.3	36.2	10
NB R	193	98th Street	29.3	3.9	24.0	34.4	10
SB L	194	98th Street	439.0	186.1	176.4	678.4	10
SB T	195	98th Street	83.8	53.9	27.0	185.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	19.1	2.7	15.4	22.3	10
WB L	116	Dennis Chavez Blvd	5.6	1.6	3.2	8.4	10
WB R	117	Dennis Chavez Blvd	4.2	1.1	3.3	6.4	10
EB T	125	Dennis Chavez Blvd	176.9	48.3	121.5	283.4	10
EB R	126	Dennis Chavez Blvd	0.7	0.3	0.1	1.2	10
EB L	130	Dennis Chavez Blvd	11.7	1.8	8.1	13.5	10
EB T	140	Dennis Chavez Blvd	164.4	44.1	100.8	236.7	10
WB T	142	Dennis Chavez Blvd	19.9	3.0	16.2	25.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	949.5	42.9	878.5	1,012.6	10
SB LTR	204	Condershire Dr	73.7	24.5	37.3	118.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	118.2	40.1	66.7	195.2	10
EB TR	150	Dennis Chavez Blvd	329.5	30.0	289.1	375.9	10
WB LT	167	Dennis Chavez Blvd	5.3	1.6	2.0	7.4	10
WB TR	168	Dennis Chavez Blvd	0.8	0.8	0.0	2.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	89.9	6.5	80.6	101.3	10
NB T	41	Coors Blvd	85.4	4.7	78.3	92.4	10
SB T	78	Coors Blvd	64.0	5.0	54.6	68.9	10
SB R	79	Coors Blvd	8.0	1.5	5.9	10.1	10
NB R	90	Coors Blvd	19.1	2.1	16.1	22.5	10
NB L	92	Coors Blvd	44.9	3.7	38.4	50.8	10
SB L	131	Coors Blvd	62.5	4.2	54.6	67.9	10
SB T	132	Coors Blvd	67.5	2.6	62.7	71.0	10
NB L	201	Coors Blvd	44.6	4.6	35.9	51.2	10
SB L	202	Coors Blvd	62.8	4.8	56.9	70.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	47.4	2.1	45.0	52.9	10
EB L	46	Dennis Chavez Blvd	13.5	2.7	7.9	16.9	10
EB T	47	Dennis Chavez Blvd	324.2	36.5	268.0	389.6	10
EB T	48	Dennis Chavez Blvd	486.0	44.4	440.6	552.5	10
EB R	54	Dennis Chavez Blvd	6.4	2.0	3.4	10.5	10
WB R	83	Dennis Chavez Blvd	5.2	1.7	3.5	9.0	10
WB T	84	Dennis Chavez Blvd	46.9	3.3	40.8	51.0	10
EB L	197	Dennis Chavez Blvd	20.7	3.2	17.1	25.4	10
WB L	199	Dennis Chavez Blvd	30.7	5.7	15.8	36.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	18.4	3.5	9.9	23.4	10
WB R	95	Dennis Chavez Blvd	41.3	4.9	36.7	49.5	10
EB L	96	Dennis Chavez Blvd	9.8	2.0	5.6	12.1	10
EB T	97	Dennis Chavez Blvd	459.2	98.6	334.6	615.5	10
EB T	147	Dennis Chavez Blvd	467.1	93.2	341.4	609.7	10
WB T	148	Dennis Chavez Blvd	29.7	6.3	19.8	42.2	10
WB T	173	Dennis Chavez Blvd	25.8	2.4	21.3	29.9	10
EB R	174	Dennis Chavez Blvd	1.5	0.6	0.8	2.5	10
WB L	175	Dennis Chavez Blvd	16.2	2.6	12.4	20.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	712.6	50.8	602.4	774.9	10
SB L	105	Unser Blvd	464.8	63.0	368.6	569.8	10
NB L	133	Unser Blvd	4.9	1.3	3.0	7.1	10
NB R	134	Unser Blvd	151.5	21.0	100.7	180.5	10
NB T	177	Unser Blvd	3.2	0.7	1.9	4.5	10
NB T	179	Unser Blvd	9.7	2.3	5.8	13.4	10
NB R	181	Unser Blvd	122.1	19.2	81.2	149.6	10
SB L	189	Unser Blvd	522.5	45.4	449.7	599.6	10
SB T	190	Unser Blvd	3.7	0.9	2.4	5.1	10
SB R	191	Unser Blvd	20.0	2.5	16.4	24.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	1.7	0.3	1.2	2.2	10
NB T	23	98th Street	0.6	0.1	0.5	0.7	10
NB L	108	98th Street	1.4	0.1	1.2	1.6	10
NB T	109	98th Street	0.5	0.1	0.4	0.6	10
SB T	118	98th Street	0.5	0.1	0.3	0.6	10
SB L	124	98th Street	14.6	4.8	7.9	20.7	10
NB R	192	98th Street	1.2	0.2	1.0	1.4	10
NB R	193	98th Street	1.3	0.2	1.1	1.5	10
SB L	194	98th Street	15.4	6.2	6.6	24.5	10
SB T	195	98th Street	3.1	1.9	1.1	6.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
WB L	116	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
WB R	117	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
EB T	125	Dennis Chavez Blvd	6.3	1.6	4.3	9.9	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB L	130	Dennis Chavez Blvd	0.6	0.1	0.4	0.7	10
EB T	140	Dennis Chavez Blvd	5.9	1.5	3.8	8.3	10
WB T	142	Dennis Chavez Blvd	0.8	0.1	0.7	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	33.0	1.1	30.7	34.7	10
SB LTR	204	Condershire Dr	2.7	0.9	1.3	4.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	4.0	1.4	2.2	6.7	10
EB TR	150	Dennis Chavez Blvd	11.1	1.0	9.9	12.6	10
WB LT	167	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	3.4	0.2	3.1	3.8	10
NB T	41	Coors Blvd	3.3	0.2	2.9	3.5	10
SB T	78	Coors Blvd	2.5	0.2	2.2	2.7	10
SB R	79	Coors Blvd	0.4	0.0	0.3	0.4	10
NB R	90	Coors Blvd	0.9	0.1	0.7	1.0	10
NB L	92	Coors Blvd	1.8	0.2	1.6	2.1	10
SB L	131	Coors Blvd	2.4	0.2	2.1	2.7	10
SB T	132	Coors Blvd	2.6	0.1	2.4	2.7	10
NB L	201	Coors Blvd	1.8	0.1	1.6	2.0	10
SB L	202	Coors Blvd	2.5	0.2	2.3	2.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1.9	0.1	1.8	2.0	10
EB L	46	Dennis Chavez Blvd	0.6	0.1	0.4	0.7	10
EB T	47	Dennis Chavez Blvd	11.3	1.2	9.5	13.6	10
EB T	48	Dennis Chavez Blvd	16.7	1.6	15.1	18.9	10
EB R	54	Dennis Chavez Blvd	0.2	0.1	0.1	0.4	10
WB R	83	Dennis Chavez Blvd	0.2	0.1	0.2	0.4	10
WB T	84	Dennis Chavez Blvd	1.9	0.1	1.7	2.1	10
EB L	197	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10
WB L	199	Dennis Chavez Blvd	1.4	0.2	0.9	1.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10
WB R	95	Dennis Chavez Blvd	1.7	0.2	1.5	2.0	10
EB L	96	Dennis Chavez Blvd	0.5	0.1	0.4	0.6	10
EB T	97	Dennis Chavez Blvd	15.8	3.3	11.6	21.1	10
EB T	147	Dennis Chavez Blvd	16.1	3.2	11.9	20.9	10
WB T	148	Dennis Chavez Blvd	1.2	0.2	0.8	1.6	10
WB T	173	Dennis Chavez Blvd	1.1	0.1	0.9	1.2	10
EB R	174	Dennis Chavez Blvd	0.1	0.0	0.0	0.1	10
WB L	175	Dennis Chavez Blvd	0.8	0.1	0.6	1.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	24.5	1.8	20.8	27.5	10
SB L	105	Unser Blvd	17.0	2.2	13.3	21.0	10
NB L	133	Unser Blvd	0.2	0.1	0.2	0.3	10
NB R	134	Unser Blvd	5.6	0.8	3.8	6.7	10
NB T	177	Unser Blvd	0.2	0.0	0.1	0.2	10
NB T	179	Unser Blvd	0.5	0.1	0.4	0.7	10
NB R	181	Unser Blvd	4.5	0.6	3.1	5.3	10
SB L	189	Unser Blvd	18.8	1.4	16.5	21.0	10
SB T	190	Unser Blvd	0.2	0.1	0.1	0.3	10
SB R	191	Unser Blvd	0.9	0.1	0.7	1.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	138.6	18.0	110.0	167.4	10
NB T	23	98th Street	46.2	3.4	41.1	51.2	10
NB L	108	98th Street	97.2	8.0	85.6	106.2	10
NB T	109	98th Street	40.5	8.5	20.2	48.0	10
SB T	118	98th Street	43.5	13.5	25.6	74.3	10
SB L	124	98th Street	890.8	355.5	390.3	1,164.7	10
NB R	192	98th Street	89.0	16.2	65.8	111.9	10
NB R	193	98th Street	91.0	16.7	73.5	131.7	10
SB L	194	98th Street	923.6	336.1	367.9	1,169.1	10
SB T	195	98th Street	415.7	223.7	165.5	800.5	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	112.5	13.4	97.7	134.3	10
WB L	116	Dennis Chavez Blvd	32.7	11.3	17.6	48.0	10
WB R	117	Dennis Chavez Blvd	29.8	11.9	19.6	48.1	10
EB T	125	Dennis Chavez Blvd	884.7	320.8	448.0	1,527.6	10
EB R	126	Dennis Chavez Blvd	1.2	3.3	0.0	10.6	10
EB L	130	Dennis Chavez Blvd	56.6	11.4	44.1	74.3	10
EB T	140	Dennis Chavez Blvd	723.8	424.4	363.2	1,588.8	10
WB T	142	Dennis Chavez Blvd	111.9	11.3	98.3	132.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1,147.2	5.4	1,134.8	1,156.9	10
SB LTR	204	Condershire Dr	130.5	9.5	107.6	139.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	880.0	511.6	454.2	2,024.1	10
EB TR	150	Dennis Chavez Blvd	1,649.6	308.8	1,147.2	2,036.2	10
WB LT	167	Dennis Chavez Blvd	34.2	11.7	7.1	51.6	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	244.1	15.2	223.0	265.7	10
NB T	41	Coors Blvd	240.7	11.4	226.4	258.8	10
SB T	78	Coors Blvd	185.7	13.8	158.3	201.1	10
SB R	79	Coors Blvd	44.6	7.5	27.5	55.1	10
NB R	90	Coors Blvd	71.5	3.5	64.8	76.7	10
NB L	92	Coors Blvd	130.1	11.7	115.6	150.9	10
SB L	131	Coors Blvd	170.8	14.5	142.3	191.9	10
SB T	132	Coors Blvd	194.7	10.0	180.3	215.0	10
NB L	201	Coors Blvd	128.3	13.0	107.8	145.8	10
SB L	202	Coors Blvd	165.0	11.5	148.3	186.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	153.1	12.4	132.7	176.9	10
EB L	46	Dennis Chavez Blvd	69.1	13.0	45.4	94.6	10
EB T	47	Dennis Chavez Blvd	1,681.0	778.5	670.1	2,859.5	10
EB T	48	Dennis Chavez Blvd	2,869.5	12.6	2,841.9	2,883.3	10
EB R	54	Dennis Chavez Blvd	49.5	4.1	39.3	53.3	10
WB R	83	Dennis Chavez Blvd	34.1	12.6	21.0	61.9	10
WB T	84	Dennis Chavez Blvd	148.1	10.2	133.8	166.1	10
EB L	197	Dennis Chavez Blvd	86.6	14.1	74.7	112.9	10
WB L	199	Dennis Chavez Blvd	83.5	12.8	55.8	98.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	65.8	9.1	49.7	75.7	10
WB R	95	Dennis Chavez Blvd	169.3	19.0	144.0	202.2	10
EB L	96	Dennis Chavez Blvd	46.6	11.3	19.6	65.5	10
EB T	97	Dennis Chavez Blvd	2,272.9	184.9	2,026.9	2,520.0	10
EB T	147	Dennis Chavez Blvd	2,315.0	171.9	2,131.6	2,515.0	10
WB T	148	Dennis Chavez Blvd	129.5	23.2	84.8	167.8	10
WB T	173	Dennis Chavez Blvd	122.7	15.7	106.3	161.0	10
EB R	174	Dennis Chavez Blvd	6.9	8.3	0.0	17.5	10
WB L	175	Dennis Chavez Blvd	64.1	11.7	47.2	83.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1,700.3	1.8	1,697.5	1,703.2	10
SB L	105	Unser Blvd	1,697.4	4.5	1,690.2	1,704.1	10
NB L	133	Unser Blvd	25.8	10.8	17.8	46.4	10
NB R	134	Unser Blvd	347.5	6.4	331.3	352.8	10
NB T	177	Unser Blvd	18.4	1.4	16.7	20.9	10
NB T	179	Unser Blvd	40.8	8.8	20.1	49.9	10
NB R	181	Unser Blvd	326.6	39.9	214.4	350.7	10
SB L	189	Unser Blvd	1,701.4	4.0	1,694.4	1,707.4	10
SB T	190	Unser Blvd	21.5	7.5	15.7	38.0	10
SB R	191	Unser Blvd	89.4	12.4	72.4	102.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	5.0	0.7	4.0	6.0	10
NB T	23	98th Street	2.0	0.0	2.0	2.0	10
NB L	108	98th Street	3.6	0.5	3.0	4.0	10
NB T	109	98th Street	1.8	0.4	1.0	2.0	10
SB T	118	98th Street	1.8	0.4	1.0	2.0	10
SB L	124	98th Street	30.5	12.2	11.0	41.0	10
NB R	192	98th Street	3.4	0.5	3.0	4.0	10
NB R	193	98th Street	3.5	0.7	3.0	5.0	10
SB L	194	98th Street	32.0	11.3	13.0	45.0	10
SB T	195	98th Street	14.8	7.9	7.0	29.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	4.4	0.5	4.0	5.0	10
WB L	116	Dennis Chavez Blvd	1.7	0.5	1.0	2.0	10
WB R	117	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
EB T	125	Dennis Chavez Blvd	30.7	11.0	16.0	52.1	10
EB R	126	Dennis Chavez Blvd	0.1	0.3	0.0	1.0	10
EB L	130	Dennis Chavez Blvd	2.3	0.5	2.0	3.0	10
EB T	140	Dennis Chavez Blvd	25.0	14.4	13.0	56.0	10
WB T	142	Dennis Chavez Blvd	4.2	0.4	4.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	40.6	1.3	38.0	43.0	10
SB LTR	204	Condershire Dr	4.8	0.6	3.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	30.0	17.4	16.1	68.1	10
EB TR	150	Dennis Chavez Blvd	55.0	9.5	40.1	67.0	10
WB LT	167	Dennis Chavez Blvd	1.9	0.3	1.0	2.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	8.8	0.4	8.0	9.0	10
NB T	41	Coors Blvd	8.9	0.6	8.0	10.0	10
SB T	78	Coors Blvd	6.6	0.5	6.0	7.0	10
SB R	79	Coors Blvd	1.9	0.3	1.0	2.0	10
NB R	90	Coors Blvd	3.0	0.0	3.0	3.0	10
NB L	92	Coors Blvd	5.0	0.5	4.0	6.0	10
SB L	131	Coors Blvd	6.1	0.6	5.0	7.0	10
SB T	132	Coors Blvd	7.1	0.3	7.0	8.0	10
NB L	201	Coors Blvd	4.5	0.5	4.0	5.0	10
SB L	202	Coors Blvd	6.2	0.4	6.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	5.6	0.5	5.0	6.0	10
EB L	46	Dennis Chavez Blvd	2.6	0.5	2.0	3.0	10
EB T	47	Dennis Chavez Blvd	56.6	25.3	24.6	97.0	10
EB T	48	Dennis Chavez Blvd	95.2	1.5	93.0	97.0	10
EB R	54	Dennis Chavez Blvd	1.1	0.3	1.0	2.0	10
WB R	83	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
WB T	84	Dennis Chavez Blvd	5.5	0.5	5.0	6.0	10
EB L	197	Dennis Chavez Blvd	3.3	0.5	3.0	4.0	10
WB L	199	Dennis Chavez Blvd	3.2	0.6	2.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	2.6	0.5	2.0	3.0	10
WB R	95	Dennis Chavez Blvd	6.5	0.5	6.0	7.0	10
EB L	96	Dennis Chavez Blvd	1.9	0.3	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	77.1	6.4	65.1	86.0	10
EB T	147	Dennis Chavez Blvd	78.6	4.6	73.3	86.1	10
WB T	148	Dennis Chavez Blvd	4.9	0.6	4.0	6.0	10
WB T	173	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
EB R	174	Dennis Chavez Blvd	0.4	0.5	0.0	1.0	10
WB L	175	Dennis Chavez Blvd	2.5	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	59.5	1.5	57.0	62.1	10
SB L	105	Unser Blvd	60.7	1.1	59.0	62.0	10
NB L	133	Unser Blvd	1.2	0.4	1.0	2.0	10
NB R	134	Unser Blvd	12.8	0.4	12.0	13.0	10
NB T	177	Unser Blvd	1.0	0.0	1.0	1.0	10
NB T	179	Unser Blvd	1.8	0.4	1.0	2.0	10
NB R	181	Unser Blvd	11.6	1.3	8.0	13.0	10
SB L	189	Unser Blvd	60.6	1.3	58.0	62.0	10
SB T	190	Unser Blvd	1.0	0.0	1.0	1.0	10
SB R	191	Unser Blvd	3.5	0.5	3.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.2	0.2	0.0	0.4	10
NB R	192	98th Street	0.0	0.0	0.0	0.0	10
NB R	193	98th Street	0.0	0.0	0.0	0.0	10
SB L	194	98th Street	0.2	0.2	0.0	0.4	10
SB T	195	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.7	0.1	0.6	0.8	10
SB LTR	204	Condershire Dr	0.5	0.2	0.2	0.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.3	0.0	0.2	0.3	10
SB L	105	Unser Blvd	0.2	0.0	0.1	0.2	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.2	0.1	0.1	0.3	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.1	0.0	0.0	0.1	10
SB L	189	Unser Blvd	0.2	0.0	0.1	0.2	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,844.0	24.40	30.9	C
2	2,813.0	25.30	32.4	C
3	2,818.0	25.70	32.9	C
4	2,837.0	25.90	32.9	C
5	2,824.0	25.90	33.1	C
6	2,843.0	25.10	31.8	C
7	2,819.0	25.40	32.5	C
8	2,814.0	25.80	33.0	C
9	2,822.0	25.40	32.5	C
10	2,819.0	25.80	33.0	C
Average:	**2,825.3**	**25.47**	**32.5**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,551.0	15.90	16.2	B
2	3,585.0	16.60	16.6	B
3	3,553.0	17.00	17.2	B
4	3,559.0	17.30	17.5	B
5	3,549.0	17.50	17.7	B
6	3,559.0	17.60	17.8	B
7	3,569.0	17.40	17.6	B
8	3,564.0	17.10	17.2	B
9	3,555.0	17.80	18.0	B
10	3,574.0	17.90	18.0	B
Average:	**3,561.8**	**17.21**	**17.4**	**B**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	5,726.0	57.10	35.9	D
2	5,759.0	57.70	36.1	D
3	5,728.0	57.40	36.1	D
4	5,716.0	57.80	36.4	D
5	5,721.0	57.80	36.4	D
6	5,740.0	56.10	35.2	D
7	5,695.0	54.90	34.7	C
8	5,726.0	56.10	35.3	D

9	5,711.0	56.80	35.8	D
10	5,696.0	56.90	36.0	D
Average:	**5,721.8**	**56.86**	**35.8**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,847.0	43.00	40.2	D
2	3,892.0	43.40	40.2	D
3	3,849.0	45.30	42.4	D
4	3,861.0	44.70	41.6	D
5	3,854.0	45.80	42.8	D
6	3,874.0	45.10	42.0	D
7	3,836.0	44.00	41.3	D
8	3,845.0	44.40	41.6	D
9	3,849.0	46.00	43.0	D
10	3,861.0	45.30	42.2	D
Average:	**3,856.8**	**44.70**	**41.7**	**D**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	25.5	0.5	24.4	25.9	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	17.2	0.6	15.9	17.9	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	56.9	0.9	54.9	57.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	44.7	1.0	43.0	46.0	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	32.5	0.7	30.9	33.1	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	17.4	0.6	16.2	18.0	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	35.8	0.6	34.7	36.4	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	41.7	1.0	40.2	43.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	97.0	1.00	37.4	D
2	103.0	14.00	490.7	F
3	93.0	12.70	490.0	F
4	93.0	1.00	38.8	D
5	94.0	14.30	547.0	F
6	90.0	1.00	39.5	D
7	103.0	12.30	431.0	F
8	82.0	0.70	31.1	C
9	85.0	0.80	33.2	C
10	95.0	7.90	299.8	F
Average:	**93.5**	**6.57**	**243.8**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	69.0	0.40	19.7	B
2	73.0	9.80	485.4	F
3	66.0	8.40	459.5	F
4	66.0	0.30	17.9	B
5	64.0	9.40	528.6	F
6	63.0	0.50	28.0	C
7	71.0	8.10	410.8	F
8	57.0	0.50	34.6	C
9	58.0	0.40	25.8	C
10	67.0	4.60	246.5	F
Average:	**65.4**	**4.24**	**225.7**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	225.0	17.30	276.3	F
2	232.0	38.10	590.5	F
3	214.0	34.40	578.6	F
4	210.0	16.30	280.3	F
5	200.0	35.40	637.6	F
6	197.0	20.00	365.2	F
7	226.0	33.10	527.3	F
8	179.0	13.60	272.9	F
9	191.0	16.60	313.0	F
10	216.0	16.70	278.8	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**209.0**	**24.15**	**412.0**	**F**
NB L on 98th Street: Superlink ID 12				
1	77.0	1.50	71.9	E
2	76.0	1.80	86.7	F
3	94.0	1.70	66.5	E
4	71.0	1.20	58.7	E
5	76.0	1.80	83.2	F
6	86.0	1.20	48.6	D
7	99.0	0.90	34.2	C
8	74.0	1.30	63.0	E
9	69.0	2.30	118.8	F
10	83.0	1.80	78.4	E
Average:	**80.5**	**1.55**	**71.0**	**E**
NB R on 98th Street: Superlink ID 12				
1	112.0	11.90	383.3	F
2	103.0	12.70	443.5	F
3	126.0	13.80	393.8	F
4	93.0	8.20	316.9	F
5	100.0	13.10	471.5	F
6	117.0	6.40	197.8	F
7	148.0	9.30	226.0	F
8	96.0	8.10	303.1	F
9	82.0	10.50	462.2	F
10	103.0	10.60	369.1	F
Average:	**108.0**	**10.46**	**356.7**	**F**
NB T on 98th Street: Superlink ID 12				
1	185.0	3.90	76.3	E
2	175.0	4.90	100.5	F
3	221.0	4.70	77.1	E
4	168.0	3.30	70.5	E
5	174.0	4.60	94.7	F
6	198.0	2.20	40.2	D
7	236.0	2.30	34.3	C
8	166.0	2.10	46.6	D
9	158.0	5.60	128.0	F
10	195.0	4.70	86.0	F
Average:	**187.6**	**3.83**	**75.4**	**E**
SB L on 98th Street: Superlink ID 2				
1	133.0	18.10	490.3	F
2	106.0	8.70	296.4	F
3	105.0	21.70	745.6	F

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	143.0	14.40	363.2	F
5	125.0	25.60	736.9	F
6	126.0	19.90	567.6	F
7	128.0	21.50	604.7	F
8	128.0	20.90	587.2	F
9	122.0	18.90	558.2	F
10	136.0	16.00	423.9	F
Average:	**125.2**	**18.57**	**537.4**	**F**
SB R on 98th Street: Superlink ID 2				
1	84.0	0.80	34.6	C
2	68.0	0.50	27.8	C
3	70.0	0.70	34.6	C
4	76.0	0.40	20.4	C
5	92.0	0.80	32.2	C
6	74.0	0.50	24.9	C
7	83.0	0.70	29.5	C
8	88.0	1.20	48.0	D
9	90.0	0.90	35.7	D
10	85.0	1.60	65.7	E
Average:	**81.0**	**0.81**	**35.3**	**D**
SB T on 98th Street: Superlink ID 2				
1	267.0	6.10	82.5	F
2	215.0	2.90	48.8	D
3	229.0	4.40	68.6	E
4	244.0	3.80	56.1	E
5	319.0	5.70	64.5	E
6	242.0	4.00	60.1	E
7	274.0	5.50	72.4	E
8	291.0	7.00	86.4	F
9	325.0	7.70	85.4	F
10	274.0	10.50	137.4	F
Average:	**268.0**	**5.76**	**76.2**	**E**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	154.0	1.00	23.2	C
2	161.0	1.10	23.8	C
3	158.0	1.00	22.0	C
4	161.0	1.00	21.5	C
5	158.0	1.10	24.1	C
6	154.0	1.00	23.5	C
7	159.0	1.10	24.0	C
8	162.0	1.00	21.4	C
9	161.0	0.90	20.1	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	150.0	0.90	21.0	C
Average:	**157.8**	**1.01**	**22.5**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	388.0	1.10	10.4	B
2	383.0	0.90	8.9	A
3	385.0	1.10	9.9	A
4	382.0	1.00	9.7	A
5	383.0	0.90	8.2	A
6	385.0	0.90	8.3	A
7	378.0	1.20	11.1	B
8	387.0	1.10	10.5	B
9	385.0	1.00	8.9	A
10	379.0	1.00	9.2	A
Average:	**383.5**	**1.02**	**9.5**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	429.0	2.20	18.1	B
2	436.0	2.20	18.3	B
3	435.0	2.10	17.7	B
4	431.0	2.30	18.9	B
5	434.0	2.30	18.9	B
6	432.0	2.20	18.1	B
7	431.0	2.40	19.8	B
8	434.0	2.00	16.8	B
9	433.0	2.10	17.2	B
10	429.0	2.20	18.6	B
Average:	**432.4**	**2.20**	**18.2**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on Dennis Chavez Blvd: Superlink ID 5				
1	344.0	0.20	1.7	A
2	330.0	0.20	2.1	A
3	339.0	0.30	2.8	A
4	341.0	0.20	1.7	A
5	327.0	0.20	2.2	A
6	337.0	0.20	2.4	A
7	352.0	0.20	1.7	A
8	305.0	0.30	3.4	A
9	295.0	0.20	2.4	A
10	336.0	0.10	1.6	A
Average:	**330.6**	**0.21**	**2.2**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Dennis Chavez Blvd: Superlink ID 5				
1	415.0	0.10	0.7	A
2	427.0	0.10	1.1	A
3	443.0	0.10	1.2	A
4	413.0	0.20	1.4	A
5	411.0	0.10	1.2	A
6	448.0	0.20	1.6	A
7	430.0	0.10	1.0	A
8	406.0	0.10	1.1	A
9	408.0	0.20	2.2	A
10	420.0	0.10	0.8	A
Average:	**422.1**	**0.13**	**1.2**	**A**
NB LTR on Condershire Dr: Superlink ID 7				
1	52.0	16.70	1,156.4	F
2	49.0	12.80	939.3	F
3	63.0	18.60	1,064.4	F
4	62.0	21.90	1,273.0	F
5	54.0	17.60	1,174.0	F
6	54.0	14.00	932.9	F
7	48.0	16.30	1,222.0	F
8	53.0	14.10	957.8	F
9	55.0	16.90	1,106.2	F
10	59.0	22.70	1,385.6	F
Average:	**54.9**	**17.16**	**1,121.2**	**F**
SB LTR on Condershire Dr: Superlink ID 6				
1	42.0	2.90	248.4	F
2	37.0	2.80	270.5	F
3	45.0	2.20	172.5	F
4	43.0	3.10	262.2	F
5	40.0	2.30	206.8	F
6	40.0	3.50	311.4	F
7	38.0	1.80	167.5	F
8	37.0	2.40	234.1	F
9	47.0	3.00	227.8	F
10	43.0	4.20	350.3	F
Average:	**41.2**	**2.82**	**245.2**	**F**
WB LT on Dennis Chavez Blvd: Superlink ID 17				
1	757.0	0.40	1.9	A
2	811.0	0.20	0.9	A
3	756.0	0.30	1.5	A
4	798.0	0.30	1.5	A
5	759.0	0.40	1.8	A

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- UNSIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	759.0	0.40	1.7	A
7	775.0	0.40	1.7	A
8	773.0	0.30	1.6	A
9	756.0	0.30	1.4	A
10	768.0	0.30	1.6	A
Average:	**771.2**	**0.33**	**1.6**	**A**

WB TR on Dennis Chavez Blvd: Superlink ID 17

1	982.0	0.40	1.3	A
2	956.0	0.20	0.6	A
3	979.0	0.30	1.0	A
4	951.0	0.30	1.3	A
5	984.0	0.30	1.2	A
6	992.0	0.30	1.2	A
7	975.0	0.40	1.5	A
8	1,013.0	0.30	1.2	A
9	988.0	0.30	1.0	A
10	953.0	0.40	1.6	A
Average:	**977.3**	**0.32**	**1.2**	**A**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	120.0	0.90	26.9	C
2	111.0	1.00	32.8	C
3	122.0	1.10	32.3	C
4	113.0	1.00	31.5	C
5	113.0	0.90	29.5	C
6	119.0	1.10	34.6	C
7	121.0	1.10	31.7	C
8	112.0	1.00	32.5	C
9	107.0	1.00	34.5	C
10	117.0	1.10	33.6	C
Average:	**115.5**	**1.02**	**32.0**	**C**

EB R on Dennis Chavez Blvd: Superlink ID 17

1	309.0	1.20	13.6	B
2	315.0	1.30	15.3	B
3	321.0	1.30	14.7	B
4	300.0	1.00	12.2	B
5	295.0	1.10	13.3	B
6	305.0	1.20	14.3	B
7	315.0	1.20	14.1	B
8	287.0	1.10	14.1	B

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	296.0	1.20	14.6	B
10	318.0	1.50	16.5	B
Average:	**306.1**	**1.21**	**14.3**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	323.0	3.10	35.0	D
2	320.0	3.10	34.5	C
3	323.0	3.10	34.0	C
4	303.0	2.80	33.4	C
5	304.0	2.70	32.0	C
6	320.0	3.00	34.2	C
7	320.0	2.90	32.4	C
8	303.0	2.80	32.8	C
9	302.0	3.00	36.1	D
10	314.0	3.50	39.6	D
Average:	**313.2**	**3.00**	**34.4**	**C**
NB L on Coors Blvd: Superlink ID 18				
1	469.0	33.60	258.0	F
2	486.0	29.80	220.5	F
3	475.0	32.70	247.9	F
4	463.0	33.80	262.5	F
5	472.0	33.50	255.7	F
6	462.0	34.90	272.3	F
7	461.0	33.30	260.4	F
8	472.0	31.40	239.9	F
9	471.0	34.10	260.9	F
10	452.0	34.70	276.5	F
Average:	**468.3**	**33.18**	**255.5**	**F**
NB R on Coors Blvd: Superlink ID 18				
1	78.0	0.50	21.4	C
2	81.0	0.40	18.5	B
3	80.0	0.50	20.5	C
4	79.0	0.50	21.0	C
5	78.0	0.50	22.4	C
6	78.0	0.50	21.3	C
7	78.0	0.40	19.5	B
8	80.0	0.40	17.5	B
9	78.0	0.40	19.3	B
10	76.0	0.40	19.6	B
Average:	**78.6**	**0.45**	**20.1**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	768.0	11.20	52.5	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	787.0	7.80	35.6	D
3	771.0	9.30	43.3	D
4	774.0	9.80	45.4	D
5	749.0	8.50	40.9	D
6	759.0	9.80	46.4	D
7	767.0	9.60	45.2	D
8	766.0	8.70	40.7	D
9	770.0	9.60	45.0	D
10	740.0	9.20	44.8	D
Average:	**765.1**	**9.35**	**44.0**	**D**

SB L on Coors Blvd: Superlink ID 21

1	318.0	3.00	34.5	C
2	318.0	2.90	33.3	C
3	320.0	3.10	34.5	C
4	315.0	3.40	39.0	D
5	320.0	2.90	33.0	C
6	317.0	3.00	34.4	C
7	316.0	3.00	34.7	C
8	314.0	2.90	33.3	C
9	315.0	3.10	35.9	D
10	319.0	3.10	34.5	C
Average:	**317.2**	**3.04**	**34.7**	**C**

SB R on Coors Blvd: Superlink ID 21

1	400.0	2.30	20.6	C
2	402.0	2.50	22.0	C
3	395.0	2.40	21.6	C
4	405.0	2.40	21.5	C
5	400.0	2.20	19.7	B
6	405.0	2.40	20.9	C
7	404.0	2.30	20.8	C
8	397.0	2.30	20.8	C
9	401.0	2.30	21.1	C
10	403.0	2.50	22.1	C
Average:	**401.2**	**2.36**	**21.1**	**C**

SB T on Coors Blvd: Superlink ID 21

1	817.0	6.10	26.9	C
2	822.0	6.00	26.2	C
3	812.0	5.80	25.9	C
4	833.0	6.40	27.7	C
5	811.0	5.80	25.9	C
6	833.0	6.10	26.5	C
7	830.0	6.20	27.1	C

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	812.0	6.00	26.6	C
9	820.0	5.70	25.2	C
10	824.0	6.00	26.3	C
Average:	**821.4**	**6.01**	**26.4**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	114.0	4.30	135.0	F
2	112.0	4.00	128.9	F
3	111.0	4.30	138.6	F
4	114.0	4.10	128.1	F
5	114.0	4.20	132.5	F
6	119.0	4.10	122.7	F
7	119.0	4.20	126.6	F
8	118.0	4.30	131.4	F
9	113.0	4.30	138.1	F
10	112.0	4.20	134.7	F
Average:	**114.6**	**4.20**	**131.6**	**F**
WB R on Dennis Chavez Blvd: Superlink ID 11				
1	360.0	10.90	109.0	F
2	363.0	10.90	108.4	F
3	357.0	11.30	114.2	F
4	358.0	10.30	103.7	F
5	360.0	10.90	108.8	F
6	369.0	10.30	100.8	F
7	372.0	10.10	97.8	F
8	376.0	10.90	104.7	F
9	365.0	10.80	106.8	F
10	360.0	10.80	107.9	F
Average:	**364.0**	**10.72**	**106.2**	**F**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	880.0	57.70	235.9	F
2	893.0	57.70	232.4	F
3	877.0	58.40	239.9	F
4	871.0	57.20	236.5	F
5	886.0	57.60	233.9	F
6	896.0	56.40	226.5	F
7	893.0	56.00	225.8	F
8	917.0	59.20	232.3	F
9	879.0	56.80	232.6	F
10	875.0	58.90	242.3	F
Average:	**886.7**	**57.59**	**233.8**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	51.0	19.00	1,338.6	F
2	44.0	8.70	707.8	F
3	46.0	7.80	613.2	F
4	38.0	7.40	698.9	F
5	48.0	20.80	1,563.6	F
6	44.0	9.50	778.6	F
7	56.0	20.00	1,285.2	F
8	40.0	13.00	1,173.5	F
9	42.0	17.40	1,488.7	F
10	49.0	8.40	615.4	F
Average:	**45.8**	**13.20**	**1,026.4**	**F**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	14.0	3.60	929.0	F
2	11.0	0.00	7.6	A
3	10.0	0.00	15.7	B
4	13.0	0.10	18.6	B
5	10.0	3.00	1,066.2	F
6	11.0	0.20	53.3	D
7	16.0	3.90	888.0	F
8	10.0	2.70	978.6	F
9	10.0	2.80	991.9	F
10	12.0	0.00	9.0	A
Average:	**11.7**	**1.63**	**495.8**	**F**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	263.0	67.30	921.0	F
2	247.0	2.10	30.5	C
3	248.0	2.10	31.0	C
4	254.0	2.00	27.9	C
5	224.0	71.60	1,151.3	F
6	252.0	2.30	32.6	C
7	293.0	73.20	899.0	F
8	218.0	58.90	973.1	F
9	214.0	64.00	1,077.0	F
10	260.0	1.80	24.7	C
Average:	**247.3**	**34.53**	**516.8**	**F**
NB L on Unser Blvd: Superlink ID 23				
1	25.0	1.10	165.3	F
2	26.0	0.90	124.2	F
3	25.0	0.70	105.7	F
4	27.0	0.90	120.6	F
5	28.0	0.50	69.3	E

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	27.0	0.70	99.2	F
7	28.0	0.80	98.4	F
8	25.0	0.60	81.9	F
9	26.0	0.60	78.2	E
10	26.0	0.50	72.9	E
Average:	**26.3**	**0.73**	**101.6**	**F**
NB R on Unser Blvd: Superlink ID 23				
1	346.0	0.20	1.9	A
2	347.0	0.30	3.1	A
3	347.0	0.30	2.9	A
4	346.0	0.20	2.0	A
5	347.0	0.20	1.6	A
6	346.0	0.20	2.4	A
7	345.0	0.20	2.2	A
8	344.0	0.10	1.5	A
9	346.0	0.20	2.1	A
10	347.0	0.20	2.5	A
Average:	**346.1**	**0.21**	**2.2**	**A**
NB T on Unser Blvd: Superlink ID 23				
1	85.0	0.10	2.8	A
2	86.0	0.10	3.2	A
3	87.0	0.10	2.8	A
4	87.0	0.10	4.2	A
5	86.0	0.10	3.4	A
6	85.0	0.10	2.5	A
7	87.0	0.10	4.2	A
8	86.0	0.10	5.9	A
9	87.0	0.00	1.6	A
10	87.0	0.10	4.3	A
Average:	**86.3**	**0.09**	**3.5**	**A**
SB L on Unser Blvd: Superlink ID 4				
1	143.0	50.70	1,276.3	F
2	159.0	51.80	1,172.2	F
3	173.0	45.30	941.7	F
4	148.0	48.80	1,186.5	F
5	155.0	47.20	1,095.3	F
6	182.0	48.00	948.5	F
7	124.0	45.40	1,319.0	F
8	137.0	46.80	1,230.2	F
9	145.0	49.20	1,221.3	F
10	139.0	44.50	1,153.1	F
Average:	**150.5**	**47.77**	**1,154.4**	**F**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on Unser Blvd: Superlink ID 4				
1	67.0	6.90	371.3	F
2	65.0	6.20	345.9	F
3	77.0	6.20	291.6	F
4	61.0	6.00	352.9	F
5	68.0	7.40	389.3	F
6	59.0	5.60	342.2	F
7	59.0	8.00	488.5	F
8	69.0	7.20	374.6	F
9	62.0	6.10	356.2	F
10	62.0	7.20	416.6	F
Average:	**64.9**	**6.68**	**372.9**	**F**
SB T on Unser Blvd: Superlink ID 4				
1	202.0	30.70	546.3	F
2	176.0	24.20	495.1	F
3	205.0	23.80	417.9	F
4	186.0	26.80	518.0	F
5	175.0	25.20	518.3	F
6	146.0	20.40	503.4	F
7	176.0	28.60	584.5	F
8	209.0	31.10	535.4	F
9	169.0	25.70	547.8	F
10	166.0	25.00	542.9	F
Average:	**181.0**	**26.15**	**520.9**	**F**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	432.0	1.40	11.5	B
2	435.0	1.50	12.7	B
3	431.0	1.80	14.8	B
4	432.0	1.20	9.9	A
5	427.0	1.10	8.9	A
6	432.0	1.20	10.2	B
7	425.0	1.10	9.5	A
8	429.0	1.10	9.5	A
9	424.0	1.00	8.2	A
10	422.0	1.40	11.7	B
Average:	**428.9**	**1.28**	**10.7**	**B**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	480.0	0.20	1.4	A
2	481.0	0.30	2.4	A
3	472.0	0.30	2.0	A
4	479.0	0.40	2.7	A

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	477.0	0.30	2.4	A
6	478.0	0.20	1.4	A
7	481.0	0.30	2.1	A
8	483.0	0.60	4.2	A
9	476.0	0.20	1.9	A
10	471.0	0.40	3.3	A
Average:	**477.8**	**0.32**	**2.4**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	872.0	0.80	3.3	A
2	885.0	1.00	4.1	A
3	875.0	0.80	3.1	A
4	885.0	0.50	1.9	A
5	875.0	0.70	3.1	A
6	885.0	0.80	3.4	A
7	885.0	0.80	3.1	A
8	889.0	0.90	3.5	A
9	884.0	0.70	3.0	A
10	869.0	0.90	3.7	A
Average:	**880.4**	**0.79**	**3.2**	**A**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	6.6	6.2	0.7	14.3	10
EB R	Dennis Chavez Blvd	1	4.2	4.3	0.3	9.8	10
EB T	Dennis Chavez Blvd	1	24.2	9.8	13.6	38.1	10
NB L	98th Street	12	1.6	0.4	0.9	2.3	10
NB R	98th Street	12	10.5	2.4	6.4	13.8	10
NB T	98th Street	12	3.8	1.3	2.1	5.6	10
SB L	98th Street	2	18.6	4.7	8.7	25.6	10
SB R	98th Street	2	0.8	0.4	0.4	1.6	10
SB T	98th Street	2	5.8	2.2	2.9	10.5	10
WB L	Dennis Chavez Blvd	3	1.0	0.1	0.9	1.1	10
WB R	Dennis Chavez Blvd	3	1.0	0.1	0.9	1.2	10
WB T	Dennis Chavez Blvd	3	2.2	0.1	2.0	2.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.3	10
EB TR	Dennis Chavez Blvd	5	0.1	0.0	0.1	0.2	10
NB LTR	Condershire Dr	7	17.2	3.2	12.8	22.7	10
SB LTR	Condershire Dr	6	2.8	0.7	1.8	4.2	10
WB LT	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.4	10
WB TR	Dennis Chavez Blvd	17	0.3	0.1	0.2	0.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	1.0	0.1	0.9	1.1	10
EB R	Dennis Chavez Blvd	17	1.2	0.1	1.0	1.5	10
EB T	Dennis Chavez Blvd	17	3.0	0.2	2.7	3.5	10
NB L	Coors Blvd	18	33.2	1.5	29.8	34.9	10
NB R	Coors Blvd	18	0.5	0.1	0.4	0.5	10
NB T	Coors Blvd	18	9.4	0.9	7.8	11.2	10
SB L	Coors Blvd	21	3.0	0.2	2.9	3.4	10
SB R	Coors Blvd	21	2.4	0.1	2.2	2.5	10
SB T	Coors Blvd	21	6.0	0.2	5.7	6.4	10
WB L	Dennis Chavez Blvd	11	4.2	0.1	4.0	4.3	10
WB R	Dennis Chavez Blvd	11	10.7	0.4	10.1	11.3	10
WB T	Dennis Chavez Blvd	11	57.6	1.0	56.0	59.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	13.2	5.5	7.4	20.8	10
EB R	Dennis Chavez Blvd	3	1.6	1.7	0.0	3.9	10
EB T	Dennis Chavez Blvd	3	34.5	34.4	1.8	73.2	10
NB L	Unser Blvd	23	0.7	0.2	0.5	1.1	10
NB R	Unser Blvd	23	0.2	0.1	0.1	0.3	10
NB T	Unser Blvd	23	0.1	0.0	0.0	0.1	10
SB L	Unser Blvd	4	47.8	2.4	44.5	51.8	10
SB R	Unser Blvd	4	6.7	0.8	5.6	8.0	10
SB T	Unser Blvd	4	26.2	3.3	20.4	31.1	10
WB L	Dennis Chavez Blvd	5	1.3	0.2	1.0	1.8	10
WB R	Dennis Chavez Blvd	5	0.3	0.1	0.2	0.6	10
WB T	Dennis Chavez Blvd	5	0.8	0.1	0.5	1.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	243.8	227.9	31.1	547.0	10
EB R	Dennis Chavez Blvd	1	225.7	223.5	17.9	528.6	10
EB T	Dennis Chavez Blvd	1	412.0	152.3	272.9	637.6	10
NB L	98th Street	12	71.0	23.2	34.2	118.8	10
NB R	98th Street	12	356.7	94.8	197.8	471.5	10
NB T	98th Street	12	75.4	29.2	34.3	128.0	10
SB L	98th Street	2	537.4	147.2	296.4	745.6	10
SB R	98th Street	2	35.3	13.0	20.4	65.7	10
SB T	98th Street	2	76.2	24.9	48.8	137.4	10
WB L	Dennis Chavez Blvd	3	22.5	1.4	20.1	24.1	10
WB R	Dennis Chavez Blvd	3	9.5	1.0	8.2	11.1	10
WB T	Dennis Chavez Blvd	3	18.2	0.9	16.8	19.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	Dennis Chavez Blvd	5	2.2	0.6	1.6	3.4	10
EB TR	Dennis Chavez Blvd	5	1.2	0.4	0.7	2.2	10
NB LTR	Condershire Dr	7	1,121.2	151.2	932.9	1,385.6	10
SB LTR	Condershire Dr	6	245.2	57.3	167.5	350.3	10
WB LT	Dennis Chavez Blvd	17	1.6	0.3	0.9	1.9	10
WB TR	Dennis Chavez Blvd	17	1.2	0.3	0.6	1.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	32.0	2.3	26.9	34.6	10
EB R	Dennis Chavez Blvd	17	14.3	1.1	12.2	16.5	10
EB T	Dennis Chavez Blvd	17	34.4	2.2	32.0	39.6	10
NB L	Coors Blvd	18	255.5	16.2	220.5	276.5	10
NB R	Coors Blvd	18	20.1	1.5	17.5	22.4	10
NB T	Coors Blvd	18	44.0	4.4	35.6	52.5	10
SB L	Coors Blvd	21	34.7	1.7	33.0	39.0	10
SB R	Coors Blvd	21	21.1	0.7	19.7	22.1	10
SB T	Coors Blvd	21	26.4	0.7	25.2	27.7	10
WB L	Dennis Chavez Blvd	11	131.6	5.1	122.7	138.6	10
WB R	Dennis Chavez Blvd	11	106.2	4.7	97.8	114.2	10
WB T	Dennis Chavez Blvd	11	233.8	5.2	225.8	242.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	1,026.4	379.8	613.2	1,563.6	10
EB R	Dennis Chavez Blvd	3	495.8	502.8	7.6	1,066.2	10
EB T	Dennis Chavez Blvd	3	516.8	518.8	24.7	1,151.3	10
NB L	Unser Blvd	23	101.6	29.4	69.3	165.3	10
NB R	Unser Blvd	23	2.2	0.5	1.5	3.1	10
NB T	Unser Blvd	23	3.5	1.2	1.6	5.9	10
SB L	Unser Blvd	4	1,154.4	126.8	941.7	1,319.0	10
SB R	Unser Blvd	4	372.9	52.2	291.6	488.5	10
SB T	Unser Blvd	4	520.9	44.3	417.9	584.5	10
WB L	Dennis Chavez Blvd	5	10.7	2.0	8.2	14.8	10
WB R	Dennis Chavez Blvd	5	2.4	0.9	1.4	4.2	10
WB T	Dennis Chavez Blvd	5	3.2	0.6	1.9	4.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	14.2	0.7	95.1	3.0	0.0%
2	120.0	15.8	0.7	82.0	4.0	0.0%
3	120.0	18.9	0.8	101.8	4.0	0.0%
4	120.0	16.0	0.7	78.0	3.0	0.0%
5	120.0	13.5	0.6	101.4	4.0	0.0%
6	120.0	14.4	0.6	100.4	3.0	0.0%
7	120.0	16.8	0.7	89.7	4.0	0.0%
8	120.0	8.6	0.4	65.6	3.0	0.0%
9	120.0	10.1	0.4	71.9	3.0	0.0%
10	120.0	10.2	0.5	58.2	2.0	0.0%
Average:	**120.0**	**13.9**	**0.6**	**84.4**	**3.3**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 126						
1	120.0	2.2	0.1	15.2	1.0	0.0%
2	120.0	1.7	0.1	14.8	1.0	0.0%
3	120.0	1.4	0.1	15.8	1.0	0.0%
4	120.0	2.0	0.1	15.6	1.0	0.0%
5	120.0	0.8	0.1	0.5	0.0	0.0%
6	120.0	2.1	0.1	16.0	1.0	0.0%
7	120.0	2.9	0.2	20.7	1.0	0.0%
8	120.0	2.0	0.1	16.9	1.0	0.0%
9	120.0	2.1	0.1	16.4	1.0	0.0%
10	120.0	1.5	0.1	15.7	1.0	0.0%
Average:	**120.0**	**1.9**	**0.1**	**14.8**	**0.9**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	1,499.7	53.1	3,759.4	133.0	25.8%
2	120.0	1,274.5	44.6	3,752.5	131.0	24.2%
3	120.0	1,291.9	45.8	3,764.0	134.0	18.3%
4	120.0	1,512.8	53.9	3,754.1	135.0	34.2%
5	120.0	860.1	30.9	3,767.9	135.0	15.8%
6	120.0	1,168.3	39.0	3,765.9	128.0	24.2%
7	120.0	1,226.5	41.2	3,755.0	128.0	25.8%
8	120.0	1,405.3	48.8	3,750.5	133.0	24.2%
9	120.0	1,615.5	57.3	3,749.2	133.0	28.3%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 125						
10	120.0	1,352.1	47.3	3,751.4	132.0	20.8%
Average:	**120.0**	**1,320.7**	**46.2**	**3,757.0**	**132.2**	**24.2%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	723.6	25.6	3,749.3	132.1	13.3%
2	120.0	601.0	21.3	3,748.9	128.1	6.7%
3	120.0	1,067.8	37.2	3,749.9	131.1	23.3%
4	120.0	704.7	24.6	3,739.3	127.2	5.8%
5	120.0	1,133.9	40.4	3,749.6	132.1	15.8%
6	120.0	824.8	28.0	3,759.2	127.0	15.0%
7	120.0	732.0	24.2	3,755.5	130.0	11.7%
8	120.0	1,014.0	35.5	3,764.0	133.0	20.8%
9	120.0	750.1	26.3	3,765.1	135.0	13.3%
10	120.0	550.2	19.0	3,751.3	131.0	9.2%
Average:	**120.0**	**810.2**	**28.2**	**3,753.2**	**130.7**	**13.5%**
NB L on 98th Street - Lane ID 108						
1	120.0	8.6	0.4	45.9	2.0	0.0%
2	120.0	9.9	0.5	45.6	2.0	0.0%
3	120.0	12.1	0.5	63.8	2.0	0.0%
4	120.0	7.5	0.4	39.2	2.0	0.0%
5	120.0	9.0	0.4	49.6	2.0	0.0%
6	120.0	9.6	0.5	47.6	2.0	0.0%
7	120.0	14.9	0.7	50.4	2.0	0.0%
8	120.0	7.7	0.4	44.4	2.0	0.0%
9	120.0	9.0	0.4	46.1	2.0	0.0%
10	120.0	11.0	0.6	49.8	2.0	0.0%
Average:	**120.0**	**9.9**	**0.5**	**48.2**	**2.0**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	337.6	11.7	857.2	30.0	26.7%
2	120.0	276.7	9.1	857.0	29.0	13.3%
3	120.0	326.3	11.9	849.1	31.0	18.3%
4	120.0	306.6	11.1	856.0	32.0	25.0%
5	120.0	237.2	9.3	836.6	31.1	7.5%
6	120.0	209.7	7.9	846.4	31.0	14.2%
7	120.0	141.6	5.2	324.9	12.0	0.0%
8	120.0	281.9	10.0	835.1	28.0	20.0%
9	120.0	339.2	12.1	862.4	31.0	23.3%
10	120.0	286.6	10.5	850.7	32.0	19.2%
Average:	**120.0**	**274.3**	**9.9**	**797.5**	**28.7**	**16.8%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on 98th Street - Lane ID 193						
1	120.0	200.5	6.9	452.5	15.1	4.2%
2	120.0	335.3	11.8	860.6	30.0	25.8%
3	120.0	211.0	7.6	843.2	30.0	6.7%
4	120.0	163.2	5.5	327.6	11.0	1.7%
5	120.0	342.0	11.8	859.1	30.0	26.7%
6	120.0	98.6	3.9	289.0	11.0	0.0%
7	120.0	126.2	4.7	326.7	12.0	0.0%
8	120.0	213.6	7.5	838.3	29.0	8.3%
9	120.0	338.0	11.8	855.6	30.0	23.3%
10	120.0	206.3	7.5	847.3	30.0	7.5%
Average:	**120.0**	**223.5**	**7.9**	**650.0**	**22.8**	**10.4%**
NB T on 98th Street - Lane ID 109						
1	120.0	18.9	0.8	85.0	3.0	0.0%
2	120.0	23.3	1.0	99.5	4.0	0.0%
3	120.0	22.1	0.9	115.6	4.0	0.0%
4	120.0	18.5	0.8	67.5	3.0	0.0%
5	120.0	16.5	0.7	85.4	2.0	0.0%
6	120.0	18.9	0.9	66.5	2.0	0.0%
7	120.0	20.8	0.9	71.2	3.0	0.0%
8	120.0	15.9	0.7	60.5	3.0	0.0%
9	120.0	18.3	0.8	97.8	4.0	0.0%
10	120.0	18.7	0.9	79.2	3.0	0.0%
Average:	**120.0**	**19.2**	**0.8**	**82.8**	**3.1**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	16.6	0.7	66.8	3.0	0.0%
2	120.0	19.6	0.8	71.4	3.0	0.0%
3	120.0	22.1	1.0	122.1	5.0	0.0%
4	120.0	14.5	0.7	49.6	2.0	0.0%
5	120.0	14.8	0.7	73.3	3.0	0.0%
6	120.0	14.7	0.7	51.3	2.0	0.0%
7	120.0	19.5	0.9	71.0	3.0	0.0%
8	120.0	12.9	0.6	47.0	2.0	0.0%
9	120.0	19.7	0.8	90.1	3.0	0.0%
10	120.0	21.3	0.9	89.6	4.0	0.0%
Average:	**120.0**	**17.6**	**0.8**	**73.2**	**3.0**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	531.0	17.9	1,152.7	40.0	34.2%
2	120.0	502.2	17.4	1,156.3	40.0	26.7%
3	120.0	424.9	14.5	1,156.4	41.0	17.5%
4	120.0	265.0	9.7	911.5	33.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 124						
5	120.0	568.8	20.4	1,159.4	43.0	34.2%
6	120.0	340.2	12.3	1,011.4	36.0	0.8%
7	120.0	449.1	15.7	1,157.5	39.1	21.7%
8	120.0	563.0	19.8	1,162.6	40.0	32.5%
9	120.0	556.5	19.9	1,144.4	40.0	24.2%
10	120.0	588.1	21.8	1,158.7	43.0	44.2%
Average:	**120.0**	**478.9**	**16.9**	**1,117.1**	**39.5**	**23.6%**
SB L on 98th Street - Lane ID 194						
1	120.0	386.4	13.9	1,145.4	42.0	12.5%
2	120.0	378.4	13.7	1,137.6	38.0	16.7%
3	120.0	591.7	21.0	1,160.3	41.0	33.3%
4	120.0	587.7	21.7	1,161.8	43.0	35.8%
5	120.0	438.4	16.0	1,149.5	41.1	14.2%
6	120.0	653.9	23.9	1,153.7	42.0	35.8%
7	120.0	409.9	14.4	1,162.6	40.0	15.8%
8	120.0	389.7	14.0	1,160.8	40.0	16.7%
9	120.0	374.0	13.3	1,167.8	40.0	14.2%
10	120.0	305.3	10.3	1,059.3	34.1	2.5%
Average:	**120.0**	**451.5**	**16.2**	**1,145.9**	**40.1**	**19.8%**
SB R on 98th Street - Lane ID 3						
1	120.0	10.4	0.5	47.1	2.0	0.0%
2	120.0	8.6	0.4	45.5	2.0	0.0%
3	120.0	9.1	0.4	46.4	2.0	0.0%
4	120.0	6.6	0.3	42.8	2.0	0.0%
5	120.0	13.2	0.6	63.4	2.0	0.0%
6	120.0	12.2	0.6	48.3	2.0	0.0%
7	120.0	9.4	0.4	46.3	2.0	0.0%
8	120.0	11.3	0.6	49.6	2.0	0.0%
9	120.0	10.5	0.5	54.7	2.0	0.0%
10	120.0	11.7	0.6	41.2	2.0	0.0%
Average:	**120.0**	**10.3**	**0.5**	**48.5**	**2.0**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	18.1	0.8	84.9	3.0	0.0%
2	120.0	12.6	0.6	53.8	2.0	0.0%
3	120.0	16.0	0.7	70.8	3.0	0.0%
4	120.0	12.7	0.6	57.6	2.0	0.0%
5	120.0	22.5	0.9	96.9	4.0	0.0%
6	120.0	20.6	0.9	75.3	3.0	0.0%
7	120.0	18.4	0.8	81.8	3.0	0.0%
8	120.0	24.0	1.0	115.6	4.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 118						
9	120.0	25.7	1.0	123.9	4.0	0.0%
10	120.0	26.3	1.1	118.0	4.0	0.0%
Average:	**120.0**	**19.7**	**0.8**	**87.9**	**3.2**	**0.0%**
SB T on 98th Street - Lane ID 195						
1	120.0	153.6	5.4	640.1	22.0	4.2%
2	120.0	31.8	1.3	148.7	6.0	0.0%
3	120.0	72.3	2.6	309.2	11.0	0.0%
4	120.0	56.0	2.2	329.9	12.0	0.0%
5	120.0	113.6	4.0	387.3	13.0	0.0%
6	120.0	73.1	2.8	319.5	10.0	0.0%
7	120.0	95.4	3.7	341.0	13.0	0.0%
8	120.0	116.8	4.4	531.2	20.1	0.8%
9	120.0	128.2	4.8	418.5	15.1	0.0%
10	120.0	262.2	9.4	973.7	34.1	4.2%
Average:	**120.0**	**110.3**	**4.1**	**439.9**	**15.6**	**0.9%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	14.5	0.7	70.2	3.0	0.0%
2	120.0	19.7	0.9	81.1	3.0	0.0%
3	120.0	14.2	0.7	80.7	3.0	0.0%
4	120.0	15.3	0.8	66.4	3.0	0.0%
5	120.0	16.9	0.8	77.8	3.0	0.0%
6	120.0	15.7	0.8	62.4	2.0	0.0%
7	120.0	19.9	0.9	81.5	4.0	0.0%
8	120.0	14.4	0.7	70.8	3.0	0.0%
9	120.0	13.7	0.6	64.6	3.0	0.0%
10	120.0	10.4	0.5	49.8	2.0	0.0%
Average:	**120.0**	**15.5**	**0.7**	**70.5**	**2.9**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	18.5	0.7	102.5	4.0	0.0%
2	120.0	11.7	0.5	65.8	3.0	0.0%
3	120.0	18.5	0.8	88.7	3.0	0.0%
4	120.0	15.6	0.7	96.0	4.0	0.0%
5	120.0	10.7	0.5	51.1	2.0	0.0%
6	120.0	12.7	0.6	67.8	3.0	0.0%
7	120.0	18.1	0.8	96.6	4.0	0.0%
8	120.0	13.8	0.5	94.3	3.0	0.0%
9	120.0	12.6	0.5	70.0	3.0	0.0%
10	120.0	16.2	0.7	84.3	3.0	0.0%
Average:	**120.0**	**14.8**	**0.6**	**81.7**	**3.2**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	19.3	0.9	76.2	3.0	0.0%
2	120.0	17.4	0.8	74.9	3.0	0.0%
3	120.0	17.5	0.8	78.1	3.0	0.0%
4	120.0	20.5	0.9	73.5	3.0	0.0%
5	120.0	14.1	0.6	82.4	3.0	0.0%
6	120.0	14.3	0.6	51.4	2.0	0.0%
7	120.0	26.9	1.1	107.3	4.0	0.0%
8	120.0	19.4	0.8	85.8	4.0	0.0%
9	120.0	17.8	0.7	75.0	3.0	0.0%
10	120.0	20.9	0.9	89.6	4.0	0.0%
Average:	**120.0**	**18.8**	**0.8**	**79.4**	**3.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	14.0	0.6	72.2	3.0	0.0%
2	120.0	20.0	0.8	84.0	3.0	0.0%
3	120.0	19.2	0.9	85.1	3.0	0.0%
4	120.0	20.6	0.9	90.9	3.0	0.0%
5	120.0	18.8	0.8	86.1	3.0	0.0%
6	120.0	16.4	0.8	76.8	3.0	0.0%
7	120.0	20.3	0.9	94.1	4.0	0.0%
8	120.0	15.0	0.7	76.1	3.0	0.0%
9	120.0	18.5	0.8	78.1	3.0	0.0%
10	120.0	18.1	0.8	82.8	3.0	0.0%
Average:	**120.0**	**18.1**	**0.8**	**82.6**	**3.1**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on Dennis Chavez Blvd - Lane ID 94						
1	120.0	3.1	0.2	23.4	1.0	0.0%
2	120.0	2.6	0.2	10.1	1.0	0.0%
3	120.0	4.0	0.2	10.4	1.0	0.0%
4	120.0	1.9	0.2	6.9	1.0	0.0%
5	120.0	3.4	0.2	32.0	2.0	0.0%
6	120.0	4.5	0.3	33.1	2.0	0.0%
7	120.0	1.8	0.1	8.0	1.0	0.0%
8	120.0	2.9	0.2	8.2	1.0	0.0%
9	120.0	5.9	0.3	35.0	2.0	0.0%
10	120.0	1.6	0.2	6.8	1.0	0.0%
Average:	**120.0**	**3.2**	**0.2**	**17.4**	**1.3**	**0.0%**
EB TR on Dennis Chavez Blvd - Lane ID 150						
1	120.0	0.0	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on Dennis Chavez Blvd - Lane ID 150						
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.2	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	826.2	27.8	1,148.6	39.0	49.2%
2	120.0	822.6	26.3	1,153.1	36.0	51.7%
3	120.0	766.3	27.3	1,144.2	41.0	38.3%
4	120.0	814.0	27.4	1,152.0	40.0	50.0%
5	120.0	799.6	28.5	1,137.7	41.0	50.0%
6	120.0	763.1	25.2	1,145.9	38.0	40.8%
7	120.0	884.4	30.9	1,144.4	40.0	55.0%
8	120.0	781.0	28.1	1,161.8	42.0	40.8%
9	120.0	802.5	29.2	1,146.9	42.0	46.7%
10	120.0	851.1	29.5	1,144.2	39.1	50.8%
Average:	**120.0**	**811.1**	**28.0**	**1,147.9**	**39.8**	**47.3%**
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	71.6	2.9	132.1	5.0	40.0%
2	120.0	77.2	3.1	135.8	5.0	55.8%
3	120.0	50.8	2.1	130.2	5.0	17.5%
4	120.0	75.8	3.0	130.6	5.0	54.2%
5	120.0	60.2	2.3	137.9	5.0	33.3%
6	120.0	90.8	3.7	132.3	5.0	64.2%
7	120.0	46.9	2.0	128.3	5.0	20.8%
8	120.0	67.1	2.9	129.6	5.0	35.8%
9	120.0	74.8	2.8	132.7	5.0	50.8%
10	120.0	114.0	4.4	138.2	5.0	90.0%
Average:	**120.0**	**72.9**	**2.9**	**132.8**	**5.0**	**46.2%**
WB LT on Dennis Chavez Blvd - Lane ID 167						
1	120.0	6.8	0.3	38.5	2.0	0.0%
2	120.0	2.7	0.2	7.7	1.0	0.0%
3	120.0	2.5	0.2	9.1	1.0	0.0%
4	120.0	6.0	0.3	32.3	2.0	0.0%
5	120.0	5.2	0.3	37.8	2.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LT on Dennis Chavez Blvd - Lane ID 167						
6	120.0	8.8	0.4	63.3	3.0	0.0%
7	120.0	5.0	0.2	46.5	1.0	0.0%
8	120.0	4.4	0.2	34.4	2.0	0.0%
9	120.0	2.4	0.1	0.3	1.0	0.0%
10	120.0	6.5	0.3	53.0	2.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**32.3**	**1.7**	**0.0%**
WB TR on Dennis Chavez Blvd - Lane ID 168						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.2	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.4	0.0	0.0	0.0	0.0%
10	120.0	0.5	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	5.9	0.4	27.2	1.0	0.0%
2	120.0	7.3	0.4	41.9	1.0	0.0%
3	120.0	8.9	0.5	44.3	2.0	0.0%
4	120.0	7.2	0.5	20.9	1.0	0.0%
5	120.0	7.1	0.4	43.3	2.0	0.0%
6	120.0	8.9	0.5	42.4	1.0	0.0%
7	120.0	7.5	0.4	35.3	2.0	0.0%
8	120.0	5.9	0.4	29.0	1.0	0.0%
9	120.0	5.0	0.4	18.7	1.0	0.0%
10	120.0	6.0	0.4	21.9	1.0	0.0%
Average:	**120.0**	**7.0**	**0.4**	**32.5**	**1.3**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	5.1	0.3	19.0	1.0	0.0%
2	120.0	8.5	0.5	41.5	2.0	0.0%
3	120.0	9.0	0.4	45.4	2.0	0.0%
4	120.0	6.3	0.4	19.6	1.0	0.0%
5	120.0	7.7	0.4	46.9	2.0	0.0%
6	120.0	10.5	0.5	43.4	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 46						
7	120.0	8.7	0.5	43.0	2.0	0.0%
8	120.0	10.9	0.5	47.1	2.0	0.0%
9	120.0	11.0	0.6	47.2	2.0	0.0%
10	120.0	10.8	0.6	44.4	2.0	0.0%
Average:	**120.0**	**8.9**	**0.5**	**39.8**	**1.8**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	6.0	0.2	45.0	2.0	0.0%
2	120.0	12.3	0.4	67.0	2.0	0.0%
3	120.0	9.9	0.4	45.4	1.0	0.0%
4	120.0	6.4	0.2	46.4	1.0	0.0%
5	120.0	9.0	0.4	56.5	2.0	0.0%
6	120.0	6.5	0.3	45.5	1.0	0.0%
7	120.0	7.6	0.3	59.9	1.0	0.0%
8	120.0	7.9	0.3	48.9	2.0	0.0%
9	120.0	8.0	0.3	49.0	1.0	0.0%
10	120.0	13.6	0.5	62.7	2.0	0.0%
Average:	**120.0**	**8.7**	**0.3**	**52.6**	**1.5**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	32.0	1.4	120.7	4.0	0.0%
2	120.0	35.4	1.5	143.5	4.1	0.0%
3	120.0	36.4	1.5	160.2	6.0	0.0%
4	120.0	32.5	1.3	130.3	5.0	0.0%
5	120.0	26.8	1.2	97.6	4.0	0.0%
6	120.0	31.6	1.4	109.9	5.0	0.0%
7	120.0	30.6	1.3	122.1	5.0	0.0%
8	120.0	27.6	1.2	103.3	3.0	0.0%
9	120.0	35.2	1.5	155.9	6.0	0.0%
10	120.0	36.6	1.5	157.4	6.0	0.0%
Average:	**120.0**	**32.5**	**1.4**	**130.1**	**4.8**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	24.6	1.0	141.2	4.0	0.0%
2	120.0	30.1	1.2	149.9	5.0	0.0%
3	120.0	34.0	1.4	143.1	6.0	0.0%
4	120.0	30.0	1.2	133.2	5.0	0.0%
5	120.0	28.4	1.2	111.2	4.0	0.0%
6	120.0	29.6	1.3	138.6	5.0	0.0%
7	120.0	35.7	1.4	146.7	5.0	0.0%
8	120.0	26.3	1.1	99.0	4.0	0.0%
9	120.0	32.6	1.2	131.1	5.0	0.0%
10	120.0	30.7	1.2	145.8	5.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 48						
Average:	**120.0**	**30.2**	**1.2**	**134.0**	**4.8**	**0.0%**
NB L on Coors Blvd - Lane ID 201						
1	120.0	379.6	13.1	999.4	36.0	20.0%
2	120.0	361.7	12.7	989.1	34.0	16.7%
3	120.0	338.6	12.0	999.7	35.0	15.8%
4	120.0	370.4	13.2	995.9	36.0	19.2%
5	120.0	382.6	13.7	993.4	36.0	17.5%
6	120.0	374.8	13.4	993.2	36.1	18.3%
7	120.0	344.3	11.8	995.4	35.0	16.7%
8	120.0	382.6	13.6	993.3	35.0	18.3%
9	120.0	358.9	12.9	983.7	36.0	17.5%
10	120.0	373.4	13.3	998.6	35.1	18.3%
Average:	**120.0**	**366.7**	**13.0**	**994.2**	**35.4**	**17.8%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	323.1	11.3	988.2	36.0	12.5%
2	120.0	338.3	12.0	995.0	34.1	12.5%
3	120.0	324.4	11.4	978.4	35.0	15.0%
4	120.0	377.3	13.2	998.0	35.0	18.3%
5	120.0	355.3	12.9	991.7	35.1	14.2%
6	120.0	352.2	12.6	994.9	36.0	19.2%
7	120.0	346.5	12.4	997.7	36.0	14.2%
8	120.0	333.0	11.7	987.8	35.0	12.5%
9	120.0	330.9	12.0	984.0	36.0	14.2%
10	120.0	348.1	12.2	988.7	35.1	17.5%
Average:	**120.0**	**342.9**	**12.2**	**990.4**	**35.3**	**15.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	3.0	0.2	18.9	1.0	0.0%
2	120.0	3.2	0.2	16.8	1.0	0.0%
3	120.0	2.7	0.2	17.9	1.0	0.0%
4	120.0	3.2	0.2	17.8	1.0	0.0%
5	120.0	5.3	0.3	24.8	1.0	0.0%
6	120.0	4.1	0.2	19.3	1.0	0.0%
7	120.0	2.3	0.1	17.6	1.0	0.0%
8	120.0	3.1	0.2	16.7	1.0	0.0%
9	120.0	3.9	0.2	21.9	1.0	0.0%
10	120.0	3.8	0.2	23.3	1.0	0.0%
Average:	**120.0**	**3.5**	**0.2**	**19.5**	**1.0**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	63.9	2.4	226.5	8.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
2	120.0	51.0	2.0	195.4	7.0	0.0%
3	120.0	71.7	2.7	237.2	8.0	0.0%
4	120.0	61.3	2.3	235.0	8.0	0.0%
5	120.0	57.6	2.2	192.1	6.0	0.0%
6	120.0	58.6	2.2	211.2	8.0	0.0%
7	120.0	70.4	2.7	234.3	8.0	0.0%
8	120.0	72.8	2.7	253.3	9.0	0.0%
9	120.0	65.9	2.5	224.0	8.0	0.0%
10	120.0	69.8	2.5	256.3	9.0	0.0%
Average:	**120.0**	**64.3**	**2.4**	**226.5**	**7.9**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	107.5	4.0	350.5	13.0	0.0%
2	120.0	67.1	2.5	239.1	9.0	0.0%
3	120.0	95.0	3.6	350.0	12.1	0.0%
4	120.0	93.0	3.6	270.7	10.0	0.0%
5	120.0	86.7	3.2	301.4	11.0	0.0%
6	120.0	97.2	3.6	302.7	11.0	0.0%
7	120.0	96.5	3.5	369.9	12.0	0.0%
8	120.0	86.9	3.3	259.9	9.0	0.0%
9	120.0	89.9	3.4	306.6	11.0	0.0%
10	120.0	84.6	3.2	287.2	11.0	0.0%
Average:	**120.0**	**90.4**	**3.4**	**303.8**	**10.9**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	30.8	1.3	86.8	3.0	0.0%
2	120.0	30.9	1.3	99.2	3.0	0.0%
3	120.0	29.7	1.2	97.1	4.0	0.0%
4	120.0	31.3	1.4	84.8	3.0	0.0%
5	120.0	33.3	1.5	97.6	4.0	0.0%
6	120.0	28.8	1.3	87.5	3.0	0.0%
7	120.0	26.3	1.2	90.2	4.0	0.0%
8	120.0	30.6	1.3	78.3	3.0	0.0%
9	120.0	32.5	1.4	99.8	4.0	0.0%
10	120.0	27.3	1.2	96.8	4.0	0.0%
Average:	**120.0**	**30.2**	**1.3**	**91.8**	**3.5**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	31.2	1.3	100.5	4.0	0.0%
2	120.0	32.3	1.4	93.9	4.0	0.0%
3	120.0	26.3	1.2	75.1	3.0	0.0%
4	120.0	35.4	1.4	97.5	3.0	0.0%
5	120.0	30.7	1.3	85.3	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
6	120.0	28.2	1.3	94.8	4.0	0.0%
7	120.0	30.1	1.3	87.0	3.0	0.0%
8	120.0	29.4	1.3	95.7	3.0	0.0%
9	120.0	26.9	1.2	96.9	3.0	0.0%
10	120.0	27.6	1.2	79.1	3.0	0.0%
Average:	**120.0**	**29.8**	**1.3**	**90.6**	**3.3**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	38.8	1.6	144.9	5.0	0.0%
2	120.0	45.6	1.8	156.6	6.0	0.0%
3	120.0	49.6	2.0	160.1	6.0	0.0%
4	120.0	46.1	1.8	155.2	6.0	0.0%
5	120.0	43.8	1.7	162.2	6.0	0.0%
6	120.0	42.5	1.7	162.7	6.0	0.0%
7	120.0	45.0	1.8	159.6	6.0	0.0%
8	120.0	43.3	1.8	156.0	6.0	0.0%
9	120.0	51.1	2.0	162.4	6.0	0.0%
10	120.0	48.5	1.9	184.1	7.0	0.0%
Average:	**120.0**	**45.4**	**1.8**	**160.4**	**6.0**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	59.9	2.3	188.6	7.0	0.0%
2	120.0	58.0	2.3	175.2	7.0	0.0%
3	120.0	62.9	2.5	199.4	7.0	0.0%
4	120.0	64.5	2.5	205.3	8.0	0.0%
5	120.0	59.3	2.3	178.7	7.0	0.0%
6	120.0	60.2	2.3	192.9	7.0	0.0%
7	120.0	66.1	2.6	211.2	8.0	0.0%
8	120.0	64.2	2.5	189.2	7.0	0.0%
9	120.0	54.5	2.1	171.0	6.0	0.0%
10	120.0	66.9	2.5	206.5	7.0	0.0%
Average:	**120.0**	**61.7**	**2.4**	**191.8**	**7.1**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	56.3	2.2	187.8	6.0	0.0%
2	120.0	63.1	2.4	191.0	7.0	0.0%
3	120.0	65.1	2.5	186.1	7.0	0.0%
4	120.0	63.3	2.6	180.5	7.0	0.0%
5	120.0	59.3	2.2	167.2	6.0	0.0%
6	120.0	62.4	2.4	177.8	7.0	0.0%
7	120.0	62.3	2.3	186.8	7.0	0.0%
8	120.0	62.9	2.4	186.9	7.0	0.0%
9	120.0	58.4	2.3	177.9	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Coors Blvd - Lane ID 78						
10	120.0	65.3	2.5	185.7	7.0	0.0%
Average:	**120.0**	**61.8**	**2.4**	**182.8**	**6.8**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	24.2	1.0	98.8	3.0	0.0%
2	120.0	22.7	1.0	76.7	3.0	0.0%
3	120.0	21.7	0.9	78.6	3.0	0.0%
4	120.0	23.0	1.0	79.1	3.0	0.0%
5	120.0	26.7	1.1	88.0	3.0	0.0%
6	120.0	21.7	0.9	79.5	3.0	0.0%
7	120.0	28.2	1.2	94.2	4.0	0.0%
8	120.0	21.6	0.9	96.1	3.0	0.0%
9	120.0	24.0	1.0	79.1	3.0	0.0%
10	120.0	20.4	0.9	73.4	3.0	0.0%
Average:	**120.0**	**23.4**	**1.0**	**84.4**	**3.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	36.4	1.3	191.1	7.0	0.0%
2	120.0	35.3	1.2	204.1	7.0	0.0%
3	120.0	34.6	1.2	191.5	7.0	0.0%
4	120.0	40.8	1.5	245.3	9.0	0.0%
5	120.0	33.6	1.2	240.9	8.0	0.0%
6	120.0	26.3	1.0	134.1	5.0	0.0%
7	120.0	29.6	1.1	185.2	7.0	0.0%
8	120.0	31.0	1.1	189.7	7.0	0.0%
9	120.0	33.7	1.2	185.2	7.0	0.0%
10	120.0	27.5	1.0	137.3	5.0	0.0%
Average:	**120.0**	**32.9**	**1.2**	**190.4**	**6.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	599.2	20.9	1,260.1	45.0	19.2%
2	120.0	566.6	19.8	1,262.6	45.0	18.3%
3	120.0	595.9	20.8	1,262.0	45.0	19.2%
4	120.0	571.5	20.4	1,259.6	45.0	17.5%
5	120.0	574.6	20.5	1,259.8	46.0	25.0%
6	120.0	582.9	21.2	1,261.9	47.0	18.3%
7	120.0	614.6	21.6	1,262.9	45.0	20.0%
8	120.0	561.8	20.2	1,256.2	45.0	18.3%
9	120.0	600.9	20.4	1,259.2	43.0	18.3%
10	120.0	548.0	19.6	1,261.4	46.0	17.5%
Average:	**120.0**	**581.6**	**20.5**	**1,260.6**	**45.2**	**19.2%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	589.8	20.8	1,259.9	46.0	18.3%
2	120.0	546.3	19.5	1,264.2	45.0	15.8%
3	120.0	599.4	21.2	1,267.0	46.0	20.0%
4	120.0	588.3	20.7	1,264.8	45.0	20.0%
5	120.0	587.7	20.6	1,261.9	45.0	18.3%
6	120.0	581.6	20.5	1,258.7	45.0	15.8%
7	120.0	627.2	22.0	1,261.1	45.0	21.7%
8	120.0	559.6	19.9	1,259.9	45.0	17.5%
9	120.0	617.5	21.7	1,255.8	47.0	20.8%
10	120.0	556.9	20.0	1,262.8	46.0	16.7%
Average:	**120.0**	**585.4**	**20.7**	**1,261.6**	**45.5**	**18.5%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	1,738.1	60.5	2,543.2	90.0	36.7%
2	120.0	1,737.6	59.1	2,551.3	87.0	46.7%
3	120.0	1,810.4	61.9	2,548.0	90.0	38.3%
4	120.0	1,803.5	62.0	2,547.9	89.0	48.3%
5	120.0	1,863.0	66.3	2,542.7	92.0	42.5%
6	120.0	1,782.0	62.2	2,544.3	90.0	35.8%
7	120.0	1,746.5	57.7	2,548.0	86.0	38.3%
8	120.0	1,756.3	59.9	2,545.6	88.0	43.3%
9	120.0	1,823.0	62.6	2,547.7	90.1	40.0%
10	120.0	1,794.0	60.1	2,547.6	88.0	40.8%
Average:	**120.0**	**1,785.4**	**61.2**	**2,546.6**	**89.0**	**41.1%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.5	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	0.0	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
2	120.0	3.8	0.2	0.7	0.0	0.0%
3	120.0	1.4	0.1	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	2.0	0.1	0.0	0.0	0.0%
6	120.0	1.1	0.1	0.0	0.0	0.0%
7	120.0	3.5	0.1	0.8	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	1.8	0.1	0.8	0.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**0.2**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	3.5	0.2	15.8	1.0	0.0%
3	120.0	1.4	0.1	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	1.2	0.0	0.0	0.0	0.0%
6	120.0	1.7	0.1	0.0	0.0	0.0%
7	120.0	4.4	0.2	0.0	0.0	0.0%
8	120.0	1.0	0.0	0.0	0.0	0.0%
9	120.0	2.3	0.1	14.0	1.0	0.0%
10	120.0	0.8	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**3.0**	**0.2**	**0.0%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	26.9	1.1	112.0	4.0	0.0%
2	120.0	18.9	0.9	78.1	3.0	0.0%
3	120.0	16.7	0.7	78.9	3.0	0.0%
4	120.0	19.2	0.8	93.4	4.0	0.0%
5	120.0	10.0	0.5	41.1	2.0	0.0%
6	120.0	14.2	0.7	49.5	2.0	0.0%
7	120.0	15.8	0.8	59.0	3.0	0.0%
8	120.0	11.0	0.5	46.0	2.0	0.0%
9	120.0	13.5	0.5	58.1	2.0	0.0%
10	120.0	11.2	0.6	46.2	2.0	0.0%
Average:	**120.0**	**15.7**	**0.7**	**66.2**	**2.7**	**0.0%**
NB R on Unser Blvd - Lane ID 134						
1	120.0	2.7	0.2	17.1	1.0	0.0%
2	120.0	2.9	0.1	20.5	1.0	0.0%
3	120.0	2.2	0.1	16.6	1.0	0.0%
4	120.0	1.9	0.1	17.3	1.0	0.0%
5	120.0	1.7	0.1	16.0	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
6	120.0	1.6	0.1	15.3	1.0	0.0%
7	120.0	2.4	0.1	17.9	1.0	0.0%
8	120.0	1.4	0.1	15.3	1.0	0.0%
9	120.0	3.1	0.2	16.7	1.0	0.0%
10	120.0	2.8	0.1	19.0	1.0	0.0%
Average:	**120.0**	**2.3**	**0.1**	**17.2**	**1.0**	**0.0%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	2.4	0.1	15.5	1.0	0.0%
2	120.0	4.5	0.2	26.4	1.0	0.0%
3	120.0	2.5	0.1	16.4	1.0	0.0%
4	120.0	1.1	0.1	12.7	1.0	0.0%
5	120.0	1.5	0.1	11.7	1.0	0.0%
6	120.0	2.1	0.1	17.5	1.0	0.0%
7	120.0	1.4	0.1	12.7	1.0	0.0%
8	120.0	0.9	0.1	0.8	1.0	0.0%
9	120.0	1.1	0.1	13.8	1.0	0.0%
10	120.0	2.8	0.1	19.4	1.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**14.7**	**1.0**	**0.0%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	0.7	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.0	0.0	0.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	2.2	0.1	32.8	1.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.8	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**3.3**	**0.1**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	0.8	0.0	0.0	0.0	0.0%
2	120.0	1.0	0.1	0.8	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	2.5	0.1	16.8	1.0	0.0%
5	120.0	0.5	0.0	0.0	0.0	0.0%
6	120.0	0.4	0.0	0.0	0.0	0.0%
7	120.0	0.8	0.0	0.0	0.0	0.0%
8	120.0	2.0	0.1	17.8	1.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
10	120.0	1.2	0.1	0.9	0.0	0.0%
Average:	**120.0**	**1.0**	**0.0**	**3.6**	**0.2**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	805.3	28.1	1,704.7	61.0	32.5%
2	120.0	630.2	22.2	1,703.3	60.0	25.0%
3	120.0	848.0	30.1	1,705.4	61.0	27.5%
4	120.0	681.8	24.3	1,699.9	60.1	22.5%
5	120.0	827.4	28.9	1,703.5	60.0	32.5%
6	120.0	610.4	21.2	1,701.6	60.0	16.7%
7	120.0	713.7	24.5	1,702.5	60.0	21.7%
8	120.0	695.6	25.0	1,704.6	61.0	25.8%
9	120.0	653.8	22.6	1,700.0	59.0	22.5%
10	120.0	625.9	21.2	1,702.8	58.0	24.2%
Average:	**120.0**	**709.2**	**24.8**	**1,702.8**	**60.0**	**25.1%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	528.5	18.3	1,697.4	60.0	16.7%
2	120.0	881.9	30.7	1,701.3	59.1	32.5%
3	120.0	495.5	17.3	1,706.0	59.0	13.3%
4	120.0	648.7	22.4	1,705.7	59.0	25.8%
5	120.0	553.1	18.5	1,689.8	57.0	20.0%
6	120.0	620.2	22.4	1,698.4	63.0	24.2%
7	120.0	785.5	27.8	1,705.4	61.0	33.3%
8	120.0	713.1	25.2	1,701.9	61.0	27.5%
9	120.0	860.6	28.8	1,698.2	59.0	35.0%
10	120.0	868.6	29.5	1,706.2	57.0	37.5%
Average:	**120.0**	**695.6**	**24.1**	**1,701.0**	**59.5**	**26.6%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	8.2	0.4	48.6	2.0	0.0%
2	120.0	8.4	0.4	50.4	2.0	0.0%
3	120.0	9.2	0.4	48.1	2.0	0.0%
4	120.0	5.3	0.2	34.9	1.0	0.0%
5	120.0	13.4	0.6	103.0	3.0	0.0%
6	120.0	9.2	0.4	52.0	2.0	0.0%
7	120.0	8.6	0.4	56.1	2.0	0.0%
8	120.0	5.7	0.3	23.1	1.0	0.0%
9	120.0	11.8	0.5	96.5	4.0	0.0%
10	120.0	16.1	0.6	108.1	3.0	0.0%
Average:	**120.0**	**9.6**	**0.4**	**62.1**	**2.2**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on Unser Blvd - Lane ID 190						
1	120.0	3.1	0.1	0.0	0.0	0.0%
2	120.0	1.8	0.1	15.5	1.0	0.0%
3	120.0	1.0	0.1	15.5	1.0	0.0%
4	120.0	2.3	0.1	0.4	0.0	0.0%
5	120.0	0.5	0.0	0.0	0.0	0.0%
6	120.0	1.6	0.1	0.0	0.0	0.0%
7	120.0	0.9	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	2.0	0.1	0.9	0.0	0.0%
10	120.0	2.3	0.1	16.8	1.0	0.0%
Average:	**120.0**	**1.6**	**0.1**	**4.9**	**0.3**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	615.8	21.5	1,700.4	60.0	23.3%
2	120.0	616.6	20.9	1,700.9	58.0	21.7%
3	120.0	498.4	17.4	1,692.0	60.0	20.0%
4	120.0	512.1	17.5	1,696.3	58.0	15.8%
5	120.0	562.2	19.3	1,705.3	59.0	24.2%
6	120.0	317.7	11.1	1,685.1	56.1	7.5%
7	120.0	635.7	21.9	1,704.1	60.0	24.2%
8	120.0	664.0	22.7	1,700.4	61.0	25.8%
9	120.0	647.2	21.6	1,699.2	58.0	27.5%
10	120.0	458.0	15.6	1,695.9	57.1	13.3%
Average:	**120.0**	**552.8**	**19.0**	**1,698.0**	**58.7**	**20.3%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	10.4	0.5	48.4	2.0	0.0%
2	120.0	11.7	0.5	68.4	3.0	0.0%
3	120.0	16.1	0.7	95.8	3.0	0.0%
4	120.0	12.0	0.5	62.9	2.0	0.0%
5	120.0	11.5	0.5	69.6	2.0	0.0%
6	120.0	11.1	0.5	76.7	3.0	0.0%
7	120.0	9.2	0.4	47.8	2.0	0.0%
8	120.0	11.0	0.5	65.4	2.0	0.0%
9	120.0	7.9	0.4	46.9	2.0	0.0%
10	120.0	11.5	0.5	69.0	3.0	0.0%
Average:	**120.0**	**11.2**	**0.5**	**65.1**	**2.4**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	9.7	0.4	48.6	2.0	0.0%
2	120.0	11.2	0.5	66.5	3.0	0.0%
3	120.0	16.3	0.7	73.6	3.0	0.0%
4	120.0	9.6	0.4	45.8	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
5	120.0	8.2	0.4	50.1	2.0	0.0%
6	120.0	11.1	0.5	79.6	3.0	0.0%
7	120.0	11.5	0.5	69.7	3.0	0.0%
8	120.0	10.9	0.5	72.4	3.0	0.0%
9	120.0	8.7	0.4	45.6	2.0	0.0%
10	120.0	13.3	0.5	76.6	3.0	0.0%
Average:	**120.0**	**11.1**	**0.5**	**62.9**	**2.6**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	2.6	0.1	16.3	1.0	0.0%
2	120.0	7.4	0.3	54.2	2.0	0.0%
3	120.0	3.2	0.1	15.8	1.0	0.0%
4	120.0	5.8	0.2	28.3	1.0	0.0%
5	120.0	4.9	0.2	40.9	2.0	0.0%
6	120.0	3.7	0.1	16.8	1.0	0.0%
7	120.0	3.3	0.2	17.5	1.0	0.0%
8	120.0	11.2	0.5	94.8	4.0	0.0%
9	120.0	3.8	0.2	38.3	2.0	0.0%
10	120.0	6.7	0.3	48.3	2.0	0.0%
Average:	**120.0**	**5.3**	**0.2**	**37.1**	**1.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	2.3	0.1	18.3	1.0	0.0%
2	120.0	8.4	0.3	55.8	2.0	0.0%
3	120.0	6.0	0.2	41.4	1.0	0.0%
4	120.0	0.7	0.0	0.0	0.0	0.0%
5	120.0	4.3	0.2	20.0	1.0	0.0%
6	120.0	5.6	0.2	20.6	1.0	0.0%
7	120.0	3.4	0.1	17.4	1.0	0.0%
8	120.0	3.1	0.1	16.3	1.0	0.0%
9	120.0	4.2	0.2	20.2	1.0	0.0%
10	120.0	6.7	0.2	50.1	2.0	0.0%
Average:	**120.0**	**4.5**	**0.2**	**26.0**	**1.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	3.6	0.1	23.0	1.0	0.0%
2	120.0	9.1	0.4	30.2	1.0	0.0%
3	120.0	3.5	0.2	18.0	1.0	0.0%
4	120.0	0.7	0.0	0.0	0.0	0.0%
5	120.0	3.4	0.1	23.3	1.0	0.0%
6	120.0	4.0	0.2	17.9	1.0	0.0%
7	120.0	2.9	0.1	16.9	1.0	0.0%
8	120.0	3.9	0.2	15.0	1.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
9	120.0	4.2	0.2	17.1	1.0	0.0%
10	120.0	6.1	0.3	41.8	2.0	0.0%
Average:	**120.0**	**4.1**	**0.2**	**20.3**	**1.0**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	10.3	1.9	6.6	13.2	10
NB T	23	98th Street	17.6	3.2	12.9	22.1	10
NB L	108	98th Street	9.9	2.2	7.5	14.9	10
NB T	109	98th Street	19.2	2.3	15.9	23.3	10
SB T	118	98th Street	19.7	5.0	12.6	26.3	10
SB L	124	98th Street	478.9	108.1	265.0	588.1	10
NB R	192	98th Street	274.3	62.7	141.6	339.2	10
NB R	193	98th Street	223.5	87.8	98.6	342.0	10
SB L	194	98th Street	451.5	116.4	305.3	653.9	10
SB T	195	98th Street	110.3	64.5	31.8	262.2	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	18.1	2.3	14.0	20.6	10
WB L	116	Dennis Chavez Blvd	15.5	2.8	10.4	19.9	10
WB R	117	Dennis Chavez Blvd	14.8	2.9	10.7	18.5	10
EB T	125	Dennis Chavez Blvd	1,320.7	213.8	860.1	1,615.5	10
EB R	126	Dennis Chavez Blvd	1.9	0.6	0.8	2.9	10
EB L	130	Dennis Chavez Blvd	13.9	3.3	8.6	18.9	10
EB T	140	Dennis Chavez Blvd	810.2	197.9	550.2	1,133.9	10
WB T	142	Dennis Chavez Blvd	18.8	3.7	14.1	26.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	811.1	37.7	763.1	884.4	10
SB LTR	204	Condershire Dr	72.9	19.4	46.9	114.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	3.2	1.3	1.6	5.9	10
EB TR	150	Dennis Chavez Blvd	0.1	0.2	0.0	0.4	10
WB LT	167	Dennis Chavez Blvd	5.0	2.1	2.4	8.8	10
WB TR	168	Dennis Chavez Blvd	0.2	0.3	0.0	0.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	64.3	7.2	51.0	72.8	10
NB T	41	Coors Blvd	90.4	10.6	67.1	107.5	10
SB T	78	Coors Blvd	61.8	2.9	56.3	65.3	10
SB R	79	Coors Blvd	45.4	3.6	38.8	51.1	10
NB R	90	Coors Blvd	3.5	0.9	2.3	5.3	10
NB L	92	Coors Blvd	342.9	16.5	323.1	377.3	10
SB L	131	Coors Blvd	30.2	2.2	26.3	33.3	10
SB T	132	Coors Blvd	61.7	3.9	54.5	66.9	10
NB L	201	Coors Blvd	366.7	15.5	338.6	382.6	10
SB L	202	Coors Blvd	29.8	2.8	26.3	35.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	581.6	20.7	548.0	614.6	10
EB L	46	Dennis Chavez Blvd	8.9	2.0	5.1	11.0	10
EB T	47	Dennis Chavez Blvd	32.5	3.5	26.8	36.6	10
EB T	48	Dennis Chavez Blvd	30.2	3.3	24.6	35.7	10
EB R	54	Dennis Chavez Blvd	8.7	2.5	6.0	13.6	10
WB R	83	Dennis Chavez Blvd	32.9	4.4	26.3	40.8	10
WB T	84	Dennis Chavez Blvd	585.4	25.9	546.3	627.2	10
EB L	197	Dennis Chavez Blvd	7.0	1.3	5.0	8.9	10
WB L	199	Dennis Chavez Blvd	23.4	2.4	20.4	28.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	11.2	2.1	7.9	16.1	10
WB R	95	Dennis Chavez Blvd	5.3	2.6	2.6	11.2	10
EB L	96	Dennis Chavez Blvd	1,785.4	41.3	1,737.6	1,863.0	10
EB T	97	Dennis Chavez Blvd	1.7	1.4	0.2	4.4	10
EB T	147	Dennis Chavez Blvd	1.5	1.3	0.0	3.8	10
WB T	148	Dennis Chavez Blvd	4.5	2.3	0.7	8.4	10
WB T	173	Dennis Chavez Blvd	4.1	2.2	0.7	9.1	10
EB R	174	Dennis Chavez Blvd	0.1	0.2	0.0	0.5	10
WB L	175	Dennis Chavez Blvd	11.1	2.4	8.2	16.3	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	552.8	108.1	317.7	664.0	10
SB L	105	Unser Blvd	709.2	87.8	610.4	848.0	10
NB L	133	Unser Blvd	15.7	5.1	10.0	26.9	10
NB R	134	Unser Blvd	2.3	0.6	1.4	3.1	10
NB T	177	Unser Blvd	0.6	0.7	0.0	2.2	10
NB T	179	Unser Blvd	1.0	0.7	0.2	2.5	10
NB R	181	Unser Blvd	2.0	1.1	0.9	4.5	10
SB L	189	Unser Blvd	695.6	147.7	495.5	881.9	10
SB T	190	Unser Blvd	1.6	0.9	0.5	3.1	10
SB R	191	Unser Blvd	9.6	3.3	5.3	16.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.5	0.1	0.3	0.6	10
NB T	23	98th Street	0.8	0.1	0.6	1.0	10
NB L	108	98th Street	0.5	0.1	0.4	0.7	10
NB T	109	98th Street	0.8	0.1	0.7	1.0	10
SB T	118	98th Street	0.8	0.2	0.6	1.1	10
SB L	124	98th Street	16.9	3.9	9.7	21.8	10
NB R	192	98th Street	9.9	2.1	5.2	12.1	10
NB R	193	98th Street	7.9	3.0	3.9	11.8	10
SB L	194	98th Street	16.2	4.4	10.3	23.9	10
SB T	195	98th Street	4.1	2.3	1.3	9.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
WB L	116	Dennis Chavez Blvd	0.7	0.1	0.5	0.9	10
WB R	117	Dennis Chavez Blvd	0.6	0.1	0.5	0.8	10
EB T	125	Dennis Chavez Blvd	46.2	7.8	30.9	57.3	10
EB R	126	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
EB L	130	Dennis Chavez Blvd	0.6	0.1	0.4	0.8	10
EB T	140	Dennis Chavez Blvd	28.2	7.1	19.0	40.4	10
WB T	142	Dennis Chavez Blvd	0.8	0.2	0.6	1.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	28.0	1.6	25.2	30.9	10
SB LTR	204	Condershire Dr	2.9	0.7	2.0	4.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.2	0.1	0.1	0.3	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.3	0.1	0.1	0.4	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	2.4	0.2	2.0	2.7	10
NB T	41	Coors Blvd	3.4	0.4	2.5	4.0	10
SB T	78	Coors Blvd	2.4	0.1	2.2	2.6	10
SB R	79	Coors Blvd	1.8	0.1	1.6	2.0	10
NB R	90	Coors Blvd	0.2	0.0	0.1	0.3	10
NB L	92	Coors Blvd	12.2	0.6	11.3	13.2	10
SB L	131	Coors Blvd	1.3	0.1	1.2	1.5	10
SB T	132	Coors Blvd	2.4	0.2	2.1	2.6	10
NB L	201	Coors Blvd	13.0	0.6	11.8	13.7	10
SB L	202	Coors Blvd	1.3	0.1	1.2	1.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	20.5	0.6	19.6	21.6	10
EB L	46	Dennis Chavez Blvd	0.5	0.1	0.3	0.6	10
EB T	47	Dennis Chavez Blvd	1.4	0.1	1.2	1.5	10
EB T	48	Dennis Chavez Blvd	1.2	0.1	1.0	1.4	10
EB R	54	Dennis Chavez Blvd	0.3	0.1	0.2	0.5	10
WB R	83	Dennis Chavez Blvd	1.2	0.1	1.0	1.5	10
WB T	84	Dennis Chavez Blvd	20.7	0.8	19.5	22.0	10
EB L	197	Dennis Chavez Blvd	0.4	0.0	0.4	0.5	10
WB L	199	Dennis Chavez Blvd	1.0	0.1	0.9	1.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.5	0.1	0.4	0.7	10
WB R	95	Dennis Chavez Blvd	0.2	0.1	0.1	0.5	10
EB L	96	Dennis Chavez Blvd	61.2	2.4	57.7	66.3	10
EB T	97	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10
EB T	147	Dennis Chavez Blvd	0.1	0.1	0.0	0.2	10
WB T	148	Dennis Chavez Blvd	0.2	0.1	0.0	0.3	10
WB T	173	Dennis Chavez Blvd	0.2	0.1	0.0	0.4	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.5	0.1	0.4	0.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	19.0	3.6	11.1	22.7	10
SB L	105	Unser Blvd	24.8	3.2	21.2	30.1	10
NB L	133	Unser Blvd	0.7	0.2	0.5	1.1	10
NB R	134	Unser Blvd	0.1	0.0	0.1	0.2	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.1	10
NB T	179	Unser Blvd	0.0	0.1	0.0	0.1	10
NB R	181	Unser Blvd	0.1	0.0	0.1	0.2	10
SB L	189	Unser Blvd	24.1	5.0	17.3	30.7	10
SB T	190	Unser Blvd	0.1	0.0	0.0	0.1	10
SB R	191	Unser Blvd	0.4	0.1	0.2	0.6	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	48.5	6.4	41.2	63.4	10
NB T	23	98th Street	73.2	22.9	47.0	122.1	10
NB L	108	98th Street	48.2	6.4	39.2	63.8	10
NB T	109	98th Street	82.8	17.4	60.5	115.6	10
SB T	118	98th Street	87.9	25.0	53.8	123.9	10
SB L	124	98th Street	1,117.1	85.5	911.5	1,162.6	10
NB R	192	98th Street	797.5	166.3	324.9	862.4	10
NB R	193	98th Street	650.0	262.4	289.0	860.6	10
SB L	194	98th Street	1,145.9	31.8	1,059.3	1,167.8	10
SB T	195	98th Street	439.9	229.7	148.7	973.7	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	82.6	6.9	72.2	94.1	10
WB L	116	Dennis Chavez Blvd	70.5	10.2	49.8	81.5	10
WB R	117	Dennis Chavez Blvd	81.7	17.0	51.1	102.5	10
EB T	125	Dennis Chavez Blvd	3,757.0	6.8	3,749.2	3,767.9	10
EB R	126	Dennis Chavez Blvd	14.8	5.3	0.5	20.7	10
EB L	130	Dennis Chavez Blvd	84.4	15.8	58.2	101.8	10
EB T	140	Dennis Chavez Blvd	3,753.2	7.8	3,739.3	3,765.1	10
WB T	142	Dennis Chavez Blvd	79.4	14.2	51.4	107.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1,147.9	6.6	1,137.7	1,161.8	10
SB LTR	204	Condershire Dr	132.8	3.4	128.3	138.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	17.4	12.0	6.8	35.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	32.3	20.6	0.3	63.3	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	226.5	21.7	192.1	256.3	10
NB T	41	Coors Blvd	303.8	42.4	239.1	369.9	10
SB T	78	Coors Blvd	182.8	7.0	167.2	191.0	10
SB R	79	Coors Blvd	160.4	9.9	144.9	184.1	10
NB R	90	Coors Blvd	19.5	2.8	16.7	24.8	10
NB L	92	Coors Blvd	990.4	6.3	978.4	998.0	10
SB L	131	Coors Blvd	91.8	7.3	78.3	99.8	10
SB T	132	Coors Blvd	191.8	13.9	171.0	211.2	10
NB L	201	Coors Blvd	994.2	4.9	983.7	999.7	10
SB L	202	Coors Blvd	90.6	8.5	75.1	100.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1,260.6	2.0	1,256.2	1,262.9	10
EB L	46	Dennis Chavez Blvd	39.8	10.9	19.0	47.2	10
EB T	47	Dennis Chavez Blvd	130.1	23.2	97.6	160.2	10
EB T	48	Dennis Chavez Blvd	134.0	16.5	99.0	149.9	10
EB R	54	Dennis Chavez Blvd	52.6	8.2	45.0	67.0	10
WB R	83	Dennis Chavez Blvd	190.4	36.2	134.1	245.3	10
WB T	84	Dennis Chavez Blvd	1,261.6	3.3	1,255.8	1,267.0	10
EB L	197	Dennis Chavez Blvd	32.5	10.2	18.7	44.3	10
WB L	199	Dennis Chavez Blvd	84.4	9.1	73.4	98.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	65.1	15.0	46.9	95.8	10
WB R	95	Dennis Chavez Blvd	37.1	24.8	15.8	94.8	10
EB L	96	Dennis Chavez Blvd	2,546.6	2.6	2,542.7	2,551.3	10
EB T	97	Dennis Chavez Blvd	3.0	6.3	0.0	15.8	10
EB T	147	Dennis Chavez Blvd	0.2	0.4	0.0	0.8	10
WB T	148	Dennis Chavez Blvd	26.0	17.3	0.0	55.8	10
WB T	173	Dennis Chavez Blvd	20.3	10.8	0.0	41.8	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	62.9	13.7	45.6	79.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1,698.0	6.0	1,685.1	1,705.3	10
SB L	105	Unser Blvd	1,702.8	1.9	1,699.9	1,705.4	10
NB L	133	Unser Blvd	66.2	23.5	41.1	112.0	10
NB R	134	Unser Blvd	17.2	1.6	15.3	20.5	10
NB T	177	Unser Blvd	3.3	10.4	0.0	32.8	10
NB T	179	Unser Blvd	3.6	7.2	0.0	17.8	10
NB R	181	Unser Blvd	14.7	6.5	0.8	26.4	10
SB L	189	Unser Blvd	1,701.0	5.2	1,689.8	1,706.2	10
SB T	190	Unser Blvd	4.9	7.6	0.0	16.8	10
SB R	191	Unser Blvd	62.1	29.6	23.1	108.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	2.0	0.0	2.0	2.0	10
NB T	23	98th Street	3.0	0.9	2.0	5.0	10
NB L	108	98th Street	2.0	0.0	2.0	2.0	10
NB T	109	98th Street	3.1	0.7	2.0	4.0	10
SB T	118	98th Street	3.2	0.8	2.0	4.0	10
SB L	124	98th Street	39.5	3.0	33.0	43.0	10
NB R	192	98th Street	28.7	6.0	12.0	32.0	10
NB R	193	98th Street	22.8	9.1	11.0	30.0	10
SB L	194	98th Street	40.1	2.5	34.1	43.0	10
SB T	195	98th Street	15.6	8.0	6.0	34.1	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10
WB L	116	Dennis Chavez Blvd	2.9	0.6	2.0	4.0	10
WB R	117	Dennis Chavez Blvd	3.2	0.6	2.0	4.0	10
EB T	125	Dennis Chavez Blvd	132.2	2.5	128.0	135.0	10
EB R	126	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
EB L	130	Dennis Chavez Blvd	3.3	0.7	2.0	4.0	10
EB T	140	Dennis Chavez Blvd	130.7	2.6	127.0	135.0	10
WB T	142	Dennis Chavez Blvd	3.2	0.6	2.0	4.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	39.8	1.9	36.0	42.0	10
SB LTR	204	Condershire Dr	5.0	0.0	5.0	5.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	1.7	0.7	1.0	3.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	7.9	0.9	6.0	9.0	10
NB T	41	Coors Blvd	10.9	1.3	9.0	13.0	10
SB T	78	Coors Blvd	6.8	0.4	6.0	7.0	10
SB R	79	Coors Blvd	6.0	0.5	5.0	7.0	10
NB R	90	Coors Blvd	1.0	0.0	1.0	1.0	10
NB L	92	Coors Blvd	35.3	0.6	34.1	36.0	10
SB L	131	Coors Blvd	3.5	0.5	3.0	4.0	10
SB T	132	Coors Blvd	7.1	0.6	6.0	8.0	10
NB L	201	Coors Blvd	35.4	0.7	34.0	36.1	10
SB L	202	Coors Blvd	3.3	0.5	3.0	4.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	45.2	1.0	43.0	47.0	10
EB L	46	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
EB T	47	Dennis Chavez Blvd	4.8	1.0	3.0	6.0	10
EB T	48	Dennis Chavez Blvd	4.8	0.6	4.0	6.0	10
EB R	54	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
WB R	83	Dennis Chavez Blvd	6.9	1.2	5.0	9.0	10
WB T	84	Dennis Chavez Blvd	45.5	0.7	45.0	47.0	10
EB L	197	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
WB L	199	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
WB R	95	Dennis Chavez Blvd	1.7	0.9	1.0	4.0	10
EB L	96	Dennis Chavez Blvd	89.0	1.8	86.0	92.0	10
EB T	97	Dennis Chavez Blvd	0.2	0.4	0.0	1.0	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	148	Dennis Chavez Blvd	1.1	0.6	0.0	2.0	10
WB T	173	Dennis Chavez Blvd	1.0	0.5	0.0	2.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	2.6	0.5	2.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	58.7	1.5	56.1	61.0	10
SB L	105	Unser Blvd	60.0	0.9	58.0	61.0	10
NB L	133	Unser Blvd	2.7	0.8	2.0	4.0	10
NB R	134	Unser Blvd	1.0	0.0	1.0	1.0	10
NB T	177	Unser Blvd	0.1	0.3	0.0	1.0	10
NB T	179	Unser Blvd	0.2	0.4	0.0	1.0	10
NB R	181	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	189	Unser Blvd	59.5	1.8	57.0	63.0	10
SB T	190	Unser Blvd	0.3	0.5	0.0	1.0	10
SB R	191	Unser Blvd	2.2	0.9	1.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 03:30:00 - 04:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.2	0.1	0.0	0.4	10
NB R	192	98th Street	0.2	0.1	0.0	0.3	10
NB R	193	98th Street	0.1	0.1	0.0	0.3	10
SB L	194	98th Street	0.2	0.1	0.0	0.4	10
SB T	195	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.2	0.1	0.2	0.3	10
EB R	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.1	0.1	0.1	0.2	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.5	0.1	0.4	0.6	10
SB LTR	204	Condershire Dr	0.5	0.2	0.2	0.9	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	94	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB TR	150	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB LT	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB TR	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.2	0.0	0.1	0.2	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.2	0.0	0.2	0.2	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.2	0.0	0.2	0.3	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.2	0.0	0.2	0.2	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.4	0.0	0.4	0.5	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD

NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.2	0.1	0.1	0.3	10
SB L	105	Unser Blvd	0.3	0.0	0.2	0.3	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	189	Unser Blvd	0.3	0.1	0.1	0.4	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

NMDOT-OWNED INTERSECTIONS
HORIZON YEAR (2036) TOTAL WITH MITIGATION

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,844.0	24.40	30.9	C
2	2,813.0	25.30	32.4	C
3	2,818.0	25.70	32.9	C
4	2,837.0	25.90	32.9	C
5	2,824.0	25.90	33.1	C
6	2,843.0	25.10	31.8	C
7	2,819.0	25.40	32.5	C
8	2,814.0	25.80	33.0	C
9	2,822.0	25.40	32.5	C
10	2,819.0	25.80	33.0	C
Average:	**2,825.3**	**25.47**	**32.5**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,551.0	15.90	16.2	B
2	3,585.0	16.60	16.6	B
3	3,553.0	17.00	17.2	B
4	3,559.0	17.30	17.5	B
5	3,549.0	17.50	17.7	B
6	3,559.0	17.60	17.8	B
7	3,569.0	17.40	17.6	B
8	3,564.0	17.10	17.2	B
9	3,555.0	17.80	18.0	B
10	3,574.0	17.90	18.0	B
Average:	**3,561.8**	**17.21**	**17.4**	**B**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	5,726.0	57.10	35.9	D
2	5,759.0	57.70	36.1	D
3	5,728.0	57.40	36.1	D
4	5,716.0	57.80	36.4	D
5	5,721.0	57.80	36.4	D
6	5,740.0	56.10	35.2	D
7	5,695.0	54.90	34.7	C
8	5,726.0	56.10	35.3	D

9	5,711.0	56.80	35.8	D
10	5,696.0	56.90	36.0	D
Average:	**5,721.8**	**56.86**	**35.8**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,847.0	43.00	40.2	D
2	3,892.0	43.40	40.2	D
3	3,849.0	45.30	42.4	D
4	3,861.0	44.70	41.6	D
5	3,854.0	45.80	42.8	D
6	3,874.0	45.10	42.0	D
7	3,836.0	44.00	41.3	D
8	3,845.0	44.40	41.6	D
9	3,849.0	46.00	43.0	D
10	3,861.0	45.30	42.2	D
Average:	**3,856.8**	**44.70**	**41.7**	**D**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	25.5	0.5	24.4	25.9	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	17.2	0.6	15.9	17.9	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	56.9	0.9	54.9	57.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	44.7	1.0	43.0	46.0	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	32.5	0.7	30.9	33.1	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	17.4	0.6	16.2	18.0	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	35.8	0.6	34.7	36.4	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	41.7	1.0	40.2	43.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	166.0	0.60	14.1	B
2	166.0	0.60	13.8	B
3	166.0	0.70	15.8	B
4	165.0	0.60	13.4	B
5	165.0	0.60	14.0	B
6	166.0	0.70	14.6	B
7	166.0	0.70	14.8	B
8	165.0	0.70	14.8	B
9	164.0	0.70	15.7	B
10	164.0	0.60	13.3	B
Average:	**165.3**	**0.65**	**14.4**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	61.0	0.00	2.5	A
2	60.0	0.00	2.3	A
3	60.0	0.00	2.8	A
4	60.0	0.00	2.9	A
5	59.0	0.00	2.4	A
6	61.0	0.00	2.3	A
7	60.0	0.00	1.1	A
8	60.0	0.00	1.9	A
9	60.0	0.00	2.5	A
10	60.0	0.00	1.9	A
Average:	**60.1**	**0.00**	**2.3**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	674.0	2.50	13.6	B
2	671.0	2.70	14.8	B
3	671.0	2.80	15.0	B
4	672.0	2.70	14.7	B
5	669.0	2.60	14.1	B
6	676.0	2.80	14.7	B
7	669.0	2.50	13.4	B
8	671.0	2.90	15.3	B
9	674.0	2.70	14.4	B
10	673.0	2.70	14.3	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**672.0**	**2.69**	**14.4**	**B**
NB L on 98th Street: Superlink ID 12				
1	148.0	1.60	39.9	D
2	145.0	1.90	48.2	D
3	147.0	2.20	53.7	D
4	147.0	1.90	46.1	D
5	147.0	2.20	53.5	D
6	143.0	1.80	44.5	D
7	146.0	2.00	49.7	D
8	150.0	2.10	49.9	D
9	146.0	1.90	47.3	D
10	147.0	2.00	49.0	D
Average:	**146.6**	**1.96**	**48.2**	**D**
NB R on 98th Street: Superlink ID 12				
1	176.0	2.50	51.6	D
2	171.0	2.40	50.2	D
3	174.0	2.50	52.2	D
4	178.0	2.60	53.2	D
5	176.0	2.60	53.2	D
6	178.0	2.50	50.4	D
7	177.0	2.60	52.6	D
8	176.0	2.60	52.5	D
9	174.0	2.60	54.6	D
10	174.0	2.40	50.1	D
Average:	**175.4**	**2.53**	**52.0**	**D**
NB T on 98th Street: Superlink ID 12				
1	113.0	1.40	44.5	D
2	109.0	1.40	47.1	D
3	112.0	1.40	46.0	D
4	112.0	1.50	47.2	D
5	111.0	1.50	48.5	D
6	113.0	1.40	45.9	D
7	111.0	1.50	48.2	D
8	111.0	1.50	47.6	D
9	110.0	1.60	51.6	D
10	111.0	1.40	45.2	D
Average:	**111.3**	**1.46**	**47.2**	**D**
SB L on 98th Street: Superlink ID 2				
1	478.0	5.10	38.7	D
2	473.0	5.50	41.7	D
3	477.0	5.80	43.8	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	481.0	6.00	44.6	D
5	482.0	6.10	45.7	D
6	474.0	5.60	42.8	D
7	479.0	6.10	46.0	D
8	475.0	5.80	43.9	D
9	481.0	5.80	43.7	D
10	477.0	6.30	47.5	D
Average:	**477.7**	**5.81**	**43.8**	**D**
SB R on 98th Street: Superlink ID 2				
1	203.0	3.10	54.6	D
2	198.0	3.00	54.5	D
3	203.0	2.90	51.5	D
4	204.0	3.00	52.9	D
5	201.0	2.90	52.3	D
6	204.0	3.00	53.3	D
7	201.0	2.80	49.8	D
8	202.0	2.90	51.7	D
9	202.0	2.90	52.3	D
10	202.0	3.10	54.4	D
Average:	**202.0**	**2.96**	**52.7**	**D**
SB T on 98th Street: Superlink ID 2				
1	106.0	1.30	43.2	D
2	105.0	1.40	48.2	D
3	106.0	1.30	43.7	D
4	108.0	1.40	45.4	D
5	107.0	1.30	44.5	D
6	109.0	1.10	37.5	D
7	107.0	1.30	43.4	D
8	107.0	1.40	47.5	D
9	107.0	1.30	44.0	D
10	106.0	1.40	48.7	D
Average:	**106.8**	**1.32**	**44.6**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	83.0	0.50	22.2	C
2	81.0	0.60	26.4	C
3	79.0	0.60	25.4	C
4	85.0	0.70	29.9	C
5	87.0	0.60	24.2	C
6	85.0	0.60	24.4	C
7	81.0	0.60	25.6	C
8	81.0	0.60	24.6	C
9	80.0	0.50	22.3	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	80.0	0.50	24.4	C
Average:	**82.2**	**0.58**	**24.9**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	161.0	0.60	14.5	B
2	161.0	0.50	10.3	B
3	161.0	0.60	12.4	B
4	160.0	0.60	13.0	B
5	157.0	0.60	14.5	B
6	160.0	0.50	12.1	B
7	157.0	0.50	12.3	B
8	154.0	0.50	11.0	B
9	157.0	0.50	10.7	B
10	160.0	0.50	12.0	B
Average:	**158.8**	**0.54**	**12.3**	**B**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	475.0	5.00	37.7	D
2	473.0	5.20	39.7	D
3	462.0	4.90	38.3	D
4	465.0	4.90	38.3	D
5	463.0	4.80	37.2	D
6	474.0	5.00	38.2	D
7	465.0	4.90	37.8	D
8	462.0	5.00	38.7	D
9	467.0	4.80	37.1	D
10	465.0	4.80	37.4	D
Average:	**467.1**	**4.93**	**38.0**	**D**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 5				
1	10.0	0.10	25.0	C
2	10.0	0.10	22.1	C
3	12.0	0.10	28.0	C
4	12.0	0.10	35.5	D
5	9.0	0.10	36.9	D
6	9.0	0.10	26.0	C
7	14.0	0.10	27.4	C
8	12.0	0.10	29.7	C
9	11.0	0.10	18.2	B
10	11.0	0.10	30.5	C
Average:	**11.0**	**0.10**	**27.9**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on Dennis Chavez Blvd: Superlink ID 5				
1	61.0	0.10	8.2	A
2	59.0	0.10	8.9	A
3	60.0	0.10	8.8	A
4	63.0	0.20	9.0	A
5	59.0	0.20	9.6	A
6	61.0	0.20	10.9	B
7	59.0	0.10	8.3	A
8	57.0	0.10	7.6	A
9	60.0	0.20	10.8	B
10	62.0	0.20	11.3	B
Average:	**60.1**	**0.15**	**9.3**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 5				
1	2,300.0	11.60	18.1	B
2	2,318.0	12.10	18.8	B
3	2,316.0	12.40	19.3	B
4	2,308.0	12.60	19.6	B
5	2,307.0	12.50	19.6	B
6	2,313.0	12.60	19.6	B
7	2,315.0	12.60	19.6	B
8	2,315.0	12.40	19.3	B
9	2,312.0	12.80	20.0	B
10	2,321.0	13.20	20.5	C
Average:	**2,312.5**	**12.48**	**19.4**	**B**
NB LTR on Condershire Dr: Superlink ID 7				
1	148.0	1.10	27.8	C
2	149.0	1.30	32.5	C
3	147.0	1.20	29.0	C
4	144.0	1.10	26.5	C
5	152.0	1.40	32.0	C
6	149.0	1.40	33.3	C
7	146.0	1.20	28.5	C
8	147.0	1.00	23.8	C
9	146.0	1.40	35.5	D
10	153.0	1.10	26.8	C
Average:	**148.1**	**1.22**	**29.6**	**C**
SB LTR on Condershire Dr: Superlink ID 6				
1	51.0	0.20	11.5	B
2	49.0	0.20	12.4	B
3	49.0	0.20	11.3	B
4	49.0	0.20	13.4	B
5	48.0	0.10	10.9	B

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	48.0	0.10	10.2	B
7	49.0	0.10	8.2	A
8	50.0	0.20	16.4	B
9	48.0	0.20	12.9	B
10	49.0	0.20	11.2	B
Average:	**49.0**	**0.17**	**11.8**	**B**

WB L on Dennis Chavez Blvd: Superlink ID 17

1	23.0	0.20	25.5	C
2	26.0	0.20	31.6	C
3	25.0	0.20	25.8	C
4	24.0	0.20	25.6	C
5	24.0	0.20	25.8	C
6	24.0	0.20	28.4	C
7	23.0	0.20	24.7	C
8	24.0	0.20	27.9	C
9	23.0	0.20	32.4	C
10	21.0	0.20	31.5	C
Average:	**23.7**	**0.20**	**27.9**	**C**

WB R on Dennis Chavez Blvd: Superlink ID 17

1	4.0	0.00	1.6	A
2	5.0	0.00	0.4	A
3	6.0	0.00	1.7	A
4	3.0	0.00	0.0	A
5	5.0	0.00	2.0	A
6	6.0	0.00	1.5	A
7	4.0	0.00	3.3	A
8	4.0	0.00	3.0	A
9	5.0	0.00	3.7	A
10	5.0	0.00	3.3	A
Average:	**4.7**	**0.00**	**2.1**	**A**

WB T on Dennis Chavez Blvd: Superlink ID 17

1	954.0	2.70	10.2	B
2	969.0	2.50	9.3	A
3	938.0	2.80	10.9	B
4	956.0	3.00	11.4	B
5	945.0	3.00	11.6	B
6	949.0	3.00	11.4	B
7	959.0	3.20	12.0	B
8	955.0	3.10	11.5	B
9	950.0	2.90	11.1	B
10	952.0	2.90	11.1	B
Average:	**952.7**	**2.91**	**11.0**	**B**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	350.0	2.60	26.5	C
2	354.0	2.60	26.2	C
3	353.0	2.60	26.4	C
4	345.0	2.50	26.2	C
5	346.0	2.60	27.0	C
6	346.0	2.40	25.3	C
7	345.0	2.50	25.8	C
8	350.0	2.60	26.4	C
9	350.0	2.60	27.0	C
10	347.0	2.50	25.7	C
Average:	**348.6**	**2.55**	**26.2**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	631.0	3.40	19.6	B
2	633.0	3.30	18.9	B
3	627.0	3.60	20.6	C
4	625.0	3.30	19.1	B
5	630.0	3.90	22.1	C
6	631.0	3.20	18.5	B
7	626.0	3.00	17.4	B
8	635.0	3.70	21.1	C
9	621.0	3.90	22.3	C
10	626.0	3.70	21.1	C
Average:	**628.5**	**3.50**	**20.1**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	1,391.0	15.10	39.2	D
2	1,392.0	15.00	38.8	D
3	1,388.0	15.30	39.7	D
4	1,392.0	15.70	40.6	D
5	1,385.0	15.70	40.7	D
6	1,394.0	14.70	38.1	D
7	1,379.0	14.00	36.5	D
8	1,386.0	14.90	38.7	D
9	1,392.0	15.40	39.9	D
10	1,381.0	15.50	40.4	D
Average:	**1,388.0**	**15.13**	**39.2**	**D**
NB L on Coors Blvd: Superlink ID 18				
1	357.0	5.00	50.1	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	361.0	4.90	49.3	D
3	358.0	5.00	49.9	D
4	363.0	4.90	49.0	D
5	358.0	4.80	48.4	D
6	359.0	4.80	48.0	D
7	358.0	4.90	49.7	D
8	356.0	4.50	45.2	D
9	356.0	4.70	47.0	D
10	353.0	4.80	49.3	D
Average:	**357.9**	**4.83**	**48.6**	**D**
NB R on Coors Blvd: Superlink ID 18				
1	153.0	1.00	23.7	C
2	156.0	1.10	26.1	C
3	156.0	1.00	23.6	C
4	154.0	1.10	25.3	C
5	156.0	1.00	22.1	C
6	155.0	1.00	23.3	C
7	155.0	1.00	22.5	C
8	155.0	1.00	22.5	C
9	153.0	1.00	22.8	C
10	155.0	1.00	22.9	C
Average:	**154.8**	**1.02**	**23.5**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	729.0	9.50	47.0	D
2	747.0	10.30	49.6	D
3	728.0	9.60	47.7	D
4	728.0	9.70	48.0	D
5	734.0	9.30	45.8	D
6	737.0	9.30	45.4	D
7	729.0	9.40	46.5	D
8	734.0	9.40	45.9	D
9	729.0	9.40	46.7	D
10	735.0	9.30	45.4	D
Average:	**733.0**	**9.52**	**46.8**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	482.0	6.50	48.4	D
2	488.0	6.50	47.7	D
3	482.0	6.50	48.3	D
4	482.0	6.40	47.9	D
5	482.0	6.50	48.5	D
6	482.0	6.60	49.1	D
7	478.0	6.40	48.4	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	479.0	6.40	47.9	D
9	480.0	6.40	48.1	D
10	479.0	6.40	48.1	D
Average:	**481.4**	**6.46**	**48.2**	**D**
SB R on Coors Blvd: Superlink ID 21				
1	133.0	0.50	13.9	B
2	135.0	0.50	13.1	B
3	136.0	0.50	12.5	B
4	133.0	0.50	13.7	B
5	134.0	0.40	11.9	B
6	136.0	0.50	13.5	B
7	134.0	0.40	11.9	B
8	133.0	0.40	10.6	B
9	133.0	0.40	12.1	B
10	131.0	0.50	13.0	B
Average:	**133.8**	**0.46**	**12.6**	**B**
SB T on Coors Blvd: Superlink ID 21				
1	601.0	6.80	41.0	D
2	610.0	7.30	43.3	D
3	600.0	6.70	40.3	D
4	600.0	6.80	41.0	D
5	599.0	6.80	40.6	D
6	603.0	6.70	40.0	D
7	599.0	6.60	39.9	D
8	599.0	6.90	41.4	D
9	599.0	6.70	40.3	D
10	599.0	6.60	39.5	D
Average:	**600.9**	**6.79**	**40.7**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 11				
1	121.0	1.30	37.3	D
2	118.0	1.10	33.1	C
3	121.0	1.20	35.4	D
4	121.0	1.30	39.7	D
5	121.0	1.10	34.1	C
6	118.0	1.20	35.8	D
7	120.0	1.20	36.9	D
8	121.0	1.10	33.7	C
9	122.0	1.10	32.1	C
10	121.0	1.10	33.8	C
Average:	**120.4**	**1.17**	**35.2**	**D**

WB R on Dennis Chavez Blvd: Superlink ID 11

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	270.0	0.00	0.1	A
2	269.0	0.00	0.1	A
3	271.0	0.00	0.1	A
4	270.0	0.00	0.1	A
5	270.0	0.00	0.1	A
6	269.0	0.00	0.1	A
7	270.0	0.00	0.1	A
8	271.0	0.00	0.1	A
9	270.0	0.00	0.2	A
10	269.0	0.00	0.1	A
Average:	**269.9**	**0.00**	**0.1**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	508.0	5.30	37.7	D
2	496.0	5.00	36.5	D
3	508.0	5.40	38.4	D
4	503.0	5.50	39.2	D
5	506.0	5.70	40.6	D
6	510.0	5.70	40.0	D
7	502.0	5.30	38.3	D
8	507.0	5.40	38.1	D
9	506.0	5.20	36.9	D
10	500.0	5.60	40.5	D
Average:	**504.6**	**5.41**	**38.6**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	90.0	0.80	31.2	C
2	92.0	0.90	33.4	C
3	91.0	0.80	33.3	C
4	90.0	0.80	31.3	C
5	91.0	0.90	35.4	D
6	92.0	0.90	34.7	C
7	91.0	0.90	34.3	C
8	91.0	0.90	34.5	C
9	94.0	0.90	32.9	C
10	91.0	0.80	29.7	C
Average:	**91.3**	**0.86**	**33.1**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	13.0	0.10	28.0	C
2	16.0	0.10	31.1	C
3	13.0	0.10	31.1	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	13.0	0.10	31.4	C
5	16.0	0.20	35.4	D
6	14.0	0.10	30.1	C
7	15.0	0.10	26.5	C
8	13.0	0.10	33.1	C
9	13.0	0.10	38.1	D
10	13.0	0.10	28.2	C
Average:	**13.9**	**0.11**	**31.3**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	1,189.0	13.50	40.8	D
2	1,231.0	14.50	42.3	D
3	1,214.0	13.80	40.9	D
4	1,217.0	14.00	41.5	D
5	1,206.0	14.50	43.4	D
6	1,216.0	13.80	40.8	D
7	1,198.0	13.90	41.7	D
8	1,202.0	13.40	40.2	D
9	1,209.0	14.40	42.8	D
10	1,221.0	14.50	42.7	D
Average:	**1,210.3**	**14.03**	**41.7**	**D**
NB L on Unser Blvd: Superlink ID 23				
1	39.0	0.30	25.7	C
2	36.0	0.30	34.0	C
3	38.0	0.30	24.8	C
4	36.0	0.20	22.1	C
5	38.0	0.30	26.8	C
6	38.0	0.30	24.2	C
7	38.0	0.30	27.9	C
8	36.0	0.30	26.7	C
9	37.0	0.30	24.9	C
10	36.0	0.20	24.0	C
Average:	**37.2**	**0.28**	**26.1**	**C**
NB R on Unser Blvd: Superlink ID 23				
1	513.0	4.90	34.1	C
2	517.0	4.70	32.7	C
3	515.0	5.00	34.8	C
4	514.0	5.00	35.2	D
5	510.0	4.70	33.2	C
6	514.0	4.70	33.1	C
7	514.0	4.60	32.1	C
8	511.0	4.60	32.3	C
9	513.0	4.70	33.0	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	512.0	5.00	34.8	C
Average:	**513.3**	**4.79**	**33.5**	**C**
NB T on Unser Blvd: Superlink ID 23				
1	86.0	1.10	46.9	D
2	87.0	1.10	46.7	D
3	86.0	1.10	44.6	D
4	84.0	1.10	46.4	D
5	85.0	1.10	45.0	D
6	85.0	1.00	41.5	D
7	84.0	1.10	46.1	D
8	85.0	1.00	44.3	D
9	85.0	1.10	48.0	D
10	85.0	1.00	41.1	D
Average:	**85.2**	**1.07**	**45.0**	**D**
SB L on Unser Blvd: Superlink ID 4				
1	657.0	7.00	38.5	D
2	646.0	6.50	36.4	D
3	653.0	8.50	46.8	D
4	655.0	7.70	42.6	D
5	660.0	7.80	42.4	D
6	662.0	8.70	47.1	D
7	652.0	8.70	47.8	D
8	661.0	8.10	44.1	D
9	656.0	8.60	47.4	D
10	657.0	8.20	45.0	D
Average:	**655.9**	**7.98**	**43.8**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	143.0	1.10	28.5	C
2	138.0	1.20	31.8	C
3	139.0	1.00	27.0	C
4	143.0	1.00	25.4	C
5	144.0	1.10	27.1	C
6	140.0	1.00	27.0	C
7	140.0	1.00	25.9	C
8	140.0	1.10	27.7	C
9	140.0	0.90	23.0	C
10	139.0	1.00	26.2	C
Average:	**140.6**	**1.04**	**26.9**	**C**
SB T on Unser Blvd: Superlink ID 4				
1	42.0	0.30	27.3	C
2	41.0	0.30	27.1	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	42.0	0.20	19.9	B
4	42.0	0.30	23.1	C
5	43.0	0.20	20.2	C
6	42.0	0.30	24.3	C
7	42.0	0.30	25.7	C
8	42.0	0.30	23.4	C
9	43.0	0.30	23.6	C
10	42.0	0.20	17.8	B
Average:	**42.1**	**0.27**	**23.2**	**C**

WB L on Dennis Chavez Blvd: Superlink ID 5

1	180.0	2.40	48.9	D
2	185.0	2.60	51.4	D
3	178.0	2.50	50.7	D
4	179.0	2.50	49.7	D
5	181.0	2.60	51.1	D
6	177.0	2.40	49.1	D
7	181.0	2.30	46.2	D
8	180.0	2.60	51.8	D
9	178.0	2.60	51.8	D
10	182.0	2.50	48.8	D
Average:	**180.1**	**2.50**	**49.9**	**D**

WB R on Dennis Chavez Blvd: Superlink ID 5

1	343.0	5.20	55.0	E
2	355.0	5.30	53.8	D
3	343.0	5.60	58.4	E
4	344.0	5.50	57.9	E
5	343.0	5.60	59.3	E
6	348.0	5.40	55.7	E
7	339.0	4.90	51.7	D
8	345.0	5.50	57.8	E
9	342.0	5.70	60.2	E
10	345.0	5.70	59.0	E
Average:	**344.7**	**5.44**	**56.9**	**E**

WB T on Dennis Chavez Blvd: Superlink ID 5

1	552.0	6.20	40.3	D
2	548.0	5.80	38.1	D
3	537.0	6.40	42.9	D
4	544.0	6.40	42.2	D
5	537.0	6.90	46.3	D
6	546.0	6.60	43.6	D
7	542.0	6.10	40.4	D
8	539.0	6.50	43.6	D

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	539.0	6.40	43.0	D
10	538.0	6.20	41.7	D
Average:	**542.2**	**6.35**	**42.2**	**D**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.7	0.1	0.6	0.7	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	2.7	0.1	2.5	2.9	10
NB L	98th Street	12	2.0	0.2	1.6	2.2	10
NB R	98th Street	12	2.5	0.1	2.4	2.6	10
NB T	98th Street	12	1.5	0.1	1.4	1.6	10
SB L	98th Street	2	5.8	0.3	5.1	6.3	10
SB R	98th Street	2	3.0	0.1	2.8	3.1	10
SB T	98th Street	2	1.3	0.1	1.1	1.4	10
WB L	Dennis Chavez Blvd	3	0.6	0.1	0.5	0.7	10
WB R	Dennis Chavez Blvd	3	0.5	0.1	0.5	0.6	10
WB T	Dennis Chavez Blvd	3	4.9	0.1	4.8	5.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	0.1	0.0	0.1	0.1	10
EB R	Dennis Chavez Blvd	5	0.2	0.1	0.1	0.2	10
EB T	Dennis Chavez Blvd	5	12.5	0.4	11.6	13.2	10
NB LTR	Condershire Dr	7	1.2	0.1	1.0	1.4	10
SB LTR	Condershire Dr	6	0.2	0.0	0.1	0.2	10
WB L	Dennis Chavez Blvd	17	0.2	0.0	0.2	0.2	10
WB R	Dennis Chavez Blvd	17	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	17	2.9	0.2	2.5	3.2	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	2.6	0.1	2.4	2.6	10
EB R	Dennis Chavez Blvd	17	3.5	0.3	3.0	3.9	10
EB T	Dennis Chavez Blvd	17	15.1	0.5	14.0	15.7	10
NB L	Coors Blvd	18	4.8	0.1	4.5	5.0	10
NB R	Coors Blvd	18	1.0	0.0	1.0	1.1	10
NB T	Coors Blvd	18	9.5	0.3	9.3	10.3	10
SB L	Coors Blvd	21	6.5	0.1	6.4	6.6	10
SB R	Coors Blvd	21	0.5	0.1	0.4	0.5	10
SB T	Coors Blvd	21	6.8	0.2	6.6	7.3	10
WB L	Dennis Chavez Blvd	11	1.2	0.1	1.1	1.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	5.4	0.2	5.0	5.7	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	0.9	0.1	0.8	0.9	10
EB R	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.2	10
EB T	Dennis Chavez Blvd	3	14.0	0.4	13.4	14.5	10
NB L	Unser Blvd	23	0.3	0.0	0.2	0.3	10
NB R	Unser Blvd	23	4.8	0.2	4.6	5.0	10
NB T	Unser Blvd	23	1.1	0.0	1.0	1.1	10
SB L	Unser Blvd	4	8.0	0.7	6.5	8.7	10
SB R	Unser Blvd	4	1.0	0.1	0.9	1.2	10
SB T	Unser Blvd	4	0.3	0.0	0.2	0.3	10
WB L	Dennis Chavez Blvd	5	2.5	0.1	2.3	2.6	10
WB R	Dennis Chavez Blvd	5	5.4	0.3	4.9	5.7	10
WB T	Dennis Chavez Blvd	5	6.4	0.3	5.8	6.9	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	14.4	0.9	13.3	15.8	10
EB R	Dennis Chavez Blvd	1	2.3	0.5	1.1	2.9	10
EB T	Dennis Chavez Blvd	1	14.4	0.6	13.4	15.3	10
NB L	98th Street	12	48.2	4.1	39.9	53.7	10
NB R	98th Street	12	52.0	1.5	50.1	54.6	10
NB T	98th Street	12	47.2	2.0	44.5	51.6	10
SB L	98th Street	2	43.8	2.5	38.7	47.5	10
SB R	98th Street	2	52.7	1.5	49.8	54.6	10
SB T	98th Street	2	44.6	3.2	37.5	48.7	10
WB L	Dennis Chavez Blvd	3	24.9	2.2	22.2	29.9	10
WB R	Dennis Chavez Blvd	3	12.3	1.5	10.3	14.5	10
WB T	Dennis Chavez Blvd	3	38.0	0.8	37.1	39.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	27.9	5.7	18.2	36.9	10
EB R	Dennis Chavez Blvd	5	9.3	1.3	7.6	11.3	10
EB T	Dennis Chavez Blvd	5	19.4	0.6	18.1	20.5	10
NB LTR	Condershire Dr	7	29.6	3.6	23.8	35.5	10
SB LTR	Condershire Dr	6	11.8	2.2	8.2	16.4	10
WB L	Dennis Chavez Blvd	17	27.9	2.9	24.7	32.4	10
WB R	Dennis Chavez Blvd	17	2.1	1.3	0.0	3.7	10
WB T	Dennis Chavez Blvd	17	11.0	0.8	9.3	12.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	26.2	0.5	25.3	27.0	10
EB R	Dennis Chavez Blvd	17	20.1	1.6	17.4	22.3	10
EB T	Dennis Chavez Blvd	17	39.2	1.3	36.5	40.7	10
NB L	Coors Blvd	18	48.6	1.5	45.2	50.1	10
NB R	Coors Blvd	18	23.5	1.3	22.1	26.1	10
NB T	Coors Blvd	18	46.8	1.3	45.4	49.6	10
SB L	Coors Blvd	21	48.2	0.4	47.7	49.1	10
SB R	Coors Blvd	21	12.6	1.0	10.6	13.9	10
SB T	Coors Blvd	21	40.7	1.1	39.5	43.3	10
WB L	Dennis Chavez Blvd	11	35.2	2.3	32.1	39.7	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	Dennis Chavez Blvd	11	0.1	0.0	0.1	0.2	10
WB T	Dennis Chavez Blvd	11	38.6	1.4	36.5	40.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	33.1	1.8	29.7	35.4	10
EB R	Dennis Chavez Blvd	3	31.3	3.5	26.5	38.1	10
EB T	Dennis Chavez Blvd	3	41.7	1.0	40.2	43.4	10
NB L	Unser Blvd	23	26.1	3.2	22.1	34.0	10
NB R	Unser Blvd	23	33.5	1.1	32.1	35.2	10
NB T	Unser Blvd	23	45.0	2.3	41.1	48.0	10
SB L	Unser Blvd	4	43.8	3.9	36.4	47.8	10
SB R	Unser Blvd	4	26.9	2.3	23.0	31.8	10
SB T	Unser Blvd	4	23.2	3.1	17.8	27.3	10
WB L	Dennis Chavez Blvd	5	49.9	1.8	46.2	51.8	10
WB R	Dennis Chavez Blvd	5	56.9	2.7	51.7	60.2	10
WB T	Dennis Chavez Blvd	5	42.2	2.3	38.1	46.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	7.1	0.4	40.8	2.0	0.0%
2	120.0	3.9	0.3	24.3	1.0	0.0%
3	120.0	8.2	0.4	43.3	2.0	0.0%
4	120.0	5.0	0.3	19.4	1.0	0.0%
5	120.0	5.6	0.3	23.3	1.0	0.0%
6	120.0	6.9	0.3	41.4	2.0	0.0%
7	120.0	5.0	0.3	23.1	1.0	0.0%
8	120.0	4.3	0.3	17.7	1.0	0.0%
9	120.0	6.7	0.4	43.3	2.0	0.0%
10	120.0	4.6	0.3	20.2	1.0	0.0%
Average:	**120.0**	**5.7**	**0.3**	**29.7**	**1.4**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 205						
1	120.0	5.3	0.2	19.2	1.0	0.0%
2	120.0	6.4	0.3	39.3	2.0	0.0%
3	120.0	4.0	0.2	19.5	1.0	0.0%
4	120.0	6.2	0.3	38.3	1.0	0.0%
5	120.0	5.8	0.3	22.4	1.0	0.0%
6	120.0	4.2	0.2	19.1	1.0	0.0%
7	120.0	7.5	0.4	45.7	2.0	0.0%
8	120.0	5.9	0.3	39.6	2.0	0.0%
9	120.0	7.0	0.4	41.5	2.0	0.0%
10	120.0	5.8	0.3	24.0	1.0	0.0%
Average:	**120.0**	**5.8**	**0.3**	**30.9**	**1.4**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 219						
1	120.0	0.9	0.1	6.5	1.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.1	0.3	0.0	0.0%
4	120.0	1.3	0.1	15.7	1.0	0.0%
5	120.0	0.6	0.0	0.0	0.0	0.0%
6	120.0	0.4	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	1.1	0.1	9.8	1.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on Dennis Chavez Blvd - Lane ID 219						
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.7**	**0.0**	**3.2**	**0.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	14.6	0.6	76.1	3.0	0.0%
2	120.0	15.5	0.6	88.5	3.0	0.0%
3	120.0	16.5	0.7	71.6	3.0	0.0%
4	120.0	21.1	0.8	101.2	4.0	0.0%
5	120.0	17.9	0.8	98.7	4.0	0.0%
6	120.0	19.2	0.8	80.6	3.0	0.0%
7	120.0	16.6	0.7	91.3	4.0	0.0%
8	120.0	17.7	0.8	79.7	3.0	0.0%
9	120.0	18.1	0.7	82.3	3.0	0.0%
10	120.0	19.6	0.8	88.2	3.0	0.0%
Average:	**120.0**	**17.7**	**0.7**	**85.8**	**3.3**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 126						
1	120.0	8.7	0.4	58.6	3.0	0.0%
2	120.0	11.4	0.5	69.8	3.0	0.0%
3	120.0	12.0	0.5	68.6	3.0	0.0%
4	120.0	11.7	0.5	58.6	2.0	0.0%
5	120.0	11.9	0.6	69.8	3.0	0.0%
6	120.0	11.2	0.5	67.7	3.0	0.0%
7	120.0	8.6	0.4	52.9	2.0	0.0%
8	120.0	11.1	0.5	62.5	3.0	0.0%
9	120.0	12.4	0.5	73.7	3.0	0.0%
10	120.0	11.2	0.4	68.1	2.0	0.0%
Average:	**120.0**	**11.0**	**0.5**	**65.0**	**2.7**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	18.9	0.8	96.8	4.0	0.0%
2	120.0	22.2	0.9	126.3	5.0	0.0%
3	120.0	26.1	1.0	127.9	5.0	0.0%
4	120.0	26.5	1.1	121.6	5.0	0.0%
5	120.0	21.7	0.9	110.8	4.0	0.0%
6	120.0	22.9	0.9	96.6	4.0	0.0%
7	120.0	23.7	0.9	102.0	4.0	0.0%
8	120.0	24.7	1.0	122.7	4.0	0.0%
9	120.0	27.8	1.0	135.8	5.0	0.0%
10	120.0	21.5	0.9	111.8	4.0	0.0%
Average:	**120.0**	**23.6**	**0.9**	**115.2**	**4.4**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on 98th Street - Lane ID 108						
1	120.0	34.5	1.5	101.7	4.0	0.0%
2	120.0	46.2	1.9	126.9	5.0	0.0%
3	120.0	48.9	2.0	135.3	5.0	0.0%
4	120.0	42.6	1.8	125.6	4.0	0.0%
5	120.0	52.4	2.0	151.9	5.0	0.0%
6	120.0	40.8	1.6	117.4	4.0	0.0%
7	120.0	43.8	1.8	131.2	5.0	0.0%
8	120.0	40.3	1.6	133.7	4.0	0.0%
9	120.0	40.6	1.7	114.4	4.0	0.0%
10	120.0	41.4	1.8	117.2	4.0	0.0%
Average:	**120.0**	**43.2**	**1.8**	**125.5**	**4.4**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	29.5	1.3	90.9	3.0	0.0%
2	120.0	27.1	1.2	97.8	3.0	0.0%
3	120.0	27.4	1.2	79.5	3.0	0.0%
4	120.0	31.0	1.3	84.1	3.0	0.0%
5	120.0	27.2	1.1	73.5	3.0	0.0%
6	120.0	25.1	1.0	77.2	3.0	0.0%
7	120.0	28.3	1.2	83.3	3.0	0.0%
8	120.0	28.2	1.2	81.1	3.0	0.0%
9	120.0	28.4	1.3	76.3	3.0	0.0%
10	120.0	28.4	1.3	90.9	4.0	0.0%
Average:	**120.0**	**28.1**	**1.2**	**83.5**	**3.1**	**0.0%**
NB R on 98th Street - Lane ID 193						
1	120.0	27.4	1.3	95.0	3.0	0.0%
2	120.0	28.7	1.2	91.6	3.0	0.0%
3	120.0	32.2	1.4	85.3	3.0	0.0%
4	120.0	27.2	1.1	82.3	3.0	0.0%
5	120.0	29.9	1.3	80.5	3.0	0.0%
6	120.0	28.1	1.3	87.7	3.0	0.0%
7	120.0	29.8	1.3	91.5	3.0	0.0%
8	120.0	26.3	1.2	78.0	3.0	0.0%
9	120.0	29.4	1.3	76.3	3.0	0.0%
10	120.0	26.0	1.1	74.2	3.0	0.0%
Average:	**120.0**	**28.5**	**1.3**	**84.2**	**3.0**	**0.0%**
NB T on 98th Street - Lane ID 109						
1	120.0	15.1	0.6	58.7	2.0	0.0%
2	120.0	14.6	0.8	45.7	2.0	0.0%
3	120.0	14.5	0.8	42.9	2.0	0.0%
4	120.0	14.4	0.7	49.7	2.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on 98th Street - Lane ID 109						
5	120.0	15.8	0.8	50.4	2.0	0.0%
6	120.0	14.2	0.7	49.5	2.0	0.0%
7	120.0	16.4	0.8	45.8	2.0	0.0%
8	120.0	18.0	0.8	50.9	2.0	0.0%
9	120.0	16.6	0.8	48.4	2.0	0.0%
10	120.0	13.3	0.7	49.3	2.0	0.0%
Average:	**120.0**	**15.3**	**0.8**	**49.1**	**2.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	15.3	0.8	47.6	2.0	0.0%
2	120.0	15.0	0.8	51.6	2.0	0.0%
3	120.0	14.8	0.7	55.3	2.0	0.0%
4	120.0	16.0	0.8	49.9	2.0	0.0%
5	120.0	15.4	0.8	47.2	2.0	0.0%
6	120.0	13.6	0.7	47.5	2.0	0.0%
7	120.0	14.7	0.7	46.4	2.0	0.0%
8	120.0	13.2	0.6	52.9	2.0	0.0%
9	120.0	15.8	0.8	48.4	2.0	0.0%
10	120.0	13.8	0.7	48.1	2.0	0.0%
Average:	**120.0**	**14.8**	**0.7**	**49.5**	**2.0**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	41.0	1.8	124.2	5.0	0.0%
2	120.0	46.8	1.9	130.6	5.0	0.0%
3	120.0	43.3	1.8	136.7	5.0	0.0%
4	120.0	46.3	1.9	126.6	5.0	0.0%
5	120.0	53.2	2.1	144.6	5.0	0.0%
6	120.0	43.9	1.9	126.5	5.0	0.0%
7	120.0	48.6	1.9	160.7	5.0	0.0%
8	120.0	42.3	1.8	124.8	5.0	0.0%
9	120.0	45.2	1.9	131.6	5.0	0.0%
10	120.0	47.6	2.0	147.9	5.0	0.0%
Average:	**120.0**	**45.8**	**1.9**	**135.4**	**5.0**	**0.0%**
SB L on 98th Street - Lane ID 194						
1	120.0	34.5	1.5	104.3	4.0	0.0%
2	120.0	45.7	1.8	135.7	4.0	0.0%
3	120.0	41.3	1.7	136.0	5.0	0.0%
4	120.0	46.6	1.9	137.2	5.0	0.0%
5	120.0	40.6	1.7	128.8	5.0	0.0%
6	120.0	36.4	1.6	104.4	4.0	0.0%
7	120.0	43.4	1.7	129.8	5.0	0.0%
8	120.0	41.1	1.7	123.7	5.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 194						
9	120.0	40.1	1.7	124.3	5.0	0.0%
10	120.0	47.0	1.9	125.8	5.0	0.0%
Average:	**120.0**	**41.7**	**1.7**	**125.0**	**4.7**	**0.0%**
SB L on 98th Street - Lane ID 218						
1	120.0	30.4	1.4	80.8	3.0	0.0%
2	120.0	39.4	1.6	111.9	4.0	0.0%
3	120.0	38.8	1.7	112.0	5.0	0.0%
4	120.0	39.0	1.7	125.1	5.0	0.0%
5	120.0	39.3	1.7	122.3	5.0	0.0%
6	120.0	36.0	1.5	110.1	4.0	0.0%
7	120.0	44.4	1.8	125.5	5.0	0.0%
8	120.0	38.3	1.6	104.4	4.0	0.0%
9	120.0	35.5	1.5	126.6	5.0	0.0%
10	120.0	44.0	1.8	128.4	5.0	0.0%
Average:	**120.0**	**38.5**	**1.6**	**114.7**	**4.5**	**0.0%**
SB R on 98th Street - Lane ID 3						
1	120.0	70.6	2.7	185.6	6.0	0.0%
2	120.0	71.6	2.8	183.9	6.0	0.0%
3	120.0	69.2	2.5	165.8	6.0	0.0%
4	120.0	69.6	2.7	179.4	6.0	0.0%
5	120.0	62.9	2.6	167.1	6.0	0.0%
6	120.0	67.6	2.7	172.6	6.0	0.0%
7	120.0	64.2	2.5	156.3	6.0	0.0%
8	120.0	66.2	2.7	164.2	6.0	0.0%
9	120.0	65.4	2.6	168.6	6.0	0.0%
10	120.0	68.9	2.7	168.1	6.0	0.0%
Average:	**120.0**	**67.6**	**2.7**	**171.2**	**6.0**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	12.9	0.6	63.8	2.0	0.0%
2	120.0	16.8	0.8	52.3	2.0	0.0%
3	120.0	13.6	0.7	48.3	2.0	0.0%
4	120.0	12.7	0.7	44.0	2.0	0.0%
5	120.0	10.8	0.5	47.0	2.0	0.0%
6	120.0	11.3	0.5	59.8	2.0	0.0%
7	120.0	12.4	0.6	47.5	2.0	0.0%
8	120.0	14.8	0.8	46.2	2.0	0.0%
9	120.0	12.0	0.6	44.2	2.0	0.0%
10	120.0	14.4	0.8	45.0	2.0	0.0%
Average:	**120.0**	**13.2**	**0.7**	**49.8**	**2.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 195						
1	120.0	14.7	0.7	58.0	2.0	0.0%
2	120.0	12.5	0.7	46.4	2.0	0.0%
3	120.0	13.2	0.6	46.8	2.0	0.0%
4	120.0	14.0	0.7	48.3	2.0	0.0%
5	120.0	15.7	0.7	47.4	2.0	0.0%
6	120.0	10.2	0.6	43.0	2.0	0.0%
7	120.0	11.9	0.7	38.5	2.0	0.0%
8	120.0	13.8	0.7	45.6	2.0	0.0%
9	120.0	15.9	0.8	48.7	2.0	0.0%
10	120.0	14.8	0.8	50.5	2.0	0.0%
Average:	**120.0**	**13.7**	**0.7**	**47.3**	**2.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	4.1	0.2	20.7	1.0	0.0%
2	120.0	3.4	0.2	19.0	1.0	0.0%
3	120.0	5.5	0.3	37.9	2.0	0.0%
4	120.0	5.7	0.3	36.3	2.0	0.0%
5	120.0	3.2	0.2	17.5	1.0	0.0%
6	120.0	5.5	0.3	43.6	2.0	0.0%
7	120.0	7.2	0.3	43.2	1.0	0.0%
8	120.0	4.1	0.2	18.4	1.0	0.0%
9	120.0	3.9	0.2	24.4	1.0	0.0%
10	120.0	7.6	0.4	51.4	2.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**31.2**	**1.4**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 220						
1	120.0	5.0	0.3	26.2	1.0	0.0%
2	120.0	5.2	0.3	19.8	1.0	0.0%
3	120.0	3.6	0.2	18.0	1.0	0.0%
4	120.0	8.2	0.4	46.4	2.0	0.0%
5	120.0	5.0	0.3	17.5	1.0	0.0%
6	120.0	5.3	0.3	41.9	2.0	0.0%
7	120.0	4.3	0.2	41.9	2.0	0.0%
8	120.0	4.4	0.2	32.4	1.0	0.0%
9	120.0	5.2	0.3	45.0	2.0	0.0%
10	120.0	4.9	0.2	22.6	1.0	0.0%
Average:	**120.0**	**5.1**	**0.3**	**31.2**	**1.4**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	10.3	0.4	84.4	3.0	0.0%
2	120.0	7.7	0.3	61.7	2.0	0.0%
3	120.0	12.2	0.5	102.9	4.0	0.0%
4	120.0	13.6	0.5	104.6	3.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 117						
5	120.0	16.5	0.6	111.1	4.0	0.0%
6	120.0	8.2	0.4	49.9	2.0	0.0%
7	120.0	7.3	0.3	68.9	2.0	0.0%
8	120.0	9.1	0.4	67.9	3.0	0.0%
9	120.0	9.4	0.4	68.7	2.0	0.0%
10	120.0	10.4	0.4	80.9	3.0	0.0%
Average:	**120.0**	**10.5**	**0.4**	**80.1**	**2.8**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	32.5	1.3	125.8	5.0	0.0%
2	120.0	39.3	1.5	136.5	5.0	0.0%
3	120.0	32.9	1.3	122.2	5.0	0.0%
4	120.0	34.3	1.4	129.9	5.0	0.0%
5	120.0	31.7	1.3	142.1	6.0	0.0%
6	120.0	30.9	1.2	136.4	5.0	0.0%
7	120.0	32.3	1.3	145.9	5.0	0.0%
8	120.0	35.0	1.3	149.8	5.0	0.0%
9	120.0	29.1	1.2	133.0	5.0	0.0%
10	120.0	36.3	1.4	150.8	5.0	0.0%
Average:	**120.0**	**33.4**	**1.3**	**137.2**	**5.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 215						
1	120.0	35.1	1.3	149.0	6.0	0.0%
2	120.0	37.7	1.4	133.0	5.0	0.0%
3	120.0	39.4	1.5	146.4	5.0	0.0%
4	120.0	40.8	1.6	148.8	6.0	0.0%
5	120.0	36.1	1.4	137.3	5.0	0.0%
6	120.0	35.9	1.4	144.7	6.0	0.0%
7	120.0	29.5	1.2	131.3	5.0	0.0%
8	120.0	38.4	1.6	151.0	6.0	0.0%
9	120.0	34.1	1.4	133.0	5.0	0.0%
10	120.0	35.6	1.4	129.2	5.0	0.0%
Average:	**120.0**	**36.3**	**1.4**	**140.4**	**5.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	34.7	1.3	131.6	5.0	0.0%
2	120.0	37.6	1.4	131.2	5.0	0.0%
3	120.0	40.3	1.5	140.9	5.0	0.0%
4	120.0	37.5	1.4	146.8	5.0	0.0%
5	120.0	38.2	1.4	142.5	5.0	0.0%
6	120.0	44.3	1.6	192.4	7.0	0.0%
7	120.0	31.1	1.2	144.7	5.0	0.0%
8	120.0	40.5	1.6	158.6	6.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 6						
9	120.0	40.0	1.4	163.4	6.0	0.0%
10	120.0	39.2	1.5	136.3	5.0	0.0%
Average:	**120.0**	**38.3**	**1.4**	**148.8**	**5.4**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 244						
1	120.0	0.8	0.1	0.5	0.0	0.0%
2	120.0	1.2	0.1	15.1	1.0	0.0%
3	120.0	0.9	0.1	15.3	1.0	0.0%
4	120.0	1.3	0.1	16.8	1.0	0.0%
5	120.0	1.2	0.1	0.6	0.0	0.0%
6	120.0	1.6	0.1	0.4	0.0	0.0%
7	120.0	1.4	0.1	15.9	1.0	0.0%
8	120.0	1.1	0.1	14.2	1.0	0.0%
9	120.0	0.8	0.0	0.0	0.0	0.0%
10	120.0	1.0	0.1	15.8	1.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**9.5**	**0.6**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 259						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.5	0.0	0.0	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	0.7	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.8	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 245						
1	120.0	65.6	2.5	287.7	11.0	0.0%
2	120.0	54.0	2.0	259.0	10.0	0.0%
3	120.0	66.9	2.5	314.6	11.0	0.0%
4	120.0	68.3	2.5	325.2	12.0	0.0%
5	120.0	57.6	2.1	328.2	12.0	0.0%
6	120.0	73.9	2.7	352.1	11.1	0.0%
7	120.0	63.9	2.4	239.3	9.0	0.0%
8	120.0	61.6	2.3	312.8	11.0	0.0%
9	120.0	65.8	2.4	335.9	11.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 245						
10	120.0	75.8	2.8	358.7	13.0	0.0%
Average:	**120.0**	**65.3**	**2.4**	**311.4**	**11.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 246						
1	120.0	58.7	2.2	265.7	10.0	0.0%
2	120.0	54.9	2.0	252.0	9.0	0.0%
3	120.0	55.4	2.1	313.1	11.0	0.0%
4	120.0	66.4	2.4	332.3	11.0	0.0%
5	120.0	53.3	2.0	302.9	11.0	0.0%
6	120.0	65.6	2.4	305.5	11.1	0.0%
7	120.0	58.7	2.3	256.8	9.0	0.0%
8	120.0	60.1	2.2	327.8	12.0	0.0%
9	120.0	64.6	2.4	331.2	12.0	0.0%
10	120.0	70.9	2.7	376.3	14.0	0.0%
Average:	**120.0**	**60.9**	**2.3**	**306.4**	**11.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 247						
1	120.0	54.6	2.1	277.3	10.0	0.0%
2	120.0	48.5	1.9	225.6	8.0	0.0%
3	120.0	61.9	2.2	358.9	12.0	0.0%
4	120.0	58.3	2.2	309.5	11.0	0.0%
5	120.0	54.3	2.0	289.5	11.0	0.0%
6	120.0	60.0	2.2	309.8	10.0	0.0%
7	120.0	51.2	1.9	252.8	9.0	0.0%
8	120.0	63.5	2.3	298.5	11.0	0.0%
9	120.0	66.3	2.5	299.7	11.1	0.0%
10	120.0	69.8	2.6	375.8	13.0	0.0%
Average:	**120.0**	**58.8**	**2.2**	**299.7**	**10.6**	**0.0%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	25.2	1.1	98.5	4.0	0.0%
2	120.0	26.2	1.2	104.2	4.0	0.0%
3	120.0	27.9	1.2	91.2	3.0	0.0%
4	120.0	19.4	0.9	77.4	3.0	0.0%
5	120.0	31.0	1.3	106.4	4.0	0.0%
6	120.0	26.4	1.1	110.4	4.0	0.0%
7	120.0	23.3	1.0	108.0	4.0	0.0%
8	120.0	24.3	1.1	118.3	4.0	0.0%
9	120.0	32.1	1.3	129.7	5.0	0.0%
10	120.0	19.6	0.9	74.6	3.0	0.0%
Average:	**120.0**	**25.5**	**1.1**	**101.9**	**3.8**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	4.1	0.2	29.1	1.0	0.0%
2	120.0	3.6	0.2	17.8	1.0	0.8%
3	120.0	2.4	0.2	16.7	1.0	0.0%
4	120.0	3.4	0.2	19.8	1.0	0.0%
5	120.0	3.4	0.2	18.0	1.0	0.0%
6	120.0	2.9	0.2	19.5	1.0	0.0%
7	120.0	2.3	0.1	16.9	1.0	0.0%
8	120.0	3.7	0.2	24.4	1.0	0.0%
9	120.0	3.0	0.2	17.4	1.0	0.8%
10	120.0	2.2	0.1	15.8	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**19.5**	**1.0**	**0.2%**
WB L on Dennis Chavez Blvd - Lane ID 257						
1	120.0	2.4	0.1	19.2	1.0	0.0%
2	120.0	3.1	0.2	18.1	1.0	0.0%
3	120.0	2.6	0.1	17.5	1.0	0.0%
4	120.0	2.8	0.2	18.5	1.0	0.0%
5	120.0	2.8	0.2	16.2	1.0	0.0%
6	120.0	2.9	0.2	18.7	1.0	0.0%
7	120.0	2.3	0.1	17.2	1.0	0.0%
8	120.0	2.8	0.1	19.5	1.0	0.0%
9	120.0	3.9	0.2	19.2	1.0	0.0%
10	120.0	4.0	0.2	19.3	1.0	0.0%
Average:	**120.0**	**3.0**	**0.2**	**18.3**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 258						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 167						
1	120.0	15.2	0.6	96.7	3.0	0.0%
2	120.0	13.4	0.6	73.0	3.0	0.0%
3	120.0	13.1	0.6	76.7	3.0	0.0%
4	120.0	15.6	0.7	70.5	3.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 167						
5	120.0	21.4	0.8	119.7	4.0	0.0%
6	120.0	18.4	0.8	109.9	4.0	0.0%
7	120.0	18.2	0.8	89.4	4.0	0.0%
8	120.0	15.9	0.7	78.4	3.0	0.0%
9	120.0	15.5	0.6	95.1	3.0	0.0%
10	120.0	18.3	0.8	92.5	3.0	0.0%
Average:	**120.0**	**16.5**	**0.7**	**90.2**	**3.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 168						
1	120.0	15.6	0.6	92.2	3.0	0.0%
2	120.0	12.9	0.5	85.1	3.0	0.0%
3	120.0	16.3	0.7	111.3	4.0	0.0%
4	120.0	19.7	0.8	103.0	4.0	0.0%
5	120.0	19.8	0.8	115.8	5.0	0.0%
6	120.0	20.1	0.8	115.5	5.0	0.0%
7	120.0	18.2	0.8	106.6	4.0	0.0%
8	120.0	17.9	0.7	101.1	4.0	0.0%
9	120.0	14.6	0.6	91.4	3.0	0.0%
10	120.0	15.4	0.7	89.4	4.0	0.0%
Average:	**120.0**	**17.1**	**0.7**	**101.1**	**3.9**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 228						
1	120.0	16.2	0.7	87.0	3.0	0.0%
2	120.0	14.5	0.6	72.0	3.0	0.0%
3	120.0	16.6	0.7	101.9	4.0	0.0%
4	120.0	19.2	0.8	98.6	4.0	0.0%
5	120.0	18.1	0.7	108.7	4.0	0.0%
6	120.0	18.5	0.7	98.1	3.0	0.0%
7	120.0	19.9	0.9	115.6	4.0	0.0%
8	120.0	15.5	0.7	97.4	4.0	0.0%
9	120.0	15.1	0.7	79.9	3.0	0.0%
10	120.0	17.7	0.7	78.4	3.0	0.0%
Average:	**120.0**	**17.1**	**0.7**	**93.8**	**3.5**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	15.5	0.7	88.6	4.0	0.0%
2	120.0	15.5	0.7	69.2	3.0	0.0%
3	120.0	14.2	0.6	71.4	3.0	0.0%
4	120.0	13.7	0.6	73.2	3.0	0.0%
5	120.0	12.0	0.6	61.3	2.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
6	120.0	13.7	0.6	69.8	3.0	0.0%
7	120.0	13.8	0.6	63.3	3.0	0.0%
8	120.0	12.7	0.6	68.3	3.0	0.0%
9	120.0	12.8	0.6	70.6	3.0	0.0%
10	120.0	13.3	0.6	74.2	3.0	0.0%
Average:	**120.0**	**13.7**	**0.6**	**71.0**	**3.0**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 262						
1	120.0	15.5	0.7	76.5	3.0	0.0%
2	120.0	17.4	0.8	84.8	3.0	0.0%
3	120.0	12.7	0.6	70.3	3.0	0.0%
4	120.0	15.8	0.7	72.2	3.0	0.0%
5	120.0	11.4	0.5	62.9	3.0	0.0%
6	120.0	13.0	0.6	69.7	3.0	0.0%
7	120.0	12.9	0.6	71.6	3.0	0.0%
8	120.0	14.1	0.6	76.1	3.0	0.0%
9	120.0	11.4	0.5	61.7	2.0	0.0%
10	120.0	11.9	0.5	73.0	3.0	0.0%
Average:	**120.0**	**13.6**	**0.6**	**71.9**	**2.9**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	14.5	0.7	73.0	3.0	0.0%
2	120.0	19.4	0.8	97.0	3.0	0.0%
3	120.0	17.1	0.7	89.0	3.0	0.0%
4	120.0	11.7	0.6	61.6	2.0	0.0%
5	120.0	12.8	0.6	69.4	3.0	0.0%
6	120.0	9.9	0.5	46.1	2.0	0.0%
7	120.0	12.9	0.6	73.1	3.0	0.0%
8	120.0	13.1	0.6	81.0	3.0	0.0%
9	120.0	13.9	0.6	64.4	3.0	0.0%
10	120.0	14.1	0.6	68.1	3.0	0.0%
Average:	**120.0**	**13.9**	**0.6**	**72.3**	**2.8**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	53.5	1.7	239.2	8.0	0.0%
2	120.0	39.6	1.3	251.5	7.1	0.0%
3	120.0	42.5	1.5	215.5	8.0	0.0%
4	120.0	43.7	1.5	254.4	9.0	0.0%
5	120.0	59.4	2.0	268.6	9.0	0.0%
6	120.0	38.0	1.2	245.7	6.1	0.0%
7	120.0	30.8	1.0	195.2	7.0	0.0%
8	120.0	54.0	1.8	299.7	10.0	0.0%
9	120.0	51.9	1.7	233.2	9.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on Dennis Chavez Blvd - Lane ID 54						
10	120.0	54.8	1.7	282.8	9.0	0.0%
Average:	**120.0**	**46.8**	**1.5**	**248.6**	**8.2**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 235						
1	120.0	95.9	3.5	348.9	13.0	0.0%
2	120.0	94.4	3.6	325.4	12.0	0.0%
3	120.0	102.6	3.8	324.1	12.0	0.0%
4	120.0	98.2	3.6	347.8	13.0	0.0%
5	120.0	106.7	3.8	350.6	12.0	0.0%
6	120.0	79.6	2.9	331.7	12.0	0.0%
7	120.0	78.5	2.9	317.1	11.0	0.0%
8	120.0	94.5	3.5	324.9	12.0	0.0%
9	120.0	98.9	3.7	334.6	12.0	0.0%
10	120.0	84.7	3.2	315.7	11.0	0.0%
Average:	**120.0**	**93.4**	**3.5**	**332.1**	**12.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	95.6	3.6	325.4	12.0	0.0%
2	120.0	114.2	4.1	371.2	13.0	0.0%
3	120.0	112.4	4.1	341.3	13.0	0.0%
4	120.0	103.3	3.9	356.7	13.0	0.0%
5	120.0	118.0	4.4	393.7	15.0	0.0%
6	120.0	93.8	3.4	367.5	13.0	0.0%
7	120.0	85.5	3.1	351.7	12.0	0.0%
8	120.0	104.5	3.8	394.9	14.0	0.0%
9	120.0	110.9	4.0	357.4	12.0	0.0%
10	120.0	102.0	3.7	365.0	13.0	0.0%
Average:	**120.0**	**104.0**	**3.8**	**362.5**	**13.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	100.7	3.8	362.5	14.0	0.0%
2	120.0	102.2	3.8	352.3	12.0	0.0%
3	120.0	115.4	4.3	366.3	13.0	0.0%
4	120.0	106.4	3.7	343.9	12.0	0.0%
5	120.0	109.3	4.0	370.8	13.0	0.0%
6	120.0	82.8	3.1	340.8	13.0	0.0%
7	120.0	84.7	3.2	340.2	12.0	0.0%
8	120.0	105.7	3.9	361.2	13.0	0.0%
9	120.0	103.9	3.9	359.5	13.0	0.0%
10	120.0	102.8	3.9	365.3	14.0	0.0%
Average:	**120.0**	**101.4**	**3.8**	**356.3**	**12.9**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 201						
1	120.0	51.6	2.0	162.4	6.0	0.0%
2	120.0	53.6	2.1	154.6	6.0	0.0%
3	120.0	53.3	2.2	150.2	6.0	0.0%
4	120.0	49.8	2.0	158.9	5.0	0.0%
5	120.0	54.4	2.1	146.8	5.0	0.0%
6	120.0	55.8	2.1	151.4	6.0	0.0%
7	120.0	52.2	2.1	145.1	6.0	0.0%
8	120.0	50.6	2.0	160.5	6.0	0.0%
9	120.0	55.6	2.2	153.2	6.0	0.0%
10	120.0	54.8	2.2	154.2	6.0	0.0%
Average:	**120.0**	**53.2**	**2.1**	**153.7**	**5.8**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	49.9	2.1	142.6	5.0	0.0%
2	120.0	52.8	2.1	157.3	6.0	0.0%
3	120.0	56.4	2.2	156.9	6.0	0.0%
4	120.0	53.3	2.2	140.0	5.0	0.0%
5	120.0	49.1	2.0	144.4	5.0	0.0%
6	120.0	54.5	2.1	152.3	5.0	0.0%
7	120.0	48.5	2.0	144.0	5.0	0.0%
8	120.0	44.2	1.9	134.5	5.0	0.0%
9	120.0	50.1	2.1	134.4	5.0	0.0%
10	120.0	52.3	2.0	150.0	5.0	0.0%
Average:	**120.0**	**51.1**	**2.1**	**145.6**	**5.2**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	17.1	0.7	60.8	2.0	0.0%
2	120.0	19.0	0.9	70.0	3.0	0.0%
3	120.0	17.8	0.8	68.8	2.0	0.0%
4	120.0	20.6	0.9	71.4	3.0	0.0%
5	120.0	18.0	0.8	71.6	3.0	0.0%
6	120.0	17.6	0.8	68.8	3.0	0.0%
7	120.0	16.0	0.7	67.7	2.0	0.0%
8	120.0	15.8	0.7	53.0	2.0	0.0%
9	120.0	15.4	0.7	59.4	2.0	0.0%
10	120.0	17.6	0.8	67.1	3.0	0.0%
Average:	**120.0**	**17.5**	**0.8**	**65.9**	**2.5**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	104.9	3.8	292.0	10.0	0.0%
2	120.0	117.6	4.6	313.7	11.0	0.0%
3	120.0	106.4	4.1	293.0	11.0	0.0%
4	120.0	113.9	4.1	282.1	10.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
5	120.0	109.3	4.1	280.9	10.0	0.0%
6	120.0	108.8	4.2	273.4	10.0	0.0%
7	120.0	113.5	4.2	293.3	11.0	0.0%
8	120.0	100.1	3.8	287.4	10.0	0.0%
9	120.0	104.3	4.0	258.5	10.0	0.0%
10	120.0	103.2	3.9	273.6	10.0	0.0%
Average:	**120.0**	**108.2**	**4.1**	**284.8**	**10.3**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	101.6	3.9	290.4	11.0	0.0%
2	120.0	111.9	4.1	289.2	10.0	0.0%
3	120.0	100.1	3.8	268.7	10.0	0.0%
4	120.0	109.1	4.0	287.1	10.0	0.0%
5	120.0	104.0	3.9	290.9	11.0	0.0%
6	120.0	109.8	4.1	276.5	10.0	0.0%
7	120.0	114.4	4.3	293.9	11.0	0.0%
8	120.0	99.5	3.8	280.2	10.0	0.0%
9	120.0	106.8	3.9	290.8	11.0	0.0%
10	120.0	102.7	4.0	278.2	10.0	0.0%
Average:	**120.0**	**106.0**	**4.0**	**284.6**	**10.4**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	61.3	2.5	171.3	7.0	0.0%
2	120.0	63.8	2.6	180.8	7.0	0.0%
3	120.0	64.2	2.5	180.5	7.0	0.0%
4	120.0	66.8	2.6	185.7	7.0	0.0%
5	120.0	71.2	2.6	195.7	7.0	0.0%
6	120.0	73.0	2.7	183.6	7.0	0.0%
7	120.0	64.8	2.6	183.7	7.0	0.0%
8	120.0	69.2	2.6	183.8	7.0	0.0%
9	120.0	72.2	2.8	181.2	7.0	0.0%
10	120.0	70.5	2.6	179.0	7.0	0.0%
Average:	**120.0**	**67.7**	**2.6**	**182.5**	**7.0**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	64.8	2.5	183.8	7.0	0.0%
2	120.0	63.0	2.5	185.2	7.0	0.0%
3	120.0	69.5	2.7	182.7	7.0	0.0%
4	120.0	68.1	2.5	178.9	6.0	0.0%
5	120.0	74.0	2.9	201.3	7.0	0.0%
6	120.0	71.7	2.9	194.3	7.0	0.0%
7	120.0	65.7	2.6	186.7	7.0	0.0%
8	120.0	66.9	2.6	195.2	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
9	120.0	70.4	2.8	191.7	7.0	0.0%
10	120.0	70.4	2.8	177.4	7.0	0.0%
Average:	**120.0**	**68.5**	**2.7**	**187.7**	**6.9**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	8.7	0.4	49.2	2.0	0.0%
2	120.0	7.2	0.3	46.6	2.0	0.0%
3	120.0	7.1	0.3	39.1	2.0	0.0%
4	120.0	8.8	0.4	49.6	2.0	0.0%
5	120.0	6.8	0.3	48.5	2.0	0.0%
6	120.0	8.1	0.4	45.0	2.0	0.0%
7	120.0	6.5	0.3	32.9	1.0	0.0%
8	120.0	5.4	0.3	29.3	1.0	0.0%
9	120.0	5.7	0.3	37.2	2.0	0.0%
10	120.0	6.8	0.3	47.2	2.0	0.0%
Average:	**120.0**	**7.1**	**0.3**	**42.5**	**1.8**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	75.8	2.9	214.0	8.0	0.0%
2	120.0	84.6	3.2	241.5	9.0	0.0%
3	120.0	65.8	2.5	196.2	7.0	0.0%
4	120.0	73.5	2.9	202.5	7.0	0.0%
5	120.0	77.4	3.0	225.8	8.0	0.0%
6	120.0	80.5	3.0	221.4	8.0	0.0%
7	120.0	74.7	2.9	216.3	8.0	0.0%
8	120.0	69.1	2.7	208.3	8.0	0.0%
9	120.0	67.2	2.5	204.2	8.0	0.0%
10	120.0	72.0	2.8	210.4	8.0	0.0%
Average:	**120.0**	**74.1**	**2.8**	**214.1**	**7.9**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	74.5	2.8	219.8	8.0	0.0%
2	120.0	86.1	3.2	231.3	9.0	0.0%
3	120.0	77.2	3.0	207.7	8.0	0.0%
4	120.0	79.0	3.0	234.1	9.0	0.0%
5	120.0	86.0	3.2	233.9	8.0	0.0%
6	120.0	85.4	3.3	219.3	8.0	0.0%
7	120.0	89.4	3.4	230.8	8.0	0.0%
8	120.0	76.2	2.9	206.5	7.0	0.0%
9	120.0	74.8	3.0	213.4	8.0	0.0%
10	120.0	79.1	3.0	228.4	8.0	0.0%
Average:	**120.0**	**80.8**	**3.1**	**222.5**	**8.1**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	9.7	0.5	40.0	2.0	0.0%
2	120.0	7.9	0.4	21.7	1.0	0.0%
3	120.0	8.3	0.5	20.8	1.0	0.0%
4	120.0	9.1	0.5	37.1	2.0	0.0%
5	120.0	7.3	0.4	32.8	1.0	0.0%
6	120.0	8.2	0.4	34.1	2.0	0.0%
7	120.0	8.4	0.5	25.3	1.0	0.0%
8	120.0	5.6	0.3	17.7	1.0	0.0%
9	120.0	6.3	0.4	19.8	1.0	0.0%
10	120.0	7.4	0.4	20.5	1.0	0.0%
Average:	**120.0**	**7.8**	**0.4**	**27.0**	**1.3**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 260						
1	120.0	10.3	0.6	38.4	2.0	0.0%
2	120.0	11.4	0.6	46.9	2.0	0.0%
3	120.0	11.1	0.6	44.8	2.0	0.0%
4	120.0	11.0	0.7	43.9	2.0	0.0%
5	120.0	9.2	0.5	36.6	1.0	0.0%
6	120.0	8.9	0.5	41.9	2.0	0.0%
7	120.0	10.1	0.6	43.4	2.0	0.0%
8	120.0	9.2	0.5	38.6	2.0	0.0%
9	120.0	8.1	0.5	24.5	1.0	0.0%
10	120.0	9.4	0.5	41.3	2.0	0.0%
Average:	**120.0**	**9.9**	**0.6**	**40.0**	**1.8**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.8	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 242						
1	120.0	34.0	1.4	106.8	4.0	0.0%
2	120.0	37.0	1.6	118.7	5.0	0.0%
3	120.0	39.2	1.6	129.8	5.0	0.0%
4	120.0	36.0	1.5	120.1	4.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 242						
5	120.0	41.3	1.7	121.3	5.0	0.0%
6	120.0	36.1	1.4	123.2	4.0	0.0%
7	120.0	38.9	1.6	122.9	5.0	0.0%
8	120.0	37.5	1.5	108.2	4.0	0.0%
9	120.0	35.4	1.4	105.3	4.0	0.0%
10	120.0	38.3	1.6	134.3	5.0	0.0%
Average:	**120.0**	**37.4**	**1.5**	**119.1**	**4.5**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	38.4	1.6	111.3	4.0	0.0%
2	120.0	34.9	1.4	100.6	4.0	0.0%
3	120.0	39.1	1.5	130.6	4.0	0.0%
4	120.0	36.7	1.6	112.2	4.0	0.0%
5	120.0	42.5	1.7	134.0	5.0	0.0%
6	120.0	35.3	1.4	120.8	5.0	0.0%
7	120.0	41.5	1.6	131.3	5.0	0.0%
8	120.0	35.5	1.6	107.0	5.0	0.0%
9	120.0	34.5	1.4	121.6	5.0	0.0%
10	120.0	40.4	1.6	125.9	4.0	0.0%
Average:	**120.0**	**37.9**	**1.5**	**119.5**	**4.5**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	36.0	1.5	114.6	5.0	0.0%
2	120.0	34.0	1.4	109.9	4.0	0.0%
3	120.0	42.1	1.7	135.0	5.0	0.0%
4	120.0	36.9	1.5	112.9	4.0	0.0%
5	120.0	39.0	1.6	123.0	4.0	0.0%
6	120.0	34.1	1.4	121.1	5.0	0.0%
7	120.0	35.9	1.5	114.9	5.0	0.0%
8	120.0	40.4	1.7	125.4	5.0	0.0%
9	120.0	38.4	1.5	115.2	4.0	0.0%
10	120.0	39.3	1.6	131.3	5.0	0.0%
Average:	**120.0**	**37.6**	**1.5**	**120.3**	**4.6**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 224						
1	120.0	5.7	0.4	20.3	1.0	0.0%
2	120.0	5.1	0.3	18.5	1.0	0.0%
3	120.0	4.2	0.3	20.8	1.0	0.0%
4	120.0	6.3	0.4	44.6	2.0	0.0%
5	120.0	5.3	0.4	43.0	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 224						
6	120.0	5.2	0.5	32.7	2.0	0.0%
7	120.0	8.8	0.5	44.2	2.0	0.0%
8	120.0	5.7	0.4	19.3	1.0	0.0%
9	120.0	3.8	0.3	17.3	1.0	0.0%
10	120.0	3.8	0.3	19.0	1.0	0.0%
Average:	**120.0**	**5.4**	**0.4**	**28.0**	**1.4**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	4.3	0.3	17.3	2.0	0.0%
2	120.0	6.2	0.4	36.1	2.0	0.0%
3	120.0	5.5	0.4	45.5	2.0	0.0%
4	120.0	5.9	0.4	45.2	2.0	0.0%
5	120.0	6.4	0.4	22.7	1.0	0.0%
6	120.0	6.2	0.4	40.0	2.0	0.0%
7	120.0	4.5	0.3	25.0	1.0	0.0%
8	120.0	7.3	0.4	45.5	2.0	0.0%
9	120.0	5.6	0.4	26.7	1.0	0.0%
10	120.0	4.8	0.3	19.5	1.0	0.0%
Average:	**120.0**	**5.7**	**0.4**	**32.4**	**1.6**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	1.6	0.1	15.9	1.0	0.0%
2	120.0	2.6	0.1	17.2	1.0	0.0%
3	120.0	1.5	0.1	15.5	1.0	0.0%
4	120.0	1.6	0.1	15.2	1.0	0.0%
5	120.0	2.1	0.1	16.6	1.0	0.0%
6	120.0	2.8	0.1	17.1	1.0	0.0%
7	120.0	2.6	0.1	17.5	1.0	0.0%
8	120.0	1.9	0.1	16.0	1.0	0.0%
9	120.0	2.0	0.1	16.7	1.0	0.0%
10	120.0	3.5	0.1	19.0	1.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**16.7**	**1.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	89.8	3.4	329.3	12.0	0.0%
2	120.0	106.3	3.9	341.5	12.0	0.0%
3	120.0	84.9	3.2	274.8	10.0	0.0%
4	120.0	94.5	3.4	329.3	11.0	0.0%
5	120.0	88.1	3.3	269.3	10.0	0.0%
6	120.0	100.3	3.8	330.1	11.0	0.0%
7	120.0	103.4	3.9	329.3	11.0	0.0%
8	120.0	93.6	3.5	291.0	11.0	0.0%
9	120.0	83.1	3.1	278.0	11.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
10	120.0	91.7	3.4	329.3	11.0	0.0%
Average:	**120.0**	**93.6**	**3.5**	**310.2**	**11.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 225						
1	120.0	94.8	3.5	327.9	11.0	0.0%
2	120.0	108.1	3.9	328.5	11.0	0.0%
3	120.0	88.9	3.3	279.4	10.0	0.0%
4	120.0	93.7	3.5	286.5	10.0	0.0%
5	120.0	97.6	3.5	327.9	11.0	0.0%
6	120.0	99.3	3.6	327.9	10.0	0.0%
7	120.0	107.2	3.9	327.9	11.0	0.0%
8	120.0	98.6	3.7	327.9	12.0	0.0%
9	120.0	92.3	3.4	327.9	11.0	0.0%
10	120.0	91.7	3.4	327.9	11.0	0.0%
Average:	**120.0**	**97.2**	**3.6**	**319.0**	**10.8**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	85.8	3.3	285.3	11.0	0.0%
2	120.0	108.2	4.0	345.3	12.0	0.0%
3	120.0	79.6	3.0	265.5	10.0	0.0%
4	120.0	96.1	3.6	289.7	11.0	0.0%
5	120.0	91.6	3.4	282.6	10.0	0.0%
6	120.0	105.1	3.8	330.8	12.0	0.0%
7	120.0	103.1	3.8	332.2	12.0	0.0%
8	120.0	86.6	3.2	277.3	10.0	0.0%
9	120.0	84.2	3.2	287.2	10.0	0.0%
10	120.0	89.9	3.4	273.7	10.0	0.0%
Average:	**120.0**	**93.0**	**3.5**	**297.0**	**10.8**	**0.0%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	6.4	0.3	41.0	1.0	0.0%
2	120.0	6.5	0.4	20.8	1.0	0.0%
3	120.0	4.3	0.3	19.1	1.0	0.0%
4	120.0	4.3	0.2	18.5	1.0	0.0%
5	120.0	4.1	0.2	17.6	1.0	0.0%
6	120.0	5.5	0.3	23.0	1.0	0.0%
7	120.0	5.2	0.3	19.8	1.0	0.0%
8	120.0	4.9	0.3	40.4	2.0	0.0%
9	120.0	4.2	0.2	18.0	1.0	0.0%
10	120.0	4.1	0.2	17.8	1.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**23.6**	**1.1**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
1	120.0	65.3	2.5	157.0	5.0	0.0%
2	120.0	62.2	2.4	163.7	6.0	0.0%
3	120.0	67.5	2.6	146.6	5.0	0.0%
4	120.0	72.0	2.8	166.6	6.0	0.0%
5	120.0	66.7	2.6	158.1	6.0	0.0%
6	120.0	62.6	2.5	137.9	5.0	0.0%
7	120.0	54.8	2.2	149.4	5.0	0.0%
8	120.0	62.3	2.5	140.8	5.0	0.0%
9	120.0	67.9	2.6	157.7	6.0	0.0%
10	120.0	68.0	2.7	175.9	6.0	0.0%
Average:	**120.0**	**64.9**	**2.5**	**155.4**	**5.5**	**0.0%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	42.7	1.6	137.6	5.0	0.0%
2	120.0	43.9	1.8	148.9	5.0	0.0%
3	120.0	50.9	2.0	144.8	5.0	0.0%
4	120.0	50.7	2.0	143.8	5.0	0.0%
5	120.0	48.3	1.9	149.6	6.0	0.0%
6	120.0	38.4	1.6	134.8	5.0	0.0%
7	120.0	41.8	1.7	133.5	5.0	0.0%
8	120.0	43.7	1.7	141.0	6.0	0.0%
9	120.0	51.4	2.0	146.1	5.0	0.0%
10	120.0	43.8	1.7	137.9	5.0	0.0%
Average:	**120.0**	**45.6**	**1.8**	**141.8**	**5.2**	**0.0%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	6.8	0.3	39.3	1.0	0.0%
2	120.0	7.5	0.4	18.7	1.0	0.0%
3	120.0	5.0	0.3	18.8	1.0	0.0%
4	120.0	6.9	0.4	18.3	1.0	0.0%
5	120.0	7.8	0.4	41.2	2.0	0.0%
6	120.0	6.0	0.3	19.1	1.0	0.0%
7	120.0	6.4	0.4	35.4	2.0	0.0%
8	120.0	9.3	0.4	42.5	2.0	0.0%
9	120.0	9.6	0.5	42.8	2.0	0.0%
10	120.0	7.6	0.4	42.1	2.0	0.0%
Average:	**120.0**	**7.3**	**0.4**	**31.8**	**1.5**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	12.9	0.7	44.1	2.0	0.0%
2	120.0	11.1	0.6	46.1	2.0	0.0%
3	120.0	15.8	0.8	48.4	2.0	0.0%
4	120.0	16.1	0.8	56.0	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
5	120.0	13.5	0.7	48.1	2.0	0.0%
6	120.0	12.5	0.6	46.8	2.0	0.0%
7	120.0	12.0	0.6	43.8	2.0	0.0%
8	120.0	13.7	0.6	50.1	2.0	0.0%
9	120.0	13.8	0.7	43.6	2.0	0.0%
10	120.0	12.9	0.6	49.2	2.0	0.0%
Average:	**120.0**	**13.4**	**0.7**	**47.6**	**2.0**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	67.8	2.7	213.6	8.0	0.0%
2	120.0	65.2	2.6	203.6	7.0	0.0%
3	120.0	96.5	3.6	272.5	10.0	0.0%
4	120.0	78.1	2.9	234.8	9.0	0.0%
5	120.0	85.8	3.3	223.7	8.0	0.0%
6	120.0	89.2	3.3	255.0	9.0	0.0%
7	120.0	91.1	3.5	256.8	9.0	0.0%
8	120.0	92.5	3.6	254.8	10.0	0.0%
9	120.0	97.4	3.8	249.4	9.0	0.0%
10	120.0	90.6	3.5	250.1	9.0	0.0%
Average:	**120.0**	**85.4**	**3.3**	**241.4**	**8.8**	**0.0%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	68.6	2.9	213.6	8.0	0.0%
2	120.0	64.2	2.5	205.3	8.0	0.0%
3	120.0	88.4	3.2	248.7	9.0	0.0%
4	120.0	74.7	2.8	226.9	8.0	0.0%
5	120.0	81.5	3.0	235.1	9.0	0.0%
6	120.0	86.1	3.3	241.7	9.0	0.0%
7	120.0	92.0	3.5	255.4	9.0	0.0%
8	120.0	94.6	3.5	248.1	9.0	0.0%
9	120.0	87.4	3.3	249.3	9.0	0.0%
10	120.0	89.0	3.4	243.9	9.0	0.0%
Average:	**120.0**	**82.7**	**3.1**	**236.8**	**8.7**	**0.0%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	26.2	1.1	99.3	4.0	0.0%
2	120.0	26.8	1.1	98.5	4.0	0.0%
3	120.0	20.6	0.9	76.1	3.0	0.0%
4	120.0	21.1	0.9	92.1	3.0	0.0%
5	120.0	23.8	1.0	89.7	4.0	0.0%
6	120.0	18.4	0.8	71.1	3.0	0.0%
7	120.0	19.8	0.9	79.7	3.0	0.0%
8	120.0	23.0	1.0	91.9	4.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 191						
9	120.0	18.4	0.8	73.4	3.0	0.0%
10	120.0	20.1	0.8	90.3	3.0	0.0%
Average:	**120.0**	**21.8**	**0.9**	**86.2**	**3.4**	**0.0%**
SB T on Unser Blvd - Lane ID 190						
1	120.0	1.7	0.1	16.4	1.0	0.0%
2	120.0	2.2	0.1	16.5	1.0	0.0%
3	120.0	2.5	0.2	17.4	1.0	0.0%
4	120.0	1.9	0.1	16.3	1.0	0.0%
5	120.0	2.3	0.2	17.5	1.0	0.0%
6	120.0	2.6	0.1	19.5	1.0	0.0%
7	120.0	3.0	0.2	17.1	1.0	0.0%
8	120.0	2.5	0.2	16.7	1.0	0.0%
9	120.0	2.1	0.1	18.2	1.0	0.0%
10	120.0	1.6	0.1	17.5	1.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**17.3**	**1.0**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	3.3	0.2	17.3	1.0	0.0%
2	120.0	2.5	0.2	17.2	1.0	0.0%
3	120.0	1.5	0.1	16.3	1.0	0.0%
4	120.0	2.7	0.1	15.1	1.0	0.0%
5	120.0	1.0	0.1	8.6	1.0	0.0%
6	120.0	2.3	0.1	16.8	1.0	0.0%
7	120.0	2.1	0.1	16.9	1.0	0.0%
8	120.0	2.1	0.1	16.6	1.0	0.0%
9	120.0	2.1	0.1	17.2	1.0	0.0%
10	120.0	1.5	0.1	14.9	1.0	0.0%
Average:	**120.0**	**2.1**	**0.1**	**15.7**	**1.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	24.8	1.1	96.2	4.0	0.0%
2	120.0	24.5	1.1	99.2	3.0	0.0%
3	120.0	24.1	1.1	76.6	3.0	0.0%
4	120.0	29.0	1.2	83.7	3.0	0.0%
5	120.0	26.2	1.2	74.0	3.0	0.0%
6	120.0	27.4	1.2	96.9	3.0	0.0%
7	120.0	25.4	1.1	80.5	3.0	0.0%
8	120.0	25.0	1.1	76.7	3.0	0.0%
9	120.0	28.9	1.2	100.3	3.0	0.0%
10	120.0	25.9	1.2	72.4	3.0	0.0%
Average:	**120.0**	**26.1**	**1.2**	**85.7**	**3.1**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	20.1	1.1	76.7	3.0	0.0%
2	120.0	25.4	1.2	86.2	3.0	0.0%
3	120.0	30.0	1.3	93.6	4.0	0.0%
4	120.0	28.3	1.3	87.7	3.0	0.0%
5	120.0	27.2	1.2	89.6	3.0	0.0%
6	120.0	23.8	1.1	73.3	3.0	0.0%
7	120.0	23.6	1.1	71.9	3.0	0.0%
8	120.0	25.4	1.2	74.4	3.0	0.0%
9	120.0	24.1	1.1	78.0	3.0	0.0%
10	120.0	22.0	1.1	69.6	3.0	0.0%
Average:	**120.0**	**25.0**	**1.2**	**80.1**	**3.1**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	111.4	4.1	316.8	11.0	0.0%
2	120.0	111.3	4.1	274.3	9.0	0.0%
3	120.0	115.8	4.2	334.1	10.0	0.0%
4	120.0	133.3	4.8	316.3	11.0	0.0%
5	120.0	124.0	4.5	304.1	11.0	0.0%
6	120.0	119.2	4.4	317.1	12.0	0.0%
7	120.0	102.5	3.9	287.9	11.0	0.0%
8	120.0	116.9	4.3	288.4	11.0	0.0%
9	120.0	114.2	4.2	291.9	11.0	0.0%
10	120.0	117.0	4.3	272.4	10.0	0.0%
Average:	**120.0**	**116.6**	**4.3**	**300.3**	**10.7**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	38.0	1.5	123.8	5.0	0.0%
2	120.0	37.8	1.5	101.0	4.0	0.0%
3	120.0	44.4	1.7	136.8	5.0	0.0%
4	120.0	46.7	1.9	121.9	5.0	0.0%
5	120.0	46.2	1.8	139.3	5.0	0.0%
6	120.0	44.3	1.7	136.4	5.0	0.0%
7	120.0	31.6	1.3	120.1	4.0	0.0%
8	120.0	39.1	1.6	142.1	5.0	0.0%
9	120.0	37.9	1.6	118.9	5.0	0.0%
10	120.0	41.7	1.7	121.7	5.0	0.0%
Average:	**120.0**	**40.8**	**1.6**	**126.2**	**4.8**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	52.0	1.9	162.8	5.0	0.0%
2	120.0	46.0	1.8	121.7	4.0	0.0%
3	120.0	51.5	1.9	139.5	5.0	0.0%
4	120.0	58.2	2.2	174.1	6.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
5	120.0	56.0	2.0	148.9	5.0	0.0%
6	120.0	56.8	2.2	173.2	6.0	0.0%
7	120.0	51.8	2.0	155.3	6.0	0.0%
8	120.0	56.6	2.2	183.9	7.0	0.0%
9	120.0	50.2	1.8	154.5	6.0	0.0%
10	120.0	48.1	1.8	152.1	5.0	0.0%
Average:	**120.0**	**52.7**	**2.0**	**156.6**	**5.5**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 223						
1	120.0	50.0	1.8	161.7	6.0	0.0%
2	120.0	43.4	1.6	133.0	5.0	0.0%
3	120.0	46.2	1.8	129.3	5.0	0.0%
4	120.0	43.0	1.8	111.3	5.0	0.0%
5	120.0	50.4	2.0	154.3	6.0	0.0%
6	120.0	54.0	2.1	172.4	7.0	0.0%
7	120.0	45.1	1.8	130.9	5.0	0.0%
8	120.0	40.7	1.7	122.5	5.0	0.0%
9	120.0	41.2	1.7	127.5	5.0	0.0%
10	120.0	48.0	1.9	135.8	5.0	0.0%
Average:	**120.0**	**46.2**	**1.8**	**137.9**	**5.4**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	67.6	2.9	62.9	71.6	10
NB T	23	98th Street	14.8	0.9	13.2	16.0	10
NB L	108	98th Street	43.2	5.0	34.5	52.4	10
NB T	109	98th Street	15.3	1.4	13.3	18.0	10
SB T	118	98th Street	13.2	1.8	10.8	16.8	10
SB L	124	98th Street	45.8	3.5	41.0	53.2	10
NB R	192	98th Street	28.1	1.6	25.1	31.0	10
NB R	193	98th Street	28.5	1.9	26.0	32.2	10
SB L	194	98th Street	41.7	4.2	34.5	47.0	10
SB T	195	98th Street	13.7	1.8	10.2	15.9	10
SB L	218	98th Street	38.5	4.1	30.4	44.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	38.3	3.6	31.1	44.3	10
WB L	116	Dennis Chavez Blvd	5.0	1.5	3.2	7.6	10
WB R	117	Dennis Chavez Blvd	10.5	2.9	7.3	16.5	10
EB T	125	Dennis Chavez Blvd	17.7	2.0	14.6	21.1	10
EB T	126	Dennis Chavez Blvd	11.0	1.3	8.6	12.4	10
EB L	130	Dennis Chavez Blvd	5.7	1.4	3.9	8.2	10
EB T	140	Dennis Chavez Blvd	23.6	2.7	18.9	27.8	10
WB T	142	Dennis Chavez Blvd	33.4	2.9	29.1	39.3	10
EB L	205	Dennis Chavez Blvd	5.8	1.1	4.0	7.5	10
WB T	215	Dennis Chavez Blvd	36.3	3.2	29.5	40.8	10
EB R	219	Dennis Chavez Blvd	0.7	0.3	0.4	1.3	10
WB L	220	Dennis Chavez Blvd	5.1	1.2	3.6	8.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	25.5	4.2	19.4	32.1	10
SB LTR	204	Condershire Dr	3.1	0.6	2.2	4.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	16.5	2.6	13.1	21.4	10
WB T	168	Dennis Chavez Blvd	17.1	2.5	12.9	20.1	10
WB T	228	Dennis Chavez Blvd	17.1	1.8	14.5	19.9	10
EB L	244	Dennis Chavez Blvd	1.1	0.3	0.8	1.6	10
EB T	245	Dennis Chavez Blvd	65.3	6.7	54.0	75.8	10
EB T	246	Dennis Chavez Blvd	60.9	5.8	53.3	70.9	10
EB T	247	Dennis Chavez Blvd	58.8	6.8	48.5	69.8	10
WB L	257	Dennis Chavez Blvd	3.0	0.6	2.3	4.0	10
WB R	258	Dennis Chavez Blvd	0.0	0.1	0.0	0.2	10
EB R	259	Dennis Chavez Blvd	0.5	0.2	0.0	0.8	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	108.2	5.5	100.1	117.6	10
NB T	41	Coors Blvd	106.0	5.2	99.5	114.4	10
SB T	78	Coors Blvd	80.8	5.4	74.5	89.4	10
SB R	79	Coors Blvd	7.1	1.1	5.4	8.8	10
NB R	90	Coors Blvd	17.5	1.6	15.4	20.6	10
NB L	92	Coors Blvd	51.1	3.5	44.2	56.4	10
SB L	131	Coors Blvd	67.7	4.1	61.3	73.0	10
SB T	132	Coors Blvd	74.1	5.9	65.8	84.6	10
NB L	201	Coors Blvd	53.2	2.1	49.8	55.8	10
SB L	202	Coors Blvd	68.5	3.4	63.0	74.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	37.9	2.9	34.5	42.5	10
EB L	46	Dennis Chavez Blvd	13.9	2.7	9.9	19.4	10
EB T	47	Dennis Chavez Blvd	104.0	10.2	85.5	118.0	10
EB T	48	Dennis Chavez Blvd	101.4	10.2	82.8	115.4	10
EB R	54	Dennis Chavez Blvd	46.8	9.2	30.8	59.4	10
WB R	83	Dennis Chavez Blvd	0.2	0.3	0.0	0.8	10
WB T	84	Dennis Chavez Blvd	37.6	2.7	34.0	42.1	10
EB L	197	Dennis Chavez Blvd	13.7	1.1	12.0	15.5	10
WB L	199	Dennis Chavez Blvd	7.8	1.2	5.6	9.7	10
EB T	235	Dennis Chavez Blvd	93.4	9.5	78.5	106.7	10
WB T	242	Dennis Chavez Blvd	37.4	2.1	34.0	41.3	10
WB L	260	Dennis Chavez Blvd	9.9	1.1	8.1	11.4	10
EB L	262	Dennis Chavez Blvd	13.6	2.0	11.4	17.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	26.1	1.8	24.1	29.0	10
WB R	95	Dennis Chavez Blvd	116.6	8.2	102.5	133.3	10
EB L	96	Dennis Chavez Blvd	5.7	0.9	4.3	7.3	10
EB T	97	Dennis Chavez Blvd	93.0	9.7	79.6	108.2	10
EB T	147	Dennis Chavez Blvd	93.6	7.7	83.1	106.3	10
WB T	148	Dennis Chavez Blvd	40.8	4.7	31.6	46.7	10
WB T	173	Dennis Chavez Blvd	52.7	4.1	46.0	58.2	10
EB R	174	Dennis Chavez Blvd	2.2	0.6	1.5	3.5	10
WB L	175	Dennis Chavez Blvd	25.0	2.9	20.1	30.0	10
WB T	223	Dennis Chavez Blvd	46.2	4.4	40.7	54.0	10
EB L	224	Dennis Chavez Blvd	5.4	1.5	3.8	8.8	10
EB T	225	Dennis Chavez Blvd	97.2	6.4	88.9	108.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	2.1	0.7	1.0	3.3	10
SB L	105	Unser Blvd	85.4	11.4	65.2	97.4	10
NB L	133	Unser Blvd	5.0	0.9	4.1	6.5	10
NB R	134	Unser Blvd	64.9	4.7	54.8	72.0	10
NB T	177	Unser Blvd	7.3	1.4	5.0	9.6	10
NB T	179	Unser Blvd	13.4	1.6	11.1	16.1	10
NB R	181	Unser Blvd	45.6	4.5	38.4	51.4	10
SB L	189	Unser Blvd	82.7	10.2	64.2	94.6	10
SB T	190	Unser Blvd	2.2	0.4	1.6	3.0	10
SB R	191	Unser Blvd	21.8	3.0	18.4	26.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	2.7	0.1	2.5	2.8	10
NB T	23	98th Street	0.7	0.1	0.6	0.8	10
NB L	108	98th Street	1.8	0.2	1.5	2.0	10
NB T	109	98th Street	0.8	0.1	0.6	0.8	10
SB T	118	98th Street	0.7	0.1	0.5	0.8	10
SB L	124	98th Street	1.9	0.1	1.8	2.1	10
NB R	192	98th Street	1.2	0.1	1.0	1.3	10
NB R	193	98th Street	1.3	0.1	1.1	1.4	10
SB L	194	98th Street	1.7	0.1	1.5	1.9	10
SB T	195	98th Street	0.7	0.1	0.6	0.8	10
SB L	218	98th Street	1.6	0.1	1.4	1.8	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.4	0.1	1.2	1.6	10
WB L	116	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
WB R	117	Dennis Chavez Blvd	0.4	0.1	0.3	0.6	10
EB T	125	Dennis Chavez Blvd	0.7	0.1	0.6	0.8	10
EB T	126	Dennis Chavez Blvd	0.5	0.1	0.4	0.6	10
EB L	130	Dennis Chavez Blvd	0.3	0.0	0.3	0.4	10
EB T	140	Dennis Chavez Blvd	0.9	0.1	0.8	1.1	10
WB T	142	Dennis Chavez Blvd	1.3	0.1	1.2	1.5	10
EB L	205	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
WB T	215	Dennis Chavez Blvd	1.4	0.1	1.2	1.6	10
EB R	219	Dennis Chavez Blvd	0.0	0.1	0.0	0.1	10
WB L	220	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1.1	0.1	0.9	1.3	10
SB LTR	204	Condershire Dr	0.2	0.0	0.1	0.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	0.7	0.1	0.6	0.8	10
WB T	168	Dennis Chavez Blvd	0.7	0.1	0.5	0.8	10
WB T	228	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10
EB L	244	Dennis Chavez Blvd	0.1	0.0	0.0	0.1	10
EB T	245	Dennis Chavez Blvd	2.4	0.2	2.0	2.8	10
EB T	246	Dennis Chavez Blvd	2.3	0.2	2.0	2.7	10
EB T	247	Dennis Chavez Blvd	2.2	0.2	1.9	2.6	10
WB L	257	Dennis Chavez Blvd	0.2	0.1	0.1	0.2	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	4.1	0.2	3.8	4.6	10
NB T	41	Coors Blvd	4.0	0.2	3.8	4.3	10
SB T	78	Coors Blvd	3.1	0.2	2.8	3.4	10
SB R	79	Coors Blvd	0.3	0.0	0.3	0.4	10
NB R	90	Coors Blvd	0.8	0.1	0.7	0.9	10
NB L	92	Coors Blvd	2.1	0.1	1.9	2.2	10
SB L	131	Coors Blvd	2.6	0.1	2.5	2.8	10
SB T	132	Coors Blvd	2.8	0.2	2.5	3.2	10
NB L	201	Coors Blvd	2.1	0.1	2.0	2.2	10
SB L	202	Coors Blvd	2.7	0.2	2.5	2.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1.5	0.1	1.4	1.7	10
EB L	46	Dennis Chavez Blvd	0.6	0.1	0.5	0.8	10
EB T	47	Dennis Chavez Blvd	3.8	0.4	3.1	4.4	10
EB T	48	Dennis Chavez Blvd	3.8	0.4	3.1	4.3	10
EB R	54	Dennis Chavez Blvd	1.5	0.3	1.0	2.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	1.5	0.1	1.4	1.7	10
EB L	197	Dennis Chavez Blvd	0.6	0.0	0.6	0.7	10
WB L	199	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	235	Dennis Chavez Blvd	3.5	0.3	2.9	3.8	10
WB T	242	Dennis Chavez Blvd	1.5	0.1	1.4	1.7	10
WB L	260	Dennis Chavez Blvd	0.6	0.1	0.5	0.7	10
EB L	262	Dennis Chavez Blvd	0.6	0.1	0.5	0.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	1.2	0.1	1.1	1.2	10
WB R	95	Dennis Chavez Blvd	4.3	0.2	3.9	4.8	10
EB L	96	Dennis Chavez Blvd	0.4	0.0	0.3	0.4	10
EB T	97	Dennis Chavez Blvd	3.5	0.3	3.0	4.0	10
EB T	147	Dennis Chavez Blvd	3.5	0.3	3.1	3.9	10
WB T	148	Dennis Chavez Blvd	1.6	0.2	1.3	1.9	10
WB T	173	Dennis Chavez Blvd	2.0	0.2	1.8	2.2	10
EB R	174	Dennis Chavez Blvd	0.1	0.0	0.1	0.1	10
WB L	175	Dennis Chavez Blvd	1.2	0.1	1.1	1.3	10
WB T	223	Dennis Chavez Blvd	1.8	0.1	1.6	2.1	10
EB L	224	Dennis Chavez Blvd	0.4	0.1	0.3	0.5	10
EB T	225	Dennis Chavez Blvd	3.6	0.2	3.3	3.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.1	0.0	0.1	0.2	10
SB L	105	Unser Blvd	3.3	0.4	2.6	3.8	10
NB L	133	Unser Blvd	0.3	0.1	0.2	0.4	10
NB R	134	Unser Blvd	2.5	0.2	2.2	2.8	10
NB T	177	Unser Blvd	0.4	0.1	0.3	0.5	10
NB T	179	Unser Blvd	0.7	0.1	0.6	0.8	10
NB R	181	Unser Blvd	1.8	0.2	1.6	2.0	10
SB L	189	Unser Blvd	3.1	0.3	2.5	3.5	10
SB T	190	Unser Blvd	0.1	0.1	0.1	0.2	10
SB R	191	Unser Blvd	0.9	0.1	0.8	1.1	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	171.2	9.3	156.3	185.6	10
NB T	23	98th Street	49.5	2.9	46.4	55.3	10
NB L	108	98th Street	125.5	13.8	101.7	151.9	10
NB T	109	98th Street	49.1	4.2	42.9	58.7	10
SB T	118	98th Street	49.8	6.8	44.0	63.8	10
SB L	124	98th Street	135.4	12.1	124.2	160.7	10
NB R	192	98th Street	83.5	7.7	73.5	97.8	10
NB R	193	98th Street	84.2	7.1	74.2	95.0	10
SB L	194	98th Street	125.0	11.9	104.3	137.2	10
SB T	195	98th Street	47.3	5.0	38.5	58.0	10
SB L	218	98th Street	114.7	14.5	80.8	128.4	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	148.8	18.5	131.2	192.4	10
WB L	116	Dennis Chavez Blvd	31.2	12.6	17.5	51.4	10
WB R	117	Dennis Chavez Blvd	80.1	20.4	49.9	111.1	10
EB T	125	Dennis Chavez Blvd	85.8	9.5	71.6	101.2	10
EB T	126	Dennis Chavez Blvd	65.0	6.6	52.9	73.7	10
EB L	130	Dennis Chavez Blvd	29.7	11.0	17.7	43.3	10
EB T	140	Dennis Chavez Blvd	115.2	13.7	96.6	135.8	10
WB T	142	Dennis Chavez Blvd	137.2	9.8	122.2	150.8	10
EB L	205	Dennis Chavez Blvd	30.9	10.8	19.1	45.7	10
WB T	215	Dennis Chavez Blvd	140.4	8.4	129.2	151.0	10
EB R	219	Dennis Chavez Blvd	3.2	5.6	0.0	15.7	10
WB L	220	Dennis Chavez Blvd	31.2	11.8	17.5	46.4	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	101.9	17.2	74.6	129.7	10
SB LTR	204	Condershire Dr	19.5	4.1	15.8	29.1	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	90.2	16.1	70.5	119.7	10
WB T	168	Dennis Chavez Blvd	101.1	11.2	85.1	115.8	10
WB T	228	Dennis Chavez Blvd	93.8	14.0	72.0	115.6	10
EB L	244	Dennis Chavez Blvd	9.5	7.8	0.0	16.8	10
EB T	245	Dennis Chavez Blvd	311.4	38.7	239.3	358.7	10
EB T	246	Dennis Chavez Blvd	306.4	39.1	252.0	376.3	10
EB T	247	Dennis Chavez Blvd	299.7	44.5	225.6	375.8	10
WB L	257	Dennis Chavez Blvd	18.3	1.1	16.2	19.5	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	284.8	14.9	258.5	313.7	10
NB T	41	Coors Blvd	284.6	8.2	268.7	293.9	10
SB T	78	Coors Blvd	222.5	10.7	206.5	234.1	10
SB R	79	Coors Blvd	42.5	7.3	29.3	49.6	10
NB R	90	Coors Blvd	65.9	6.1	53.0	71.6	10
NB L	92	Coors Blvd	145.6	8.3	134.4	157.3	10
SB L	131	Coors Blvd	182.5	6.1	171.3	195.7	10
SB T	132	Coors Blvd	214.1	13.1	196.2	241.5	10
NB L	201	Coors Blvd	153.7	5.7	145.1	162.4	10
SB L	202	Coors Blvd	187.7	7.7	177.4	201.3	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	119.5	11.3	100.6	134.0	10
EB L	46	Dennis Chavez Blvd	72.3	14.4	46.1	97.0	10
EB T	47	Dennis Chavez Blvd	362.5	21.4	325.4	394.9	10
EB T	48	Dennis Chavez Blvd	356.3	11.2	340.2	370.8	10
EB R	54	Dennis Chavez Blvd	248.6	30.7	195.2	299.7	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	120.3	8.3	109.9	135.0	10
EB L	197	Dennis Chavez Blvd	71.0	7.4	61.3	88.6	10
WB L	199	Dennis Chavez Blvd	27.0	8.2	17.7	40.0	10
EB T	235	Dennis Chavez Blvd	332.1	13.0	315.7	350.6	10
WB T	242	Dennis Chavez Blvd	119.1	9.7	105.3	134.3	10
WB L	260	Dennis Chavez Blvd	40.0	6.3	24.5	46.9	10
EB L	262	Dennis Chavez Blvd	71.9	6.7	61.7	84.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	85.7	11.3	72.4	100.3	10
WB R	95	Dennis Chavez Blvd	300.3	20.5	272.4	334.1	10
EB L	96	Dennis Chavez Blvd	32.4	11.3	17.3	45.5	10
EB T	97	Dennis Chavez Blvd	297.0	28.1	265.5	345.3	10
EB T	147	Dennis Chavez Blvd	310.2	28.2	269.3	341.5	10
WB T	148	Dennis Chavez Blvd	126.2	12.5	101.0	142.1	10
WB T	173	Dennis Chavez Blvd	156.6	18.1	121.7	183.9	10
EB R	174	Dennis Chavez Blvd	16.7	1.1	15.2	19.0	10
WB L	175	Dennis Chavez Blvd	80.1	8.4	69.6	93.6	10
WB T	223	Dennis Chavez Blvd	137.9	18.9	111.3	172.4	10
EB L	224	Dennis Chavez Blvd	28.0	11.8	17.3	44.6	10
EB T	225	Dennis Chavez Blvd	319.0	19.1	279.4	328.5	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	15.7	2.6	8.6	17.3	10
SB L	105	Unser Blvd	241.4	21.8	203.6	272.5	10
NB L	133	Unser Blvd	23.6	9.2	17.6	41.0	10
NB R	134	Unser Blvd	155.4	11.8	137.9	175.9	10
NB T	177	Unser Blvd	31.8	11.5	18.3	42.8	10
NB T	179	Unser Blvd	47.6	3.7	43.6	56.0	10
NB R	181	Unser Blvd	141.8	5.7	133.5	149.6	10
SB L	189	Unser Blvd	236.8	16.6	205.3	255.4	10
SB T	190	Unser Blvd	17.3	1.0	16.3	19.5	10
SB R	191	Unser Blvd	86.2	10.3	71.1	99.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	6.0	0.0	6.0	6.0	10
NB T	23	98th Street	2.0	0.0	2.0	2.0	10
NB L	108	98th Street	4.4	0.5	4.0	5.0	10
NB T	109	98th Street	2.0	0.0	2.0	2.0	10
SB T	118	98th Street	2.0	0.0	2.0	2.0	10
SB L	124	98th Street	5.0	0.0	5.0	5.0	10
NB R	192	98th Street	3.1	0.3	3.0	4.0	10
NB R	193	98th Street	3.0	0.0	3.0	3.0	10
SB L	194	98th Street	4.7	0.5	4.0	5.0	10
SB T	195	98th Street	2.0	0.0	2.0	2.0	10
SB L	218	98th Street	4.5	0.7	3.0	5.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	5.4	0.7	5.0	7.0	10
WB L	116	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
WB R	117	Dennis Chavez Blvd	2.8	0.8	2.0	4.0	10
EB T	125	Dennis Chavez Blvd	3.3	0.5	3.0	4.0	10
EB T	126	Dennis Chavez Blvd	2.7	0.5	2.0	3.0	10
EB L	130	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
EB T	140	Dennis Chavez Blvd	4.4	0.5	4.0	5.0	10
WB T	142	Dennis Chavez Blvd	5.1	0.3	5.0	6.0	10
EB L	205	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
WB T	215	Dennis Chavez Blvd	5.4	0.5	5.0	6.0	10
EB R	219	Dennis Chavez Blvd	0.3	0.5	0.0	1.0	10
WB L	220	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	3.8	0.6	3.0	5.0	10
SB LTR	204	Condershire Dr	1.0	0.0	1.0	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	3.3	0.5	3.0	4.0	10
WB T	168	Dennis Chavez Blvd	3.9	0.7	3.0	5.0	10
WB T	228	Dennis Chavez Blvd	3.5	0.5	3.0	4.0	10
EB L	244	Dennis Chavez Blvd	0.6	0.5	0.0	1.0	10
EB T	245	Dennis Chavez Blvd	11.1	1.1	9.0	13.0	10
EB T	246	Dennis Chavez Blvd	11.0	1.5	9.0	14.0	10
EB T	247	Dennis Chavez Blvd	10.6	1.4	8.0	13.0	10
WB L	257	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	10.3	0.5	10.0	11.0	10
NB T	41	Coors Blvd	10.4	0.5	10.0	11.0	10
SB T	78	Coors Blvd	8.1	0.6	7.0	9.0	10
SB R	79	Coors Blvd	1.8	0.4	1.0	2.0	10
NB R	90	Coors Blvd	2.5	0.5	2.0	3.0	10
NB L	92	Coors Blvd	5.2	0.4	5.0	6.0	10
SB L	131	Coors Blvd	7.0	0.0	7.0	7.0	10
SB T	132	Coors Blvd	7.9	0.6	7.0	9.0	10
NB L	201	Coors Blvd	5.8	0.4	5.0	6.0	10
SB L	202	Coors Blvd	6.9	0.3	6.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
EB L	46	Dennis Chavez Blvd	2.8	0.4	2.0	3.0	10
EB T	47	Dennis Chavez Blvd	13.0	0.9	12.0	15.0	10
EB T	48	Dennis Chavez Blvd	12.9	0.7	12.0	14.0	10
EB R	54	Dennis Chavez Blvd	8.2	1.2	6.1	10.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	4.6	0.5	4.0	5.0	10
EB L	197	Dennis Chavez Blvd	3.0	0.5	2.0	4.0	10
WB L	199	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
EB T	235	Dennis Chavez Blvd	12.0	0.7	11.0	13.0	10
WB T	242	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
WB L	260	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
EB L	262	Dennis Chavez Blvd	2.9	0.3	2.0	3.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10
WB R	95	Dennis Chavez Blvd	10.7	0.8	9.0	12.0	10
EB L	96	Dennis Chavez Blvd	1.6	0.5	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	10.8	0.9	10.0	12.0	10
EB T	147	Dennis Chavez Blvd	11.0	0.7	10.0	12.0	10
WB T	148	Dennis Chavez Blvd	4.8	0.4	4.0	5.0	10
WB T	173	Dennis Chavez Blvd	5.5	0.8	4.0	7.0	10
EB R	174	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB L	175	Dennis Chavez Blvd	3.1	0.3	3.0	4.0	10
WB T	223	Dennis Chavez Blvd	5.4	0.7	5.0	7.0	10
EB L	224	Dennis Chavez Blvd	1.4	0.5	1.0	2.0	10
EB T	225	Dennis Chavez Blvd	10.8	0.6	10.0	12.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	105	Unser Blvd	8.8	0.9	7.0	10.0	10
NB L	133	Unser Blvd	1.1	0.3	1.0	2.0	10
NB R	134	Unser Blvd	5.5	0.5	5.0	6.0	10
NB T	177	Unser Blvd	1.5	0.5	1.0	2.0	10
NB T	179	Unser Blvd	2.0	0.0	2.0	2.0	10
NB R	181	Unser Blvd	5.2	0.4	5.0	6.0	10
SB L	189	Unser Blvd	8.7	0.5	8.0	9.0	10
SB T	190	Unser Blvd	1.0	0.0	1.0	1.0	10
SB R	191	Unser Blvd	3.4	0.5	3.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:15:00 - 08:15:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10
NB R	192	98th Street	0.0	0.0	0.0	0.0	10
NB R	193	98th Street	0.0	0.0	0.0	0.0	10
SB L	194	98th Street	0.0	0.0	0.0	0.0	10
SB T	195	98th Street	0.0	0.0	0.0	0.0	10
SB L	218	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	205	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	215	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	219	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	220	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.0	0.0	0.0	0.0	10
SB LTR	204	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	228	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	244	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	245	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	246	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	247	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	257	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	235	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	242	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	260	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	262	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	223	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	224	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	225	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	189	Unser Blvd	0.0	0.0	0.0	0.0	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,816.0	22.60	28.9	C
2	2,833.0	23.60	30.0	C
3	2,808.0	23.20	29.7	C
4	2,826.0	24.90	31.7	C
5	2,808.0	23.60	30.3	C
6	2,824.0	23.70	30.2	C
7	2,811.0	23.40	29.9	C
8	2,826.0	24.70	31.5	C
9	2,826.0	23.80	30.3	C
10	2,804.0	24.00	30.8	C
Average:	**2,818.2**	**23.75**	**30.3**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,569.0	9.50	9.5	A
2	3,547.0	9.40	9.5	A
3	3,566.0	10.50	10.6	B
4	3,571.0	9.90	10.0	A
5	3,553.0	10.00	10.1	B
6	3,542.0	9.50	9.6	A
7	3,580.0	10.50	10.5	B
8	3,557.0	10.40	10.5	B
9	3,572.0	11.10	11.2	B
10	3,577.0	10.30	10.4	B
Average:	**3,563.4**	**10.11**	**10.2**	**B**

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	5,735.0	58.10	36.5	D
2	5,697.0	57.70	36.5	D
3	5,709.0	58.70	37.0	D
4	5,713.0	58.80	37.1	D
5	5,722.0	60.10	37.8	D
6	5,733.0	57.90	36.4	D
7	5,717.0	58.70	37.0	D
8	5,697.0	58.60	37.0	D

9	5,719.0	58.00	36.5	D
10	5,722.0	59.00	37.1	D
Average:	**5,716.4**	**58.56**	**36.9**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,859.0	35.00	32.6	C
2	3,854.0	36.30	33.9	C
3	3,871.0	36.00	33.5	C
4	3,885.0	37.60	34.8	C
5	3,890.0	38.30	35.4	D
6	3,852.0	38.90	36.3	D
7	3,871.0	38.30	35.6	D
8	3,844.0	37.80	35.4	D
9	3,861.0	37.60	35.0	D
10	3,882.0	37.80	35.1	D
Average:	**3,866.9**	**37.36**	**34.8**	**C**

Intersection LOS - Total Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	23.8	0.7	22.6	24.9	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	10.1	0.5	9.4	11.1	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	58.6	0.7	57.7	60.1	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	37.4	1.2	35.0	38.9	10

Intersection LOS - Avg Control Delay

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
5	Dennis Chavez Blvd & 98th Street	Actuated	30.3	0.8	28.9	31.7	10
10	Dennis Chavez Blvd & Condershire Dr	Actuated	10.2	0.5	9.5	11.2	10
14	Dennis Chavez Blvd & Coors Blvd	Actuated	36.9	0.4	36.4	37.8	10
7	Dennis Chavez Blvd & Unser Blvd	Actuated	34.8	1.1	32.6	36.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Overview

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 1				
1	165.0	0.70	14.2	B
2	164.0	0.70	15.0	B
3	164.0	0.60	13.3	B
4	163.0	0.60	14.0	B
5	164.0	0.60	13.1	B
6	165.0	0.60	12.9	B
7	165.0	0.70	14.7	B
8	164.0	0.60	13.6	B
9	165.0	0.60	13.3	B
10	165.0	0.60	13.7	B
Average:	**164.4**	**0.63**	**13.8**	**B**
EB R on Dennis Chavez Blvd: Superlink ID 1				
1	60.0	0.00	1.5	A
2	59.0	0.00	2.3	A
3	59.0	0.00	2.6	A
4	59.0	0.00	1.8	A
5	60.0	0.00	1.2	A
6	61.0	0.00	2.0	A
7	60.0	0.00	1.5	A
8	61.0	0.00	2.7	A
9	60.0	0.00	2.6	A
10	59.0	0.00	2.1	A
Average:	**59.8**	**0.00**	**2.0**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 1				
1	670.0	2.70	14.2	B
2	667.0	2.70	14.8	B
3	670.0	2.80	15.3	B
4	683.0	2.90	15.4	B
5	666.0	2.80	15.1	B
6	676.0	2.70	14.5	B
7	677.0	2.70	14.4	B
8	670.0	2.90	15.6	B
9	674.0	2.90	15.4	B
10	668.0	2.80	15.3	B

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**672.1**	**2.79**	**15.0**	**B**
NB L on 98th Street: Superlink ID 12				
1	144.0	1.50	38.3	D
2	151.0	1.70	39.5	D
3	147.0	1.90	45.6	D
4	147.0	1.90	47.6	D
5	149.0	1.90	47.0	D
6	146.0	1.90	46.9	D
7	147.0	2.10	50.3	D
8	150.0	2.20	53.3	D
9	145.0	2.00	48.9	D
10	148.0	2.10	51.9	D
Average:	**147.4**	**1.92**	**46.9**	**D**
NB R on 98th Street: Superlink ID 12				
1	179.0	2.90	57.3	E
2	173.0	2.70	55.5	E
3	171.0	2.30	48.3	D
4	174.0	2.60	53.0	D
5	173.0	2.30	48.7	D
6	173.0	2.50	51.3	D
7	170.0	2.30	49.0	D
8	172.0	2.40	49.9	D
9	177.0	2.60	51.9	D
10	172.0	2.30	48.2	D
Average:	**173.4**	**2.49**	**51.3**	**D**
NB T on 98th Street: Superlink ID 12				
1	110.0	1.50	48.6	D
2	111.0	1.40	46.6	D
3	109.0	1.30	43.5	D
4	108.0	1.40	47.8	D
5	109.0	1.40	47.7	D
6	111.0	1.40	46.4	D
7	108.0	1.50	51.1	D
8	111.0	1.40	44.7	D
9	112.0	1.40	46.5	D
10	109.0	1.40	46.8	D
Average:	**109.8**	**1.41**	**47.0**	**D**
SB L on 98th Street: Superlink ID 2				
1	469.0	4.80	37.1	D
2	492.0	5.70	41.8	D
3	478.0	5.50	41.3	D

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	477.0	6.60	49.7	D
5	481.0	6.10	45.7	D
6	477.0	5.90	44.7	D
7	474.0	5.70	43.0	D
8	489.0	6.20	46.0	D
9	476.0	5.40	41.0	D
10	477.0	5.90	44.9	D
Average:	**479.0**	**5.78**	**43.5**	**D**
SB R on 98th Street: Superlink ID 2				
1	202.0	3.10	54.7	D
2	201.0	3.00	53.5	D
3	199.0	2.90	53.0	D
4	196.0	3.00	54.9	D
5	199.0	2.90	52.1	D
6	202.0	2.90	52.5	D
7	196.0	2.80	52.3	D
8	202.0	3.10	55.4	E
9	203.0	3.00	54.0	D
10	199.0	2.90	52.9	D
Average:	**199.9**	**2.96**	**53.5**	**D**
SB T on 98th Street: Superlink ID 2				
1	108.0	1.50	49.0	D
2	106.0	1.40	45.9	D
3	106.0	1.30	43.5	D
4	103.0	1.20	41.8	D
5	105.0	1.30	44.4	D
6	108.0	1.40	46.8	D
7	103.0	1.20	41.5	D
8	108.0	1.30	44.7	D
9	107.0	1.40	48.6	D
10	105.0	1.30	45.8	D
Average:	**105.9**	**1.33**	**45.2**	**D**
WB L on Dennis Chavez Blvd: Superlink ID 3				
1	82.0	0.50	20.5	C
2	83.0	0.50	19.7	B
3	83.0	0.50	23.1	C
4	78.0	0.50	21.0	C
5	81.0	0.50	22.1	C
6	84.0	0.60	23.6	C
7	84.0	0.60	25.2	C
8	82.0	0.60	24.6	C
9	80.0	0.50	20.3	C

DENNIS CHAVEZ BLVD & 98TH STREET -- SIGNALIZED — NODE: 5

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	86.0	0.50	20.3	C
Average:	**82.3**	**0.53**	**22.0**	**C**
WB R on Dennis Chavez Blvd: Superlink ID 3				
1	160.0	0.30	7.3	A
2	161.0	0.40	9.7	A
3	161.0	0.40	9.0	A
4	160.0	0.40	9.3	A
5	159.0	0.30	7.3	A
6	159.0	0.40	8.0	A
7	155.0	0.30	7.4	A
8	157.0	0.40	9.7	A
9	162.0	0.40	10.0	A
10	155.0	0.50	11.6	B
Average:	**158.9**	**0.38**	**8.9**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 3				
1	467.0	3.20	25.0	C
2	465.0	3.40	26.6	C
3	461.0	3.60	27.9	C
4	478.0	3.70	28.0	C
5	462.0	3.40	26.4	C
6	462.0	3.40	26.5	C
7	472.0	3.40	26.3	C
8	460.0	3.50	27.2	C
9	465.0	3.50	27.1	C
10	461.0	3.40	26.9	C
Average:	**465.3**	**3.45**	**26.8**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 5				
1	11.0	0.10	37.9	D
2	10.0	0.10	37.6	D
3	7.0	0.10	32.9	C
4	13.0	0.10	29.9	C
5	13.0	0.10	29.3	C
6	11.0	0.10	35.5	D
7	12.0	0.10	31.1	C
8	9.0	0.10	40.6	D
9	10.0	0.10	39.1	D
10	12.0	0.10	33.0	C
Average:	**10.8**	**0.10**	**34.7**	**C**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on Dennis Chavez Blvd: Superlink ID 5				
1	59.0	0.10	4.8	A
2	58.0	0.10	4.7	A
3	57.0	0.10	5.3	A
4	57.0	0.10	3.3	A
5	57.0	0.10	4.9	A
6	59.0	0.10	4.4	A
7	57.0	0.10	4.2	A
8	60.0	0.10	4.8	A
9	61.0	0.10	5.1	A
10	60.0	0.10	4.9	A
Average:	**58.5**	**0.10**	**4.6**	**A**
EB T on Dennis Chavez Blvd: Superlink ID 5				
1	2,316.0	6.20	9.7	A
2	2,302.0	6.60	10.3	B
3	2,303.0	7.30	11.5	B
4	2,302.0	6.70	10.4	B
5	2,301.0	6.90	10.7	B
6	2,285.0	6.50	10.3	B
7	2,316.0	7.20	11.2	B
8	2,309.0	7.00	10.9	B
9	2,313.0	7.60	11.9	B
10	2,306.0	7.10	11.1	B
Average:	**2,305.3**	**6.91**	**10.8**	**B**
NB LTR on Condershire Dr: Superlink ID 7				
1	149.0	1.30	31.2	C
2	146.0	1.20	29.1	C
3	148.0	1.30	32.0	C
4	148.0	1.40	34.5	C
5	148.0	1.20	28.6	C
6	148.0	1.20	29.2	C
7	144.0	1.10	26.7	C
8	148.0	1.30	31.2	C
9	148.0	1.50	35.4	D
10	150.0	1.30	30.1	C
Average:	**147.7**	**1.28**	**30.8**	**C**
SB LTR on Condershire Dr: Superlink ID 6				
1	49.0	0.10	9.7	A
2	49.0	0.20	12.2	B
3	47.0	0.20	12.9	B
4	49.0	0.20	12.3	B
5	49.0	0.20	12.1	B

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	47.0	0.10	9.0	A
7	48.0	0.20	13.6	B
8	49.0	0.10	10.8	B
9	49.0	0.10	8.5	A
10	49.0	0.20	11.5	B
Average:	**48.5**	**0.16**	**11.2**	**B**

WB L on Dennis Chavez Blvd: Superlink ID 17

1	24.0	0.20	32.2	C
2	24.0	0.20	33.9	C
3	24.0	0.20	34.6	C
4	22.0	0.20	33.6	C
5	24.0	0.20	34.6	C
6	24.0	0.20	34.6	C
7	25.0	0.20	33.9	C
8	23.0	0.20	27.0	C
9	24.0	0.20	27.4	C
10	23.0	0.20	31.8	C
Average:	**23.7**	**0.20**	**32.4**	**C**

WB R on Dennis Chavez Blvd: Superlink ID 17

1	3.0	0.00	4.2	A
2	5.0	0.00	1.5	A
3	4.0	0.00	0.6	A
4	5.0	0.00	2.3	A
5	3.0	0.00	0.0	A
6	5.0	0.00	0.9	A
7	5.0	0.00	3.7	A
8	5.0	0.00	2.6	A
9	4.0	0.00	0.0	A
10	5.0	0.00	0.5	A
Average:	**4.4**	**0.00**	**1.6**	**A**

WB T on Dennis Chavez Blvd: Superlink ID 17

1	958.0	1.40	5.2	A
2	953.0	1.00	3.9	A
3	976.0	1.30	4.6	A
4	975.0	1.30	4.7	A
5	958.0	1.30	5.0	A
6	963.0	1.20	4.6	A
7	973.0	1.60	6.0	A
8	954.0	1.60	6.0	A
9	963.0	1.50	5.7	A
10	972.0	1.40	5.2	A
Average:	**964.5**	**1.36**	**5.1**	**A**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR -- SIGNALIZED — NODE: 10

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 17				
1	350.0	2.90	29.8	C
2	350.0	2.90	29.7	C
3	348.0	2.60	26.9	C
4	348.0	2.80	28.8	C
5	352.0	2.90	29.7	C
6	349.0	3.00	31.1	C
7	354.0	2.90	29.6	C
8	350.0	2.90	29.7	C
9	348.0	3.00	31.1	C
10	350.0	2.80	28.8	C
Average:	**349.9**	**2.87**	**29.5**	**C**
EB R on Dennis Chavez Blvd: Superlink ID 17				
1	641.0	2.60	14.6	B
2	635.0	2.70	15.6	B
3	625.0	2.90	16.6	B
4	628.0	2.60	14.9	B
5	634.0	3.00	17.2	B
6	632.0	2.70	15.4	B
7	627.0	2.80	16.2	B
8	631.0	2.90	16.5	B
9	631.0	2.80	15.7	B
10	639.0	2.90	16.4	B
Average:	**632.3**	**2.79**	**15.9**	**B**
EB T on Dennis Chavez Blvd: Superlink ID 17				
1	1,393.0	16.90	43.8	D
2	1,370.0	16.00	42.0	D
3	1,361.0	16.00	42.3	D
4	1,363.0	16.30	43.1	D
5	1,375.0	16.00	41.9	D
6	1,391.0	15.80	41.0	D
7	1,363.0	15.80	41.8	D
8	1,370.0	16.20	42.4	D
9	1,381.0	16.30	42.4	D
10	1,377.0	16.00	41.7	D
Average:	**1,374.4**	**16.13**	**42.2**	**D**
NB L on Coors Blvd: Superlink ID 18				
1	353.0	4.90	49.6	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	352.0	4.80	49.1	D
3	362.0	5.20	51.3	D
4	360.0	5.00	50.3	D
5	351.0	4.60	47.2	D
6	357.0	5.20	52.2	D
7	364.0	5.10	50.4	D
8	355.0	4.80	48.7	D
9	355.0	5.00	50.7	D
10	346.0	4.80	49.8	D
Average:	**355.5**	**4.94**	**49.9**	**D**
NB R on Coors Blvd: Superlink ID 18				
1	155.0	1.20	27.1	C
2	155.0	1.10	25.6	C
3	156.0	1.10	25.1	C
4	157.0	1.00	22.8	C
5	156.0	1.20	27.4	C
6	155.0	1.00	24.3	C
7	155.0	1.10	25.5	C
8	155.0	1.20	27.2	C
9	154.0	1.10	25.0	C
10	156.0	1.20	28.6	C
Average:	**155.4**	**1.12**	**25.8**	**C**
NB T on Coors Blvd: Superlink ID 18				
1	736.0	9.60	47.0	D
2	735.0	9.90	48.3	D
3	746.0	10.30	49.9	D
4	746.0	10.40	50.4	D
5	754.0	11.70	56.1	E
6	737.0	9.80	47.7	D
7	747.0	10.50	50.5	D
8	734.0	10.20	49.9	D
9	738.0	9.90	48.2	D
10	752.0	11.20	53.5	D
Average:	**742.5**	**10.35**	**50.1**	**D**
SB L on Coors Blvd: Superlink ID 21				
1	481.0	6.30	47.5	D
2	476.0	6.50	48.9	D
3	490.0	6.60	48.2	D
4	488.0	6.80	50.5	D
5	471.0	6.10	46.5	D
6	481.0	6.50	48.8	D
7	488.0	6.50	48.2	D

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	478.0	6.30	47.3	D
9	480.0	6.30	47.0	D
10	472.0	6.20	47.2	D
Average:	**480.5**	**6.41**	**48.0**	**D**

SB R on Coors Blvd: Superlink ID 21

1	132.0	0.40	11.7	B
2	134.0	0.60	15.1	B
3	133.0	0.50	12.7	B
4	135.0	0.60	15.2	B
5	132.0	0.40	10.2	B
6	134.0	0.60	15.1	B
7	134.0	0.50	12.1	B
8	132.0	0.60	15.2	B
9	135.0	0.40	11.2	B
10	136.0	0.50	13.4	B
Average:	**133.7**	**0.51**	**13.2**	**B**

SB T on Coors Blvd: Superlink ID 21

1	601.0	6.60	39.3	D
2	598.0	6.70	40.5	D
3	609.0	7.00	41.5	D
4	608.0	7.10	42.1	D
5	614.0	7.60	44.4	D
6	601.0	6.80	40.7	D
7	607.0	7.10	41.8	D
8	598.0	6.80	40.9	D
9	599.0	6.60	39.5	D
10	611.0	7.20	42.2	D
Average:	**604.6**	**6.95**	**41.3**	**D**

WB L on Dennis Chavez Blvd: Superlink ID 11

1	119.0	1.10	32.6	C
2	121.0	1.40	40.4	D
3	120.0	1.20	36.4	D
4	120.0	1.40	41.0	D
5	121.0	1.30	39.8	D
6	118.0	1.20	35.7	D
7	120.0	1.30	38.0	D
8	121.0	1.40	41.4	D
9	119.0	1.30	39.4	D
10	119.0	1.20	36.1	D
Average:	**119.8**	**1.28**	**38.1**	**D**

WB R on Dennis Chavez Blvd: Superlink ID 11

DENNIS CHAVEZ BLVD & COORS BLVD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	270.0	0.00	0.2	A
2	270.0	0.00	0.1	A
3	269.0	0.00	0.1	A
4	270.0	0.00	0.1	A
5	270.0	0.00	0.2	A
6	270.0	0.00	0.1	A
7	270.0	0.00	0.1	A
8	270.0	0.00	0.1	A
9	270.0	0.00	0.2	A
10	270.0	0.00	0.2	A
Average:	**269.9**	**0.00**	**0.1**	**A**
WB T on Dennis Chavez Blvd: Superlink ID 11				
1	504.0	5.60	40.2	D
2	501.0	5.20	37.7	D
3	490.0	5.40	39.8	D
4	490.0	4.80	35.2	D
5	492.0	5.20	38.2	D
6	508.0	5.30	37.9	D
7	488.0	5.20	38.4	D
8	503.0	5.50	39.2	D
9	509.0	5.40	38.3	D
10	494.0	5.10	37.1	D
Average:	**497.9**	**5.27**	**38.2**	**D**

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Dennis Chavez Blvd: Superlink ID 3				
1	95.0	0.70	27.8	C
2	95.0	0.80	29.3	C
3	95.0	0.60	24.6	C
4	95.0	1.00	37.0	D
5	97.0	1.20	44.3	D
6	90.0	1.00	41.6	D
7	92.0	1.00	38.7	D
8	92.0	1.10	41.8	D
9	91.0	1.10	45.4	D
10	94.0	1.20	44.8	D
Average:	**93.6**	**0.97**	**37.5**	**D**
EB R on Dennis Chavez Blvd: Superlink ID 3				
1	13.0	0.10	22.8	C
2	15.0	0.10	31.3	C
3	15.0	0.10	34.0	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	18.0	0.20	31.7	C
5	15.0	0.10	21.9	C
6	14.0	0.10	21.7	C
7	13.0	0.10	21.2	C
8	12.0	0.10	25.1	C
9	14.0	0.10	26.3	C
10	14.0	0.10	30.3	C
Average:	**14.3**	**0.11**	**26.6**	**C**
EB T on Dennis Chavez Blvd: Superlink ID 3				
1	1,224.0	11.60	34.3	C
2	1,216.0	11.70	34.7	C
3	1,232.0	12.30	36.0	D
4	1,236.0	12.10	35.4	D
5	1,241.0	12.90	37.4	D
6	1,222.0	11.30	33.2	C
7	1,232.0	12.20	35.6	D
8	1,217.0	11.90	35.2	D
9	1,221.0	11.60	34.3	C
10	1,245.0	12.50	36.3	D
Average:	**1,228.6**	**12.01**	**35.2**	**D**
NB L on Unser Blvd: Superlink ID 23				
1	38.0	0.40	38.9	D
2	37.0	0.30	28.2	C
3	36.0	0.20	24.2	C
4	36.0	0.40	41.3	D
5	38.0	0.30	28.6	C
6	39.0	0.40	33.0	C
7	37.0	0.30	27.2	C
8	37.0	0.20	20.0	C
9	39.0	0.30	28.9	C
10	37.0	0.30	32.2	C
Average:	**37.4**	**0.31**	**30.2**	**C**
NB R on Unser Blvd: Superlink ID 23				
1	513.0	4.10	29.1	C
2	512.0	4.00	28.4	C
3	512.0	3.80	26.8	C
4	512.0	4.00	28.1	C
5	507.0	4.00	28.7	C
6	511.0	3.90	27.6	C
7	511.0	4.00	28.0	C
8	516.0	4.00	27.6	C
9	514.0	3.80	26.5	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED — NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	507.0	3.80	27.2	C
Average:	**511.5**	**3.94**	**27.8**	**C**
NB T on Unser Blvd: Superlink ID 23				
1	85.0	1.20	49.1	D
2	85.0	1.10	46.8	D
3	85.0	1.10	46.8	D
4	87.0	1.30	52.9	D
5	83.0	1.00	44.8	D
6	85.0	1.20	50.1	D
7	86.0	1.10	47.9	D
8	84.0	1.20	52.1	D
9	85.0	1.20	51.5	D
10	83.0	1.00	44.0	D
Average:	**84.8**	**1.14**	**48.6**	**D**
SB L on Unser Blvd: Superlink ID 4				
1	656.0	6.90	37.6	D
2	652.0	8.40	46.3	D
3	644.0	7.50	41.7	D
4	642.0	8.10	45.2	D
5	643.0	7.80	43.6	D
6	660.0	9.00	49.0	D
7	643.0	8.30	46.7	D
8	649.0	8.40	46.7	D
9	656.0	8.40	46.1	D
10	649.0	7.80	43.2	D
Average:	**649.4**	**8.06**	**44.6**	**D**
SB R on Unser Blvd: Superlink ID 4				
1	141.0	1.40	36.2	D
2	142.0	1.30	33.2	C
3	139.0	1.20	31.7	C
4	139.0	1.40	35.1	D
5	140.0	1.30	34.0	C
6	140.0	1.10	29.6	C
7	138.0	1.20	32.0	C
8	138.0	1.10	29.9	C
9	139.0	1.20	31.1	C
10	137.0	1.20	31.4	C
Average:	**139.3**	**1.24**	**32.4**	**C**
SB T on Unser Blvd: Superlink ID 4				
1	41.0	0.30	29.4	C
2	42.0	0.40	33.3	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	41.0	0.20	20.3	C
4	42.0	0.30	23.4	C
5	41.0	0.30	30.3	C
6	41.0	0.30	29.3	C
7	41.0	0.40	33.5	C
8	41.0	0.40	34.1	C
9	43.0	0.40	30.6	C
10	41.0	0.30	27.2	C
Average:	**41.4**	**0.33**	**29.1**	**C**
WB L on Dennis Chavez Blvd: Superlink ID 5				
1	177.0	1.60	32.3	C
2	176.0	1.60	32.2	C
3	179.0	2.00	41.0	D
4	180.0	2.00	39.3	D
5	185.0	2.00	39.8	D
6	176.0	2.10	42.9	D
7	184.0	2.00	39.3	D
8	180.0	2.00	41.0	D
9	181.0	2.10	41.2	D
10	178.0	2.00	39.7	D
Average:	**179.6**	**1.94**	**38.9**	**D**
WB R on Dennis Chavez Blvd: Superlink ID 5				
1	347.0	3.40	35.0	C
2	345.0	3.10	32.0	C
3	346.0	3.30	34.0	C
4	353.0	3.50	35.6	D
5	354.0	3.70	37.3	D
6	341.0	3.30	34.7	C
7	351.0	3.60	36.9	D
8	345.0	3.50	36.1	D
9	346.0	3.30	34.8	C
10	354.0	3.70	37.2	D
Average:	**348.2**	**3.44**	**35.4**	**D**
WB T on Dennis Chavez Blvd: Superlink ID 5				
1	529.0	3.20	21.9	C
2	537.0	3.50	23.6	C
3	547.0	3.50	22.9	C
4	545.0	3.50	23.0	C
5	546.0	3.50	23.4	C
6	533.0	5.20	34.9	C
7	543.0	4.10	26.9	C
8	533.0	3.90	26.6	C

DENNIS CHAVEZ BLVD & UNSER BLVD -- SIGNALIZED NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	532.0	4.00	26.9	C
10	543.0	3.90	26.0	C
Average:	**538.8**	**3.83**	**25.6**	**C**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Total Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	0.6	0.0	0.6	0.7	10
EB R	Dennis Chavez Blvd	1	0.0	0.0	0.0	0.0	10
EB T	Dennis Chavez Blvd	1	2.8	0.1	2.7	2.9	10
NB L	98th Street	12	1.9	0.2	1.5	2.2	10
NB R	98th Street	12	2.5	0.2	2.3	2.9	10
NB T	98th Street	12	1.4	0.1	1.3	1.5	10
SB L	98th Street	2	5.8	0.5	4.8	6.6	10
SB R	98th Street	2	3.0	0.1	2.8	3.1	10
SB T	98th Street	2	1.3	0.1	1.2	1.5	10
WB L	Dennis Chavez Blvd	3	0.5	0.0	0.5	0.6	10
WB R	Dennis Chavez Blvd	3	0.4	0.1	0.3	0.5	10
WB T	Dennis Chavez Blvd	3	3.5	0.1	3.2	3.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	0.1	0.0	0.1	0.1	10
EB R	Dennis Chavez Blvd	5	0.1	0.0	0.1	0.1	10
EB T	Dennis Chavez Blvd	5	6.9	0.4	6.2	7.6	10
NB LTR	Condershire Dr	7	1.3	0.1	1.1	1.5	10
SB LTR	Condershire Dr	6	0.2	0.1	0.1	0.2	10
WB L	Dennis Chavez Blvd	17	0.2	0.0	0.2	0.2	10
WB R	Dennis Chavez Blvd	17	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	17	1.4	0.2	1.0	1.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	2.9	0.1	2.6	3.0	10
EB R	Dennis Chavez Blvd	17	2.8	0.1	2.6	3.0	10
EB T	Dennis Chavez Blvd	17	16.1	0.3	15.8	16.9	10
NB L	Coors Blvd	18	4.9	0.2	4.6	5.2	10
NB R	Coors Blvd	18	1.1	0.1	1.0	1.2	10
NB T	Coors Blvd	18	10.4	0.7	9.6	11.7	10
SB L	Coors Blvd	21	6.4	0.2	6.1	6.8	10
SB R	Coors Blvd	21	0.5	0.1	0.4	0.6	10
SB T	Coors Blvd	21	7.0	0.3	6.6	7.6	10
WB L	Dennis Chavez Blvd	11	1.3	0.1	1.1	1.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	Dennis Chavez Blvd	11	0.0	0.0	0.0	0.0	10
WB T	Dennis Chavez Blvd	11	5.3	0.2	4.8	5.6	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	1.0	0.2	0.6	1.2	10
EB R	Dennis Chavez Blvd	3	0.1	0.0	0.1	0.2	10
EB T	Dennis Chavez Blvd	3	12.0	0.5	11.3	12.9	10
NB L	Unser Blvd	23	0.3	0.1	0.2	0.4	10
NB R	Unser Blvd	23	3.9	0.1	3.8	4.1	10
NB T	Unser Blvd	23	1.1	0.1	1.0	1.3	10
SB L	Unser Blvd	4	8.1	0.6	6.9	9.0	10
SB R	Unser Blvd	4	1.2	0.1	1.1	1.4	10
SB T	Unser Blvd	4	0.3	0.1	0.2	0.4	10
WB L	Dennis Chavez Blvd	5	1.9	0.2	1.6	2.1	10
WB R	Dennis Chavez Blvd	5	3.4	0.2	3.1	3.7	10
WB T	Dennis Chavez Blvd	5	3.8	0.6	3.2	5.2	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Intersection LOS by Lane Group - Avg Control Delay

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	1	13.8	0.7	12.9	15.0	10
EB R	Dennis Chavez Blvd	1	2.0	0.5	1.2	2.7	10
EB T	Dennis Chavez Blvd	1	15.0	0.5	14.2	15.6	10
NB L	98th Street	12	46.9	4.9	38.3	53.3	10
NB R	98th Street	12	51.3	3.2	48.2	57.3	10
NB T	98th Street	12	47.0	2.1	43.5	51.1	10
SB L	98th Street	2	43.5	3.5	37.1	49.7	10
SB R	98th Street	2	53.5	1.2	52.1	55.4	10
SB T	98th Street	2	45.2	2.5	41.5	49.0	10
WB L	Dennis Chavez Blvd	3	22.0	2.0	19.7	25.2	10
WB R	Dennis Chavez Blvd	3	8.9	1.4	7.3	11.6	10
WB T	Dennis Chavez Blvd	3	26.8	0.9	25.0	28.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	5	34.7	4.0	29.3	40.6	10
EB R	Dennis Chavez Blvd	5	4.6	0.5	3.3	5.3	10
EB T	Dennis Chavez Blvd	5	10.8	0.6	9.7	11.9	10
NB LTR	Condershire Dr	7	30.8	2.7	26.7	35.4	10
SB LTR	Condershire Dr	6	11.2	1.7	8.5	13.6	10
WB L	Dennis Chavez Blvd	17	32.4	2.9	27.0	34.6	10
WB R	Dennis Chavez Blvd	17	1.6	1.5	0.0	4.2	10
WB T	Dennis Chavez Blvd	17	5.1	0.7	3.9	6.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	17	29.5	1.2	26.9	31.1	10
EB R	Dennis Chavez Blvd	17	15.9	0.8	14.6	17.2	10
EB T	Dennis Chavez Blvd	17	42.2	0.8	41.0	43.8	10
NB L	Coors Blvd	18	49.9	1.4	47.2	52.2	10
NB R	Coors Blvd	18	25.8	1.7	22.8	28.6	10
NB T	Coors Blvd	18	50.1	2.8	47.0	56.1	10
SB L	Coors Blvd	21	48.0	1.2	46.5	50.5	10
SB R	Coors Blvd	21	13.2	1.9	10.2	15.2	10
SB T	Coors Blvd	21	41.3	1.5	39.3	44.4	10
WB L	Dennis Chavez Blvd	11	38.1	2.8	32.6	41.4	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	Dennis Chavez Blvd	11	0.1	0.1	0.1	0.2	10
WB T	Dennis Chavez Blvd	11	38.2	1.4	35.2	40.2	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Dennis Chavez Blvd	3	37.5	7.7	24.6	45.4	10
EB R	Dennis Chavez Blvd	3	26.6	4.8	21.2	34.0	10
EB T	Dennis Chavez Blvd	3	35.2	1.2	33.2	37.4	10
NB L	Unser Blvd	23	30.2	6.4	20.0	41.3	10
NB R	Unser Blvd	23	27.8	0.8	26.5	29.1	10
NB T	Unser Blvd	23	48.6	3.0	44.0	52.9	10
SB L	Unser Blvd	4	44.6	3.2	37.6	49.0	10
SB R	Unser Blvd	4	32.4	2.2	29.6	36.2	10
SB T	Unser Blvd	4	29.1	4.5	20.3	34.1	10
WB L	Dennis Chavez Blvd	5	38.9	3.7	32.2	42.9	10
WB R	Dennis Chavez Blvd	5	35.4	1.6	32.0	37.3	10
WB T	Dennis Chavez Blvd	5	25.6	3.8	21.9	34.9	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Overview

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 130						
1	120.0	5.7	0.3	41.5	1.0	0.0%
2	120.0	4.6	0.3	20.2	1.0	0.0%
3	120.0	5.5	0.3	40.1	1.0	0.0%
4	120.0	4.8	0.3	20.0	1.0	0.0%
5	120.0	5.3	0.3	28.3	1.0	0.0%
6	120.0	4.3	0.2	34.8	1.0	0.0%
7	120.0	5.1	0.3	20.8	1.0	0.0%
8	120.0	4.4	0.3	19.0	1.0	0.0%
9	120.0	4.8	0.3	19.5	1.0	0.0%
10	120.0	4.0	0.3	19.0	1.0	0.0%
Average:	**120.0**	**4.9**	**0.3**	**26.3**	**1.0**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 205						
1	120.0	8.2	0.4	47.8	1.0	0.0%
2	120.0	5.7	0.3	43.2	1.0	0.0%
3	120.0	4.6	0.2	18.4	1.0	0.0%
4	120.0	5.9	0.3	49.6	2.0	0.0%
5	120.0	3.7	0.2	19.6	1.0	0.0%
6	120.0	6.0	0.3	35.4	2.0	0.0%
7	120.0	5.7	0.3	21.1	1.0	0.0%
8	120.0	5.7	0.3	25.0	1.0	0.0%
9	120.0	5.5	0.3	36.5	2.0	0.0%
10	120.0	6.6	0.4	22.8	1.0	0.0%
Average:	**120.0**	**5.8**	**0.3**	**31.9**	**1.3**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 219						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	1.1	0.1	15.6	1.0	0.0%
3	120.0	1.0	0.1	14.7	1.0	0.0%
4	120.0	0.9	0.1	0.6	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.1	0.3	0.0	0.0%
7	120.0	0.3	0.0	0.0	0.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	0.9	0.1	0.8	0.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on Dennis Chavez Blvd - Lane ID 219						
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.7**	**0.1**	**3.2**	**0.2**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 125						
1	120.0	20.7	0.9	100.6	4.0	0.0%
2	120.0	16.1	0.7	77.5	3.0	0.0%
3	120.0	18.7	0.8	95.8	4.0	0.0%
4	120.0	20.7	0.8	98.5	4.0	0.0%
5	120.0	17.1	0.7	96.2	4.0	0.0%
6	120.0	18.7	0.8	83.0	3.0	0.0%
7	120.0	14.3	0.6	69.6	3.0	0.0%
8	120.0	19.1	0.8	91.9	4.0	0.0%
9	120.0	19.7	0.9	99.7	4.0	0.0%
10	120.0	14.7	0.7	74.1	3.0	0.0%
Average:	**120.0**	**18.0**	**0.8**	**88.7**	**3.6**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 126						
1	120.0	12.2	0.5	65.0	3.0	0.0%
2	120.0	10.1	0.5	67.8	3.0	0.0%
3	120.0	10.1	0.5	57.9	2.0	0.0%
4	120.0	11.1	0.5	70.3	3.0	0.0%
5	120.0	9.8	0.5	46.4	2.0	0.0%
6	120.0	11.3	0.5	54.8	2.0	0.0%
7	120.0	7.1	0.3	47.4	2.0	0.0%
8	120.0	10.7	0.5	69.0	3.0	0.0%
9	120.0	13.2	0.6	75.0	3.0	0.0%
10	120.0	8.0	0.4	46.9	2.0	0.0%
Average:	**120.0**	**10.4**	**0.5**	**60.1**	**2.5**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 140						
1	120.0	27.0	1.0	120.3	4.0	0.0%
2	120.0	23.0	1.0	107.7	5.0	0.0%
3	120.0	29.5	1.1	131.2	5.0	0.0%
4	120.0	26.2	1.1	126.2	5.0	0.0%
5	120.0	22.8	0.9	106.1	4.0	0.0%
6	120.0	24.9	1.0	105.0	4.0	0.0%
7	120.0	21.4	0.9	99.7	4.0	0.0%
8	120.0	24.0	1.0	124.5	5.0	0.0%
9	120.0	26.2	1.1	114.3	4.0	0.0%
10	120.0	24.4	1.0	118.1	5.0	0.0%
Average:	**120.0**	**24.9**	**1.0**	**115.3**	**4.5**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on 98th Street - Lane ID 108						
1	120.0	32.7	1.5	93.2	4.0	0.0%
2	120.0	33.9	1.5	107.0	4.0	0.0%
3	120.0	43.8	1.8	121.0	4.0	0.0%
4	120.0	42.1	1.8	106.8	4.0	0.0%
5	120.0	40.9	1.7	108.7	4.0	0.0%
6	120.0	45.4	1.9	118.9	5.0	0.0%
7	120.0	48.1	2.0	132.1	5.0	0.0%
8	120.0	53.6	2.2	135.0	5.0	0.0%
9	120.0	43.8	1.8	121.3	4.0	0.0%
10	120.0	49.1	2.1	127.4	5.0	0.0%
Average:	**120.0**	**43.3**	**1.8**	**117.1**	**4.4**	**0.0%**
NB R on 98th Street - Lane ID 192						
1	120.0	34.2	1.4	101.6	4.0	0.0%
2	120.0	30.0	1.3	77.4	3.0	0.0%
3	120.0	27.0	1.2	90.8	3.0	0.0%
4	120.0	26.0	1.2	79.4	3.0	0.0%
5	120.0	25.5	1.2	69.9	3.0	0.0%
6	120.0	23.2	1.1	72.2	3.0	0.0%
7	120.0	27.7	1.2	84.1	3.0	0.0%
8	120.0	27.2	1.2	97.1	3.0	0.0%
9	120.0	27.4	1.2	85.9	3.0	0.0%
10	120.0	22.1	1.0	72.0	3.0	0.0%
Average:	**120.0**	**27.0**	**1.2**	**83.0**	**3.1**	**0.0%**
NB R on 98th Street - Lane ID 193						
1	120.0	28.9	1.2	80.3	3.0	0.0%
2	120.0	35.2	1.3	104.3	3.0	0.0%
3	120.0	27.0	1.1	81.3	3.0	0.0%
4	120.0	30.1	1.3	81.7	3.0	0.0%
5	120.0	26.9	1.2	104.6	3.0	0.0%
6	120.0	27.1	1.1	87.6	3.0	0.0%
7	120.0	25.9	1.2	76.4	3.0	0.0%
8	120.0	25.7	1.2	74.6	3.0	0.0%
9	120.0	24.6	1.1	80.1	3.0	0.0%
10	120.0	30.7	1.4	95.7	4.0	0.0%
Average:	**120.0**	**28.2**	**1.2**	**86.7**	**3.1**	**0.0%**
NB T on 98th Street - Lane ID 109						
1	120.0	14.4	0.7	48.8	2.0	0.0%
2	120.0	15.6	0.8	50.9	2.0	0.0%
3	120.0	15.4	0.8	46.3	2.0	0.0%
4	120.0	15.4	0.8	43.2	2.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on 98th Street - Lane ID 109						
5	120.0	18.8	0.9	52.6	2.0	0.0%
6	120.0	13.3	0.6	49.0	2.0	0.0%
7	120.0	17.8	0.8	49.5	2.0	0.0%
8	120.0	13.3	0.7	45.4	2.0	0.0%
9	120.0	16.2	0.7	63.7	2.0	0.0%
10	120.0	14.7	0.8	46.8	2.0	0.0%
Average:	**120.0**	**15.5**	**0.8**	**49.6**	**2.0**	**0.0%**
NB T on 98th Street - Lane ID 23						
1	120.0	14.5	0.8	45.9	2.0	0.0%
2	120.0	14.8	0.8	46.9	2.0	0.0%
3	120.0	13.2	0.6	46.9	2.0	0.0%
4	120.0	13.7	0.7	48.6	2.0	0.0%
5	120.0	10.9	0.6	42.3	2.0	0.0%
6	120.0	14.3	0.7	47.4	2.0	0.0%
7	120.0	17.9	0.9	47.6	2.0	0.0%
8	120.0	14.3	0.7	46.1	2.0	0.0%
9	120.0	15.4	0.7	51.4	2.0	0.0%
10	120.0	12.9	0.7	43.9	2.0	0.0%
Average:	**120.0**	**14.2**	**0.7**	**46.7**	**2.0**	**0.0%**
SB L on 98th Street - Lane ID 124						
1	120.0	42.0	1.7	146.8	4.0	0.0%
2	120.0	45.7	1.9	131.6	5.0	0.0%
3	120.0	45.9	1.9	141.7	5.0	0.0%
4	120.0	54.9	2.1	143.2	5.0	0.0%
5	120.0	45.7	1.8	134.9	5.0	0.0%
6	120.0	46.1	1.9	129.7	5.0	0.0%
7	120.0	51.5	2.0	135.4	5.0	0.0%
8	120.0	46.7	2.0	133.2	5.0	0.0%
9	120.0	48.4	1.9	131.0	5.0	0.0%
10	120.0	44.4	1.9	132.2	5.0	0.0%
Average:	**120.0**	**47.1**	**1.9**	**136.0**	**4.9**	**0.0%**
SB L on 98th Street - Lane ID 194						
1	120.0	30.8	1.3	104.2	4.0	0.0%
2	120.0	39.3	1.7	122.8	5.0	0.0%
3	120.0	48.1	2.0	159.2	5.0	0.0%
4	120.0	51.3	2.1	129.7	5.0	0.0%
5	120.0	42.7	1.8	119.8	5.0	0.0%
6	120.0	43.3	1.8	117.2	4.0	0.0%
7	120.0	45.6	1.8	128.0	5.0	0.0%
8	120.0	46.6	1.9	133.1	5.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on 98th Street - Lane ID 194						
9	120.0	36.4	1.5	106.9	4.0	0.0%
10	120.0	45.3	1.9	124.1	5.0	0.0%
Average:	**120.0**	**42.9**	**1.8**	**124.5**	**4.7**	**0.0%**
SB L on 98th Street - Lane ID 218						
1	120.0	28.8	1.3	97.7	4.0	0.0%
2	120.0	37.0	1.6	119.4	4.0	0.0%
3	120.0	36.0	1.6	106.0	4.0	0.0%
4	120.0	46.6	2.0	122.6	5.0	0.0%
5	120.0	42.9	1.8	114.9	5.0	0.0%
6	120.0	40.4	1.7	104.4	4.0	0.0%
7	120.0	42.9	1.8	128.3	5.0	0.0%
8	120.0	48.8	1.9	136.0	5.0	0.0%
9	120.0	36.1	1.6	108.1	4.0	0.0%
10	120.0	44.1	1.8	112.0	4.0	0.0%
Average:	**120.0**	**40.4**	**1.7**	**114.9**	**4.4**	**0.0%**
SB R on 98th Street - Lane ID 3						
1	120.0	66.7	2.5	169.2	6.0	0.0%
2	120.0	75.0	2.9	178.8	7.0	0.0%
3	120.0	65.9	2.6	167.8	6.0	0.0%
4	120.0	70.5	2.7	179.3	6.0	0.0%
5	120.0	69.6	2.7	169.9	6.0	0.0%
6	120.0	61.7	2.4	167.1	6.0	0.0%
7	120.0	70.1	2.7	177.2	6.0	0.0%
8	120.0	74.2	2.8	184.1	6.0	0.0%
9	120.0	82.4	3.0	182.6	6.0	0.0%
10	120.0	69.6	2.8	166.4	6.0	0.0%
Average:	**120.0**	**70.6**	**2.7**	**174.2**	**6.1**	**0.0%**
SB T on 98th Street - Lane ID 118						
1	120.0	12.9	0.7	47.7	2.0	0.0%
2	120.0	15.6	0.7	51.1	2.0	0.0%
3	120.0	14.0	0.7	46.6	2.0	0.0%
4	120.0	15.0	0.8	47.8	2.0	0.0%
5	120.0	16.0	0.7	48.8	2.0	0.0%
6	120.0	12.0	0.6	42.1	2.0	0.0%
7	120.0	10.0	0.6	41.4	2.0	0.0%
8	120.0	13.6	0.6	47.9	2.0	0.0%
9	120.0	15.5	0.8	46.9	2.0	0.0%
10	120.0	16.6	0.8	51.8	2.0	0.0%
Average:	**120.0**	**14.1**	**0.7**	**47.2**	**2.0**	**0.0%**

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on 98th Street - Lane ID 195						
1	120.0	13.4	0.7	48.2	2.0	0.0%
2	120.0	12.7	0.7	48.4	2.0	0.0%
3	120.0	11.3	0.6	41.1	2.0	0.0%
4	120.0	10.1	0.5	45.0	2.0	0.0%
5	120.0	11.9	0.6	49.0	2.0	0.0%
6	120.0	12.8	0.6	44.1	2.0	0.0%
7	120.0	12.3	0.6	47.3	2.0	0.0%
8	120.0	13.3	0.7	45.2	2.0	0.0%
9	120.0	16.9	0.8	47.3	2.0	0.0%
10	120.0	10.7	0.6	41.7	2.0	0.0%
Average:	**120.0**	**12.5**	**0.6**	**45.7**	**2.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 116						
1	120.0	4.8	0.3	18.6	1.0	0.0%
2	120.0	3.9	0.2	18.1	1.0	0.0%
3	120.0	6.1	0.3	39.1	2.0	0.0%
4	120.0	3.7	0.2	18.9	1.0	0.0%
5	120.0	4.5	0.3	17.1	1.0	0.0%
6	120.0	4.5	0.2	32.6	1.0	0.0%
7	120.0	5.5	0.3	38.5	2.0	0.0%
8	120.0	5.3	0.2	34.4	1.0	0.0%
9	120.0	3.2	0.2	18.3	1.0	0.0%
10	120.0	2.7	0.2	17.1	1.0	0.0%
Average:	**120.0**	**4.4**	**0.2**	**25.3**	**1.2**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 220						
1	120.0	3.6	0.2	19.1	1.0	0.0%
2	120.0	5.6	0.3	18.1	1.0	0.0%
3	120.0	3.9	0.2	19.1	1.0	0.0%
4	120.0	2.2	0.2	15.8	1.0	0.0%
5	120.0	4.0	0.2	18.8	1.0	0.0%
6	120.0	6.7	0.3	46.8	2.0	0.0%
7	120.0	4.9	0.3	18.3	1.0	0.0%
8	120.0	3.3	0.2	17.1	1.0	0.0%
9	120.0	4.6	0.2	18.8	1.0	0.0%
10	120.0	5.1	0.3	43.7	2.0	0.0%
Average:	**120.0**	**4.4**	**0.2**	**23.6**	**1.2**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 117						
1	120.0	7.5	0.3	47.8	2.0	0.0%
2	120.0	5.9	0.3	47.1	2.0	0.0%
3	120.0	7.7	0.3	68.8	3.0	0.0%
4	120.0	8.2	0.3	69.6	3.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on Dennis Chavez Blvd - Lane ID 117						
5	120.0	5.5	0.3	42.8	2.0	0.0%
6	120.0	7.8	0.3	52.7	2.0	0.0%
7	120.0	7.3	0.3	46.3	2.0	0.0%
8	120.0	6.2	0.3	51.6	2.0	0.0%
9	120.0	8.5	0.4	68.3	3.0	0.0%
10	120.0	9.3	0.4	73.9	3.0	0.0%
Average:	**120.0**	**7.4**	**0.3**	**56.9**	**2.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 142						
1	120.0	19.9	0.9	100.7	4.0	0.0%
2	120.0	17.8	0.8	104.5	4.0	0.0%
3	120.0	28.0	1.2	106.8	5.0	0.0%
4	120.0	22.4	0.9	112.1	4.0	0.0%
5	120.0	25.3	1.0	121.2	5.0	0.0%
6	120.0	24.3	1.0	106.7	4.0	0.0%
7	120.0	16.5	0.7	97.5	4.0	0.0%
8	120.0	21.0	0.8	104.9	4.0	0.0%
9	120.0	21.9	0.9	113.9	4.0	0.0%
10	120.0	22.9	0.9	113.0	4.0	0.0%
Average:	**120.0**	**22.0**	**0.9**	**108.1**	**4.2**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 215						
1	120.0	27.1	1.1	129.1	5.0	0.0%
2	120.0	21.4	0.9	113.6	4.0	0.0%
3	120.0	24.7	1.0	108.3	4.0	0.0%
4	120.0	27.8	1.1	122.3	5.0	0.0%
5	120.0	23.8	1.0	111.4	4.0	0.0%
6	120.0	27.8	1.1	116.5	5.0	0.0%
7	120.0	17.9	0.7	100.6	3.0	0.0%
8	120.0	21.6	0.9	109.4	4.0	0.0%
9	120.0	26.2	1.0	124.4	5.0	0.0%
10	120.0	23.2	0.9	124.7	4.0	0.0%
Average:	**120.0**	**24.2**	**1.0**	**116.0**	**4.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 6						
1	120.0	25.5	1.0	129.1	5.0	0.0%
2	120.0	24.3	0.9	128.2	5.0	0.0%
3	120.0	26.6	1.0	120.9	4.0	0.0%
4	120.0	28.4	1.1	121.7	4.0	0.0%
5	120.0	21.3	0.9	121.8	4.0	0.0%
6	120.0	28.2	1.0	124.1	4.0	0.0%
7	120.0	23.3	0.9	121.1	5.0	0.0%
8	120.0	18.0	0.7	108.0	4.0	0.0%

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 6						
9	120.0	27.3	1.1	137.4	5.0	0.0%
10	120.0	27.1	1.1	128.7	5.0	0.0%
Average:	**120.0**	**25.0**	**1.0**	**124.1**	**4.5**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 244						
1	120.0	1.7	0.1	16.2	1.0	0.0%
2	120.0	1.9	0.1	17.0	1.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	1.2	0.1	14.5	1.0	0.0%
5	120.0	1.7	0.1	17.8	1.0	0.0%
6	120.0	2.1	0.1	16.2	1.0	0.0%
7	120.0	1.6	0.1	16.0	1.0	0.0%
8	120.0	2.0	0.1	16.7	1.0	0.0%
9	120.0	1.5	0.1	16.0	1.0	0.0%
10	120.0	2.0	0.1	14.9	1.0	0.0%
Average:	**120.0**	**1.6**	**0.1**	**14.5**	**0.9**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 259						
1	120.0	1.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.0	0.0	0.0	0.0%
5	120.0	0.9	0.0	0.0	0.0	0.0%
6	120.0	1.1	0.1	8.1	1.0	0.0%
7	120.0	0.3	0.0	0.0	0.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	1.0	0.1	10.6	1.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**1.9**	**0.2**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 245						
1	120.0	28.5	1.1	158.8	5.0	0.0%
2	120.0	23.4	0.9	141.2	5.0	0.0%
3	120.0	36.5	1.4	193.6	8.0	0.0%
4	120.0	33.1	1.3	190.8	7.0	0.0%
5	120.0	29.3	1.2	161.4	6.0	0.0%
6	120.0	46.2	1.8	234.8	8.0	0.0%
7	120.0	31.1	1.2	190.7	7.0	0.0%
8	120.0	34.7	1.3	194.7	7.0	0.0%
9	120.0	34.0	1.3	189.6	6.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 245						
10	120.0	41.3	1.6	215.6	8.0	0.0%
Average:	**120.0**	**33.8**	**1.3**	**187.1**	**6.7**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 246						
1	120.0	29.3	1.1	156.8	6.0	0.0%
2	120.0	25.6	0.9	162.6	6.0	0.0%
3	120.0	37.0	1.4	206.1	8.0	0.0%
4	120.0	30.7	1.1	188.5	5.1	0.0%
5	120.0	29.7	1.1	160.7	6.0	0.0%
6	120.0	45.0	1.7	231.3	8.1	0.0%
7	120.0	30.6	1.2	220.8	7.1	0.0%
8	120.0	27.6	1.0	168.1	6.0	0.0%
9	120.0	30.5	1.1	162.7	6.0	0.0%
10	120.0	33.1	1.3	176.4	6.0	0.0%
Average:	**120.0**	**31.9**	**1.2**	**183.4**	**6.4**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 247						
1	120.0	30.1	1.2	153.6	6.0	0.0%
2	120.0	20.1	0.7	146.1	5.0	0.0%
3	120.0	36.2	1.4	188.5	7.0	0.0%
4	120.0	25.3	1.0	157.4	6.0	0.0%
5	120.0	23.9	0.9	155.7	6.0	0.0%
6	120.0	42.5	1.6	210.6	8.0	0.0%
7	120.0	26.8	1.0	188.6	7.0	0.0%
8	120.0	27.7	1.1	188.1	7.0	0.0%
9	120.0	29.5	1.1	143.9	5.0	0.0%
10	120.0	34.2	1.3	168.2	6.0	0.0%
Average:	**120.0**	**29.6**	**1.1**	**170.1**	**6.3**	**0.0%**
NB LTR on Condershire Dr - Lane ID 157						
1	120.0	24.2	1.0	85.9	3.0	0.0%
2	120.0	25.0	1.1	89.8	3.0	0.0%
3	120.0	24.6	1.1	98.9	4.0	0.0%
4	120.0	30.3	1.3	105.4	4.0	0.0%
5	120.0	25.6	1.1	103.3	4.0	0.0%
6	120.0	22.0	1.0	91.5	4.0	0.0%
7	120.0	24.2	1.1	76.1	3.0	0.0%
8	120.0	27.9	1.1	95.1	3.0	0.0%
9	120.0	28.9	1.3	110.9	4.0	0.0%
10	120.0	26.4	1.1	104.4	3.0	0.0%
Average:	**120.0**	**25.9**	**1.1**	**96.1**	**3.5**	**0.0%**

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on Condershire Dr - Lane ID 204						
1	120.0	1.6	0.1	17.2	1.0	0.0%
2	120.0	4.1	0.2	19.4	1.0	1.7%
3	120.0	2.9	0.2	19.1	1.0	0.0%
4	120.0	4.5	0.2	23.2	1.0	1.7%
5	120.0	3.6	0.2	19.0	1.0	0.8%
6	120.0	1.9	0.1	18.0	1.0	0.0%
7	120.0	3.0	0.2	18.5	1.0	0.0%
8	120.0	3.6	0.2	20.3	1.0	0.8%
9	120.0	1.8	0.1	16.6	1.0	0.0%
10	120.0	2.7	0.2	16.5	1.0	0.8%
Average:	**120.0**	**3.0**	**0.2**	**18.8**	**1.0**	**0.6%**
WB L on Dennis Chavez Blvd - Lane ID 257						
1	120.0	3.2	0.2	17.2	1.0	0.0%
2	120.0	3.8	0.2	22.5	1.0	0.0%
3	120.0	3.1	0.2	17.5	1.0	0.0%
4	120.0	2.8	0.2	17.5	1.0	0.0%
5	120.0	4.0	0.2	18.2	1.0	0.0%
6	120.0	4.8	0.2	19.3	1.0	0.0%
7	120.0	3.8	0.2	17.8	1.0	0.0%
8	120.0	3.1	0.2	17.4	1.0	0.0%
9	120.0	4.3	0.2	20.8	1.0	0.0%
10	120.0	2.8	0.2	17.1	1.0	0.0%
Average:	**120.0**	**3.6**	**0.2**	**18.5**	**1.0**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 258						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 167						
1	120.0	9.1	0.4	53.0	3.0	0.0%
2	120.0	4.3	0.2	39.0	2.0	0.0%
3	120.0	11.5	0.5	73.7	3.0	0.0%
4	120.0	7.8	0.3	48.3	2.0	0.0%

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 167						
5	120.0	4.7	0.2	21.4	1.0	0.0%
6	120.0	7.9	0.4	47.0	2.0	0.0%
7	120.0	9.9	0.4	71.1	3.0	0.0%
8	120.0	7.3	0.3	68.6	3.0	0.0%
9	120.0	8.3	0.4	47.4	2.0	0.0%
10	120.0	10.9	0.4	73.6	3.0	0.0%
Average:	**120.0**	**8.2**	**0.4**	**54.3**	**2.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 168						
1	120.0	9.7	0.4	52.7	2.0	0.0%
2	120.0	3.9	0.2	20.5	1.0	0.0%
3	120.0	10.1	0.4	74.4	3.0	0.0%
4	120.0	6.5	0.3	45.1	2.0	0.0%
5	120.0	6.3	0.3	46.0	2.0	0.0%
6	120.0	7.8	0.3	44.1	2.0	0.0%
7	120.0	11.1	0.4	80.6	3.0	0.0%
8	120.0	6.7	0.3	41.7	2.0	0.0%
9	120.0	13.6	0.6	94.2	4.0	0.0%
10	120.0	10.3	0.4	45.1	2.0	0.0%
Average:	**120.0**	**8.6**	**0.4**	**54.4**	**2.3**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 228						
1	120.0	9.5	0.4	77.7	3.0	0.0%
2	120.0	2.4	0.1	16.8	1.0	0.0%
3	120.0	8.6	0.4	70.2	3.0	0.0%
4	120.0	6.7	0.3	50.6	2.0	0.0%
5	120.0	6.6	0.3	42.8	2.0	0.0%
6	120.0	7.0	0.3	56.2	2.0	0.0%
7	120.0	6.2	0.3	44.7	2.0	0.0%
8	120.0	5.0	0.2	37.1	2.0	0.0%
9	120.0	10.1	0.4	64.5	3.0	0.0%
10	120.0	7.4	0.3	59.5	2.0	0.0%
Average:	**120.0**	**7.0**	**0.3**	**52.0**	**2.2**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
1	120.0	19.9	0.8	78.4	3.0	0.0%
2	120.0	18.4	0.9	72.4	3.0	0.0%
3	120.0	12.1	0.5	61.3	2.0	0.0%
4	120.0	13.8	0.7	67.2	3.0	0.0%
5	120.0	16.4	0.7	75.3	3.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 197						
6	120.0	17.1	0.8	77.5	3.0	0.0%
7	120.0	16.0	0.8	70.3	3.0	0.0%
8	120.0	16.7	0.8	61.3	3.0	0.0%
9	120.0	15.9	0.8	71.7	3.0	0.0%
10	120.0	18.1	0.8	88.8	3.0	0.0%
Average:	**120.0**	**16.4**	**0.8**	**72.4**	**2.9**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 262						
1	120.0	18.8	0.7	97.2	4.0	0.0%
2	120.0	21.4	0.9	93.3	3.0	0.0%
3	120.0	11.9	0.6	61.3	2.0	0.0%
4	120.0	16.9	0.7	82.0	3.0	0.0%
5	120.0	15.1	0.7	74.6	3.0	0.0%
6	120.0	17.0	0.8	90.1	3.0	0.0%
7	120.0	19.6	0.8	102.1	3.0	0.0%
8	120.0	16.5	0.7	76.4	3.0	0.0%
9	120.0	16.6	0.7	73.9	3.0	0.0%
10	120.0	15.7	0.7	78.4	3.0	0.0%
Average:	**120.0**	**17.0**	**0.7**	**82.9**	**3.0**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 46						
1	120.0	12.4	0.6	61.4	3.0	0.0%
2	120.0	20.2	0.8	83.4	3.0	0.0%
3	120.0	15.6	0.7	70.1	3.0	0.0%
4	120.0	14.5	0.7	67.9	3.0	0.0%
5	120.0	16.0	0.7	71.3	3.0	0.0%
6	120.0	17.0	0.7	73.2	3.0	0.0%
7	120.0	16.2	0.7	76.8	3.0	0.0%
8	120.0	19.7	0.9	74.9	3.0	0.0%
9	120.0	16.6	0.7	72.7	3.0	0.0%
10	120.0	16.1	0.7	73.8	3.0	0.0%
Average:	**120.0**	**16.4**	**0.7**	**72.6**	**3.0**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 54						
1	120.0	33.4	1.1	203.7	6.1	0.0%
2	120.0	36.9	1.2	215.2	8.0	0.0%
3	120.0	38.7	1.3	226.4	9.0	0.0%
4	120.0	34.8	1.2	189.4	7.0	0.0%
5	120.0	41.4	1.3	240.8	8.0	0.0%
6	120.0	27.7	0.9	164.4	6.0	0.0%
7	120.0	38.9	1.4	205.6	8.0	0.0%
8	120.0	36.2	1.3	232.8	8.0	0.0%
9	120.0	31.1	1.0	182.4	6.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on Dennis Chavez Blvd - Lane ID 54						
10	120.0	29.9	1.0	155.6	5.0	0.0%
Average:	**120.0**	**34.9**	**1.2**	**201.6**	**7.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 235						
1	120.0	102.1	3.9	335.8	13.0	0.0%
2	120.0	112.4	4.1	323.3	11.0	0.0%
3	120.0	107.7	4.0	339.8	12.0	0.0%
4	120.0	108.6	4.0	337.7	12.0	0.0%
5	120.0	106.6	3.8	356.5	13.0	0.0%
6	120.0	95.0	3.5	313.9	12.0	0.0%
7	120.0	101.6	3.7	308.1	11.0	0.0%
8	120.0	102.4	3.9	333.6	12.0	0.0%
9	120.0	102.0	3.8	330.1	12.0	0.0%
10	120.0	105.7	4.0	353.7	13.0	0.0%
Average:	**120.0**	**104.4**	**3.9**	**333.3**	**12.1**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 47						
1	120.0	115.7	4.3	390.2	14.0	0.0%
2	120.0	132.1	4.8	393.2	14.0	0.0%
3	120.0	122.8	4.5	361.4	13.0	0.0%
4	120.0	121.2	4.5	375.2	13.0	0.0%
5	120.0	112.8	4.1	363.2	13.0	0.0%
6	120.0	108.4	4.1	384.1	14.0	0.0%
7	120.0	112.2	4.2	335.9	13.0	0.0%
8	120.0	116.3	4.4	388.4	14.0	0.0%
9	120.0	127.3	4.6	369.6	13.0	0.0%
10	120.0	112.1	4.3	372.7	14.0	0.0%
Average:	**120.0**	**118.1**	**4.4**	**373.4**	**13.5**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 48						
1	120.0	108.5	4.0	365.3	14.0	0.0%
2	120.0	122.6	4.6	374.1	14.0	0.0%
3	120.0	119.1	4.4	358.7	13.0	0.0%
4	120.0	120.5	4.5	378.2	14.0	0.0%
5	120.0	110.6	4.2	349.7	13.0	0.0%
6	120.0	104.0	3.9	349.4	13.0	0.0%
7	120.0	113.4	4.2	345.9	12.0	0.0%
8	120.0	108.9	4.1	335.3	13.0	0.0%
9	120.0	120.6	4.5	353.5	13.0	0.0%
10	120.0	110.3	4.2	358.1	14.0	0.0%
Average:	**120.0**	**113.9**	**4.3**	**356.8**	**13.3**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on Coors Blvd - Lane ID 201						
1	120.0	50.0	2.0	138.6	5.0	0.0%
2	120.0	56.2	2.0	170.8	5.0	0.0%
3	120.0	55.6	2.2	168.6	6.0	0.0%
4	120.0	56.3	2.2	159.2	6.0	0.0%
5	120.0	51.1	2.0	146.2	5.0	0.0%
6	120.0	58.3	2.1	154.0	5.0	0.0%
7	120.0	51.9	2.1	153.4	5.0	0.0%
8	120.0	51.4	2.0	171.4	6.0	0.0%
9	120.0	49.8	2.0	144.8	5.0	0.0%
10	120.0	54.8	2.1	157.7	6.0	0.0%
Average:	**120.0**	**53.5**	**2.1**	**156.5**	**5.4**	**0.0%**
NB L on Coors Blvd - Lane ID 92						
1	120.0	52.7	2.2	140.2	6.0	0.0%
2	120.0	49.0	2.0	152.3	6.0	0.0%
3	120.0	53.2	2.1	154.2	6.0	0.0%
4	120.0	55.9	2.1	169.1	6.0	0.0%
5	120.0	48.1	1.9	149.3	5.0	0.0%
6	120.0	50.4	2.1	146.9	6.0	0.0%
7	120.0	47.2	1.9	148.0	6.0	0.0%
8	120.0	50.0	2.0	129.5	5.0	0.0%
9	120.0	56.9	2.2	171.1	6.0	0.0%
10	120.0	53.4	2.2	145.4	5.0	0.0%
Average:	**120.0**	**51.7**	**2.1**	**150.6**	**5.7**	**0.0%**
NB R on Coors Blvd - Lane ID 90						
1	120.0	22.7	0.9	76.6	3.0	0.0%
2	120.0	16.2	0.7	64.5	3.0	0.0%
3	120.0	21.2	0.9	69.5	3.0	0.0%
4	120.0	15.7	0.8	52.8	2.0	0.0%
5	120.0	23.9	1.0	87.0	3.0	0.0%
6	120.0	18.4	0.9	71.7	3.0	0.0%
7	120.0	19.1	0.9	68.6	3.0	0.0%
8	120.0	18.7	0.9	76.2	3.0	0.0%
9	120.0	20.0	0.9	79.0	3.0	0.0%
10	120.0	22.7	1.0	80.0	3.0	0.0%
Average:	**120.0**	**19.9**	**0.9**	**72.6**	**2.9**	**0.0%**
NB T on Coors Blvd - Lane ID 40						
1	120.0	101.7	3.8	262.4	10.0	0.0%
2	120.0	105.5	3.9	290.8	10.0	0.0%
3	120.0	124.2	4.7	301.4	11.0	0.0%
4	120.0	122.0	4.4	302.8	10.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Coors Blvd - Lane ID 40						
5	120.0	131.0	4.9	298.7	11.0	0.0%
6	120.0	119.3	4.5	288.0	10.0	0.0%
7	120.0	110.5	4.2	265.2	10.0	0.0%
8	120.0	117.5	4.4	303.0	11.0	0.0%
9	120.0	109.8	4.1	317.6	11.0	0.0%
10	120.0	136.7	5.1	326.0	12.0	0.0%
Average:	**120.0**	**117.8**	**4.4**	**295.6**	**10.6**	**0.0%**
NB T on Coors Blvd - Lane ID 41						
1	120.0	105.7	3.9	300.3	10.0	0.0%
2	120.0	113.7	4.4	312.1	12.0	0.0%
3	120.0	125.4	4.6	318.9	11.0	0.0%
4	120.0	118.4	4.5	309.6	11.0	0.0%
5	120.0	140.1	5.3	344.1	12.0	0.0%
6	120.0	117.6	4.4	300.9	11.0	0.0%
7	120.0	112.6	4.3	291.2	11.0	0.0%
8	120.0	129.0	4.7	310.9	11.0	0.0%
9	120.0	104.2	3.8	280.7	10.0	0.0%
10	120.0	136.8	5.0	316.7	12.0	0.0%
Average:	**120.0**	**120.4**	**4.5**	**308.5**	**11.1**	**0.0%**
SB L on Coors Blvd - Lane ID 131						
1	120.0	68.4	2.6	185.4	7.0	0.0%
2	120.0	70.6	2.7	194.1	7.0	0.0%
3	120.0	67.9	2.6	175.2	7.0	0.0%
4	120.0	71.6	2.8	198.3	7.0	0.0%
5	120.0	70.9	2.7	186.4	7.0	0.0%
6	120.0	69.7	2.7	170.1	7.0	0.0%
7	120.0	57.8	2.3	182.6	7.0	0.0%
8	120.0	62.1	2.5	176.3	7.0	0.0%
9	120.0	60.4	2.4	164.7	6.0	0.0%
10	120.0	65.8	2.6	183.0	7.0	0.0%
Average:	**120.0**	**66.5**	**2.6**	**181.6**	**6.9**	**0.0%**
SB L on Coors Blvd - Lane ID 202						
1	120.0	67.1	2.6	194.3	7.0	0.0%
2	120.0	74.3	2.7	188.6	7.0	0.0%
3	120.0	65.7	2.6	174.9	7.0	0.0%
4	120.0	76.5	2.9	200.7	7.0	0.0%
5	120.0	68.3	2.6	203.3	7.0	0.0%
6	120.0	68.9	2.6	204.5	7.0	0.0%
7	120.0	60.3	2.3	168.8	6.0	0.0%
8	120.0	63.1	2.5	168.6	7.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on Coors Blvd - Lane ID 202						
9	120.0	62.4	2.5	190.3	7.0	0.0%
10	120.0	63.1	2.4	163.7	6.0	0.0%
Average:	**120.0**	**67.0**	**2.6**	**185.8**	**6.8**	**0.0%**
SB R on Coors Blvd - Lane ID 79						
1	120.0	6.8	0.3	45.2	2.0	0.0%
2	120.0	9.7	0.4	61.0	2.0	0.0%
3	120.0	7.4	0.4	47.0	2.0	0.0%
4	120.0	8.7	0.4	49.7	2.0	0.0%
5	120.0	4.6	0.3	19.0	1.0	0.0%
6	120.0	10.0	0.5	48.6	2.0	0.0%
7	120.0	7.1	0.4	27.0	1.0	0.0%
8	120.0	10.6	0.5	62.0	2.0	0.0%
9	120.0	6.6	0.3	22.7	1.0	0.0%
10	120.0	9.7	0.4	50.3	2.0	0.0%
Average:	**120.0**	**8.1**	**0.4**	**43.3**	**1.7**	**0.0%**
SB T on Coors Blvd - Lane ID 132						
1	120.0	73.2	2.8	220.5	8.0	0.0%
2	120.0	72.3	2.8	208.9	8.0	0.0%
3	120.0	77.7	3.0	214.1	8.0	0.0%
4	120.0	77.2	3.0	204.9	8.0	0.0%
5	120.0	88.9	3.3	242.2	8.0	0.0%
6	120.0	77.1	3.0	213.3	8.0	0.0%
7	120.0	74.4	3.0	213.7	8.0	0.0%
8	120.0	72.1	2.8	198.2	8.0	0.0%
9	120.0	70.6	2.8	203.4	8.0	0.0%
10	120.0	78.0	2.9	227.8	8.0	0.0%
Average:	**120.0**	**76.2**	**2.9**	**214.7**	**8.0**	**0.0%**
SB T on Coors Blvd - Lane ID 78						
1	120.0	87.6	3.2	239.6	9.0	0.0%
2	120.0	80.6	3.1	216.2	8.0	0.0%
3	120.0	83.6	3.2	226.6	8.0	0.0%
4	120.0	82.0	3.1	227.3	8.0	0.0%
5	120.0	95.6	3.7	255.4	9.0	0.0%
6	120.0	90.3	3.5	242.8	9.0	0.0%
7	120.0	89.0	3.3	222.9	8.0	0.0%
8	120.0	84.9	3.3	221.5	8.0	0.0%
9	120.0	80.8	3.1	234.3	9.0	0.0%
10	120.0	85.4	3.2	261.6	9.0	0.0%
Average:	**120.0**	**86.0**	**3.3**	**234.8**	**8.5**	**0.0%**

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 199						
1	120.0	5.5	0.3	18.9	1.0	0.0%
2	120.0	9.4	0.5	40.6	2.0	0.0%
3	120.0	7.7	0.5	19.3	1.0	0.0%
4	120.0	11.0	0.6	35.8	2.0	0.0%
5	120.0	9.4	0.5	23.1	1.0	0.0%
6	120.0	7.6	0.4	21.1	1.0	0.0%
7	120.0	9.3	0.5	32.1	1.0	0.0%
8	120.0	12.7	0.6	59.4	2.0	0.0%
9	120.0	7.7	0.4	19.6	1.0	0.0%
10	120.0	8.3	0.5	23.7	1.0	0.0%
Average:	**120.0**	**8.9**	**0.5**	**29.4**	**1.3**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 260						
1	120.0	7.9	0.6	18.1	1.0	0.0%
2	120.0	11.7	0.7	43.8	2.0	0.0%
3	120.0	10.8	0.6	41.5	2.0	0.0%
4	120.0	12.1	0.7	44.7	2.0	0.0%
5	120.0	10.6	0.6	44.8	2.0	0.0%
6	120.0	8.5	0.5	42.8	2.0	0.0%
7	120.0	12.0	0.7	45.0	2.0	0.0%
8	120.0	11.8	0.6	54.8	2.0	0.0%
9	120.0	10.8	0.6	42.5	2.0	0.0%
10	120.0	12.9	0.7	57.1	2.0	0.0%
Average:	**120.0**	**10.9**	**0.6**	**43.5**	**1.9**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 83						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 242						
1	120.0	35.0	1.5	118.1	4.0	0.0%
2	120.0	33.4	1.4	113.2	4.0	0.0%
3	120.0	39.6	1.6	120.7	4.0	0.0%
4	120.0	31.6	1.3	106.5	4.0	0.0%

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 242						
5	120.0	38.1	1.5	116.3	4.0	0.0%
6	120.0	33.5	1.4	113.5	4.0	0.0%
7	120.0	34.4	1.5	107.5	4.0	0.0%
8	120.0	34.5	1.4	113.2	4.0	0.0%
9	120.0	38.3	1.6	109.1	4.0	0.0%
10	120.0	38.7	1.6	117.0	4.0	0.0%
Average:	**120.0**	**35.7**	**1.5**	**113.5**	**4.0**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 26						
1	120.0	36.4	1.5	98.7	4.0	0.0%
2	120.0	38.1	1.6	105.9	4.0	0.0%
3	120.0	39.1	1.5	117.1	4.0	0.0%
4	120.0	35.9	1.4	102.7	4.0	0.0%
5	120.0	39.9	1.6	117.1	4.0	0.0%
6	120.0	35.0	1.5	113.2	4.0	0.0%
7	120.0	35.5	1.4	124.5	4.0	0.0%
8	120.0	37.9	1.5	108.9	4.0	0.0%
9	120.0	36.5	1.5	122.8	5.0	0.0%
10	120.0	37.0	1.6	111.8	4.0	0.0%
Average:	**120.0**	**37.1**	**1.5**	**112.3**	**4.1**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 84						
1	120.0	38.5	1.6	110.5	5.0	0.0%
2	120.0	40.7	1.6	115.1	5.0	0.0%
3	120.0	40.9	1.7	127.6	5.0	0.0%
4	120.0	32.2	1.3	105.8	4.0	0.0%
5	120.0	41.9	1.7	135.2	5.0	0.0%
6	120.0	33.9	1.4	107.8	4.0	0.0%
7	120.0	38.7	1.6	117.0	4.0	0.0%
8	120.0	39.1	1.6	119.9	5.0	0.0%
9	120.0	37.4	1.5	105.2	4.0	0.0%
10	120.0	39.4	1.6	122.7	5.0	0.0%
Average:	**120.0**	**38.3**	**1.6**	**116.7**	**4.6**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 224						
1	120.0	6.1	0.4	40.6	2.0	0.0%
2	120.0	4.5	0.3	23.4	1.0	0.0%
3	120.0	3.9	0.3	19.9	1.0	0.0%
4	120.0	11.2	0.5	47.2	2.0	0.0%
5	120.0	8.8	0.5	45.2	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on Dennis Chavez Blvd - Lane ID 224						
6	120.0	13.4	0.6	51.3	2.0	0.0%
7	120.0	8.2	0.4	37.9	2.0	0.0%
8	120.0	11.9	0.5	49.8	2.0	0.0%
9	120.0	8.3	0.5	42.4	2.0	0.0%
10	120.0	9.2	0.5	42.5	2.0	0.0%
Average:	**120.0**	**8.6**	**0.5**	**40.0**	**1.8**	**0.0%**
EB L on Dennis Chavez Blvd - Lane ID 96						
1	120.0	4.1	0.3	19.2	1.0	0.0%
2	120.0	6.9	0.4	43.5	2.0	0.0%
3	120.0	2.8	0.3	17.6	1.0	0.0%
4	120.0	6.7	0.4	25.1	1.0	0.0%
5	120.0	11.3	0.6	44.6	2.0	0.0%
6	120.0	9.3	0.5	34.3	1.0	0.0%
7	120.0	9.5	0.5	44.6	2.0	0.0%
8	120.0	9.3	0.5	42.6	1.0	0.0%
9	120.0	10.2	0.5	42.7	2.0	0.0%
10	120.0	9.2	0.5	33.6	2.0	0.0%
Average:	**120.0**	**7.9**	**0.5**	**34.8**	**1.5**	**0.0%**
EB R on Dennis Chavez Blvd - Lane ID 174						
1	120.0	1.6	0.1	13.9	1.0	0.0%
2	120.0	2.5	0.1	16.9	1.0	0.0%
3	120.0	2.4	0.2	16.7	1.0	0.0%
4	120.0	2.9	0.2	18.4	1.0	0.0%
5	120.0	1.5	0.1	15.4	1.0	0.0%
6	120.0	2.0	0.1	14.9	1.0	0.0%
7	120.0	1.6	0.1	15.3	1.0	0.0%
8	120.0	1.8	0.1	16.5	1.0	0.0%
9	120.0	1.7	0.1	16.7	1.0	0.0%
10	120.0	2.0	0.1	16.6	1.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**16.1**	**1.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 147						
1	120.0	70.4	2.6	258.8	10.0	0.0%
2	120.0	78.2	3.0	265.7	10.0	0.0%
3	120.0	81.2	3.1	248.4	9.0	0.0%
4	120.0	82.9	3.1	272.3	10.0	0.0%
5	120.0	92.2	3.5	263.6	10.0	0.0%
6	120.0	82.0	3.0	264.4	10.0	0.0%
7	120.0	89.7	3.3	261.0	10.0	0.0%
8	120.0	80.5	3.0	261.2	10.0	0.0%
9	120.0	76.3	2.9	252.8	10.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on Dennis Chavez Blvd - Lane ID 147						
10	120.0	83.0	3.2	283.6	10.0	0.0%
Average:	**120.0**	**81.6**	**3.1**	**263.2**	**9.9**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 225						
1	120.0	70.1	2.5	327.9	10.0	0.0%
2	120.0	84.4	2.9	327.9	10.0	0.0%
3	120.0	91.9	3.4	281.0	10.0	0.0%
4	120.0	84.3	3.1	274.1	10.0	0.0%
5	120.0	89.9	3.3	291.3	10.0	0.0%
6	120.0	86.3	3.2	267.8	10.0	0.0%
7	120.0	93.8	3.4	275.9	10.0	0.0%
8	120.0	82.1	3.1	268.8	10.0	0.0%
9	120.0	76.0	2.8	259.2	9.0	0.0%
10	120.0	89.0	3.4	327.9	11.0	0.0%
Average:	**120.0**	**84.8**	**3.1**	**290.2**	**10.0**	**0.0%**
EB T on Dennis Chavez Blvd - Lane ID 97						
1	120.0	66.4	2.6	242.8	8.0	0.0%
2	120.0	76.9	2.9	250.4	9.0	0.0%
3	120.0	78.7	3.0	237.8	9.0	0.0%
4	120.0	80.4	3.0	259.6	9.0	0.0%
5	120.0	90.4	3.4	259.2	10.0	0.0%
6	120.0	79.1	2.9	264.6	9.0	0.0%
7	120.0	88.1	3.2	270.4	9.0	0.0%
8	120.0	83.5	3.2	242.7	9.0	0.0%
9	120.0	74.0	2.8	255.0	9.0	0.0%
10	120.0	84.5	3.2	270.0	10.0	0.0%
Average:	**120.0**	**80.2**	**3.0**	**255.3**	**9.1**	**0.0%**
NB L on Unser Blvd - Lane ID 133						
1	120.0	7.3	0.4	39.2	2.0	0.0%
2	120.0	6.2	0.3	35.2	2.0	0.0%
3	120.0	4.1	0.2	18.2	1.0	0.0%
4	120.0	8.1	0.4	45.1	2.0	0.0%
5	120.0	6.0	0.3	20.4	1.0	0.0%
6	120.0	5.9	0.3	27.4	1.0	0.0%
7	120.0	5.0	0.3	22.5	1.0	0.0%
8	120.0	3.9	0.2	17.1	1.0	0.0%
9	120.0	5.5	0.3	35.2	2.0	0.0%
10	120.0	6.2	0.3	21.0	1.0	0.0%
Average:	**120.0**	**5.8**	**0.3**	**28.1**	**1.4**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on Unser Blvd - Lane ID 134						
1	120.0	72.4	2.8	150.0	5.0	0.0%
2	120.0	63.7	2.4	143.3	5.0	0.0%
3	120.0	64.7	2.6	137.4	5.0	0.0%
4	120.0	59.8	2.5	127.7	5.0	0.0%
5	120.0	60.7	2.6	131.8	6.0	0.0%
6	120.0	63.9	2.6	129.2	5.0	0.0%
7	120.0	61.2	2.5	143.7	5.0	0.0%
8	120.0	59.3	2.3	150.2	5.0	0.0%
9	120.0	61.3	2.5	137.6	5.0	0.0%
10	120.0	68.6	2.6	154.3	5.0	0.0%
Average:	**120.0**	**63.6**	**2.5**	**140.5**	**5.1**	**0.0%**
NB R on Unser Blvd - Lane ID 181						
1	120.0	32.7	1.4	100.3	4.0	0.0%
2	120.0	36.0	1.4	106.3	4.0	0.0%
3	120.0	26.7	1.2	95.1	3.0	0.0%
4	120.0	22.7	1.0	80.5	3.0	0.0%
5	120.0	28.8	1.2	105.6	4.0	0.0%
6	120.0	32.4	1.4	105.5	4.0	0.0%
7	120.0	24.0	1.1	93.5	4.0	0.0%
8	120.0	29.4	1.3	98.6	4.0	0.0%
9	120.0	25.4	1.1	89.7	3.0	0.0%
10	120.0	28.1	1.1	102.6	3.0	0.0%
Average:	**120.0**	**28.6**	**1.2**	**97.8**	**3.6**	**0.0%**
NB T on Unser Blvd - Lane ID 177						
1	120.0	7.5	0.4	27.1	1.0	0.0%
2	120.0	6.3	0.4	19.0	1.0	0.0%
3	120.0	7.5	0.4	39.1	2.0	0.0%
4	120.0	8.6	0.4	45.3	2.0	0.0%
5	120.0	8.7	0.5	38.9	2.0	0.0%
6	120.0	10.0	0.5	42.6	2.0	0.0%
7	120.0	7.4	0.4	36.0	1.0	0.0%
8	120.0	7.9	0.4	43.9	2.0	0.0%
9	120.0	7.3	0.4	39.0	1.0	0.0%
10	120.0	6.1	0.3	28.8	1.0	0.0%
Average:	**120.0**	**7.7**	**0.4**	**36.0**	**1.5**	**0.0%**
NB T on Unser Blvd - Lane ID 179						
1	120.0	17.2	0.9	51.6	2.0	0.0%
2	120.0	12.7	0.6	46.9	2.0	0.0%
3	120.0	14.9	0.7	45.1	2.0	0.0%
4	120.0	16.7	0.8	59.5	2.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on Unser Blvd - Lane ID 179						
5	120.0	13.7	0.6	50.5	2.0	0.0%
6	120.0	11.4	0.6	45.9	2.0	0.0%
7	120.0	14.5	0.7	50.2	2.0	0.0%
8	120.0	17.1	0.7	59.0	2.0	0.0%
9	120.0	16.6	0.8	52.9	2.0	0.0%
10	120.0	14.3	0.7	47.4	2.0	0.0%
Average:	**120.0**	**14.9**	**0.7**	**50.9**	**2.0**	**0.0%**
SB L on Unser Blvd - Lane ID 105						
1	120.0	64.8	2.7	210.0	8.0	0.0%
2	120.0	99.6	3.6	259.9	9.0	0.0%
3	120.0	76.3	3.0	230.2	8.0	0.0%
4	120.0	83.9	3.2	243.1	8.0	0.0%
5	120.0	94.6	3.7	248.1	9.0	0.0%
6	120.0	83.2	3.2	246.5	9.0	0.0%
7	120.0	85.3	3.1	250.1	9.0	0.0%
8	120.0	89.3	3.4	245.8	9.0	0.0%
9	120.0	96.1	3.6	250.5	9.0	0.0%
10	120.0	89.4	3.4	250.8	9.0	0.0%
Average:	**120.0**	**86.3**	**3.3**	**243.5**	**8.7**	**0.0%**
SB L on Unser Blvd - Lane ID 189						
1	120.0	67.2	2.7	218.8	8.0	0.0%
2	120.0	96.0	3.6	267.4	9.0	0.0%
3	120.0	76.9	2.9	236.1	9.0	0.0%
4	120.0	82.4	3.2	241.7	9.0	0.0%
5	120.0	95.6	3.6	261.0	9.0	0.0%
6	120.0	92.2	3.5	253.8	9.0	0.0%
7	120.0	95.0	3.5	258.7	9.0	0.0%
8	120.0	91.1	3.5	248.4	9.0	0.0%
9	120.0	97.4	3.7	246.3	9.0	0.0%
10	120.0	89.5	3.5	248.8	9.0	0.0%
Average:	**120.0**	**88.3**	**3.4**	**248.1**	**8.9**	**0.0%**
SB R on Unser Blvd - Lane ID 191						
1	120.0	30.8	1.3	106.5	4.0	0.0%
2	120.0	28.3	1.2	104.8	4.0	0.0%
3	120.0	26.2	1.1	110.2	4.0	0.0%
4	120.0	26.5	1.2	102.2	4.0	0.0%
5	120.0	29.4	1.3	104.7	4.0	0.0%
6	120.0	27.0	1.2	89.9	4.0	0.0%
7	120.0	26.6	1.2	103.8	4.0	0.0%
8	120.0	25.3	1.1	93.8	4.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on Unser Blvd - Lane ID 191						
9	120.0	24.6	1.1	111.7	4.0	0.0%
10	120.0	24.1	1.1	86.5	4.0	0.0%
Average:	**120.0**	**26.9**	**1.2**	**101.4**	**4.0**	**0.0%**
SB T on Unser Blvd - Lane ID 190						
1	120.0	4.6	0.3	17.3	1.0	0.0%
2	120.0	4.5	0.2	18.6	1.0	0.0%
3	120.0	2.3	0.1	15.6	1.0	0.0%
4	120.0	2.6	0.1	16.9	1.0	0.0%
5	120.0	2.6	0.2	17.0	1.0	0.0%
6	120.0	2.9	0.2	18.9	1.0	0.0%
7	120.0	3.6	0.2	18.8	1.0	0.0%
8	120.0	5.1	0.2	18.1	1.0	0.0%
9	120.0	3.9	0.2	20.2	1.0	0.0%
10	120.0	2.7	0.1	16.5	1.0	0.0%
Average:	**120.0**	**3.5**	**0.2**	**17.8**	**1.0**	**0.0%**
SB T on Unser Blvd - Lane ID 7						
1	120.0	1.4	0.1	15.4	1.0	0.0%
2	120.0	3.2	0.2	18.4	1.0	0.0%
3	120.0	2.2	0.1	17.9	1.0	0.0%
4	120.0	1.4	0.1	15.7	1.0	0.0%
5	120.0	3.0	0.2	16.9	1.0	0.0%
6	120.0	2.9	0.2	17.6	1.0	0.0%
7	120.0	2.2	0.1	15.6	1.0	0.0%
8	120.0	3.0	0.1	17.3	1.0	0.0%
9	120.0	2.5	0.1	16.7	1.0	0.0%
10	120.0	2.6	0.2	17.8	1.0	0.0%
Average:	**120.0**	**2.4**	**0.1**	**16.9**	**1.0**	**0.0%**
WB L on Dennis Chavez Blvd - Lane ID 10						
1	120.0	12.6	0.7	64.8	3.0	0.0%
2	120.0	10.4	0.7	42.8	2.0	0.0%
3	120.0	18.6	0.9	75.9	3.0	0.0%
4	120.0	20.0	0.9	71.0	3.0	0.0%
5	120.0	17.8	0.9	68.1	3.0	0.0%
6	120.0	19.7	1.0	54.4	2.0	0.0%
7	120.0	22.5	1.0	73.9	3.0	0.0%
8	120.0	23.2	1.1	98.8	4.0	0.0%
9	120.0	19.1	0.9	72.2	3.0	0.0%
10	120.0	20.6	0.9	76.5	3.0	0.0%
Average:	**120.0**	**18.5**	**0.9**	**69.8**	**2.9**	**0.0%**

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on Dennis Chavez Blvd - Lane ID 175						
1	120.0	11.7	0.7	52.8	2.0	0.0%
2	120.0	14.5	0.8	67.0	2.0	0.0%
3	120.0	22.0	1.0	78.5	3.0	0.0%
4	120.0	22.0	1.0	73.5	2.0	0.0%
5	120.0	16.8	0.8	73.1	3.0	0.0%
6	120.0	18.6	0.9	71.8	3.0	0.0%
7	120.0	19.7	0.9	68.1	2.0	0.0%
8	120.0	21.2	1.0	68.9	3.0	0.0%
9	120.0	19.4	0.9	86.5	3.0	0.0%
10	120.0	16.4	0.8	63.3	3.0	0.0%
Average:	**120.0**	**18.2**	**0.9**	**70.4**	**2.6**	**0.0%**
WB R on Dennis Chavez Blvd - Lane ID 95						
1	120.0	70.1	2.7	241.5	9.0	0.0%
2	120.0	66.5	2.5	211.6	7.0	0.0%
3	120.0	76.2	2.8	222.3	7.0	0.0%
4	120.0	77.7	2.9	252.9	9.0	0.0%
5	120.0	77.5	2.8	247.0	9.0	0.0%
6	120.0	69.1	2.7	210.2	7.0	0.0%
7	120.0	80.5	3.0	266.2	9.0	0.0%
8	120.0	77.1	2.9	244.2	9.0	0.0%
9	120.0	77.7	2.8	244.9	9.0	0.0%
10	120.0	82.1	3.1	263.6	10.0	0.0%
Average:	**120.0**	**75.5**	**2.8**	**240.4**	**8.5**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 148						
1	120.0	17.3	0.8	79.2	3.0	0.0%
2	120.0	15.5	0.7	67.8	3.0	0.0%
3	120.0	17.5	0.8	75.9	3.0	0.0%
4	120.0	21.8	0.9	94.0	3.0	0.0%
5	120.0	18.8	0.9	71.3	3.0	0.0%
6	120.0	20.4	0.9	78.9	3.0	0.0%
7	120.0	26.9	1.1	120.4	5.0	0.0%
8	120.0	27.8	1.1	106.0	4.0	0.0%
9	120.0	22.9	1.0	85.3	3.0	0.0%
10	120.0	27.8	1.1	104.5	4.0	0.0%
Average:	**120.0**	**21.7**	**0.9**	**88.3**	**3.4**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 173						
1	120.0	21.7	1.0	79.8	3.0	0.0%
2	120.0	36.2	1.3	122.9	4.0	0.0%
3	120.0	32.8	1.3	119.1	4.0	0.0%
4	120.0	32.7	1.3	109.1	4.0	0.0%

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on Dennis Chavez Blvd - Lane ID 173						
5	120.0	27.1	1.1	102.6	4.0	0.0%
6	120.0	31.3	1.1	104.5	3.0	0.0%
7	120.0	31.8	1.3	104.4	4.0	0.0%
8	120.0	32.4	1.3	102.7	4.0	0.0%
9	120.0	32.1	1.3	113.8	4.0	0.0%
10	120.0	32.4	1.2	136.6	4.0	0.0%
Average:	**120.0**	**31.1**	**1.2**	**109.6**	**3.8**	**0.0%**
WB T on Dennis Chavez Blvd - Lane ID 223						
1	120.0	20.7	0.9	104.5	4.0	0.0%
2	120.0	22.0	1.0	97.9	4.0	0.0%
3	120.0	22.2	1.0	76.8	3.0	0.0%
4	120.0	21.3	0.9	72.8	3.0	0.0%
5	120.0	22.6	1.0	92.5	4.0	0.0%
6	120.0	23.3	1.0	98.0	4.0	0.0%
7	120.0	31.0	1.3	124.2	5.0	0.0%
8	120.0	25.9	1.1	91.0	4.0	0.0%
9	120.0	29.1	1.2	102.9	4.0	0.0%
10	120.0	26.6	1.1	95.8	4.0	0.0%
Average:	**120.0**	**24.5**	**1.1**	**95.6**	**3.9**	**0.0%**

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	70.6	5.7	61.7	82.4	10
NB T	23	98th Street	14.2	1.8	10.9	17.9	10
NB L	108	98th Street	43.3	6.5	32.7	53.6	10
NB T	109	98th Street	15.5	1.8	13.3	18.8	10
SB T	118	98th Street	14.1	2.0	10.0	16.6	10
SB L	124	98th Street	47.1	3.7	42.0	54.9	10
NB R	192	98th Street	27.0	3.4	22.1	34.2	10
NB R	193	98th Street	28.2	3.1	24.6	35.2	10
SB L	194	98th Street	42.9	6.0	30.8	51.3	10
SB T	195	98th Street	12.5	1.9	10.1	16.9	10
SB L	218	98th Street	40.4	6.0	28.8	48.8	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	25.0	3.3	18.0	28.4	10
WB L	116	Dennis Chavez Blvd	4.4	1.1	2.7	6.1	10
WB R	117	Dennis Chavez Blvd	7.4	1.2	5.5	9.3	10
EB T	125	Dennis Chavez Blvd	18.0	2.3	14.3	20.7	10
EB T	126	Dennis Chavez Blvd	10.4	1.8	7.1	13.2	10
EB L	130	Dennis Chavez Blvd	4.9	0.5	4.0	5.7	10
EB T	140	Dennis Chavez Blvd	24.9	2.4	21.4	29.5	10
WB T	142	Dennis Chavez Blvd	22.0	3.4	16.5	28.0	10
EB L	205	Dennis Chavez Blvd	5.8	1.2	3.7	8.2	10
WB T	215	Dennis Chavez Blvd	24.2	3.2	17.9	27.8	10
EB R	219	Dennis Chavez Blvd	0.7	0.3	0.3	1.1	10
WB L	220	Dennis Chavez Blvd	4.4	1.3	2.2	6.7	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	25.9	2.5	22.0	30.3	10
SB LTR	204	Condershire Dr	3.0	1.0	1.6	4.5	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	8.2	2.4	4.3	11.5	10
WB T	168	Dennis Chavez Blvd	8.6	2.9	3.9	13.6	10
WB T	228	Dennis Chavez Blvd	7.0	2.2	2.4	10.1	10
EB L	244	Dennis Chavez Blvd	1.6	0.4	0.7	2.1	10
EB T	245	Dennis Chavez Blvd	33.8	6.5	23.4	46.2	10
EB T	246	Dennis Chavez Blvd	31.9	5.5	25.6	45.0	10
EB T	247	Dennis Chavez Blvd	29.6	6.5	20.1	42.5	10
WB L	257	Dennis Chavez Blvd	3.6	0.7	2.8	4.8	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10
EB R	259	Dennis Chavez Blvd	0.6	0.4	0.0	1.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	117.8	11.2	101.7	136.7	10
NB T	41	Coors Blvd	120.4	12.3	104.2	140.1	10
SB T	78	Coors Blvd	86.0	4.7	80.6	95.6	10
SB R	79	Coors Blvd	8.1	1.9	4.6	10.6	10
NB R	90	Coors Blvd	19.9	2.8	15.7	23.9	10
NB L	92	Coors Blvd	51.7	3.3	47.2	56.9	10
SB L	131	Coors Blvd	66.5	4.8	57.8	71.6	10
SB T	132	Coors Blvd	76.2	5.2	70.6	88.9	10
NB L	201	Coors Blvd	53.5	3.0	49.8	58.3	10
SB L	202	Coors Blvd	67.0	5.2	60.3	76.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	37.1	1.6	35.0	39.9	10
EB L	46	Dennis Chavez Blvd	16.4	2.3	12.4	20.2	10
EB T	47	Dennis Chavez Blvd	118.1	7.6	108.4	132.1	10
EB T	48	Dennis Chavez Blvd	113.9	6.4	104.0	122.6	10
EB R	54	Dennis Chavez Blvd	34.9	4.4	27.7	41.4	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	38.3	3.1	32.2	41.9	10
EB L	197	Dennis Chavez Blvd	16.4	2.2	12.1	19.9	10
WB L	199	Dennis Chavez Blvd	8.9	2.0	5.5	12.7	10
EB T	235	Dennis Chavez Blvd	104.4	4.8	95.0	112.4	10
WB T	242	Dennis Chavez Blvd	35.7	2.7	31.6	39.6	10
WB L	260	Dennis Chavez Blvd	10.9	1.6	7.9	12.9	10
EB L	262	Dennis Chavez Blvd	17.0	2.6	11.9	21.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	18.5	4.0	10.4	23.2	10
WB R	95	Dennis Chavez Blvd	75.5	5.1	66.5	82.1	10
EB L	96	Dennis Chavez Blvd	7.9	2.7	2.8	11.3	10
EB T	97	Dennis Chavez Blvd	80.2	7.0	66.4	90.4	10
EB T	147	Dennis Chavez Blvd	81.6	6.2	70.4	92.2	10
WB T	148	Dennis Chavez Blvd	21.7	4.6	15.5	27.8	10
WB T	173	Dennis Chavez Blvd	31.1	4.0	21.7	36.2	10
EB R	174	Dennis Chavez Blvd	2.0	0.5	1.5	2.9	10
WB L	175	Dennis Chavez Blvd	18.2	3.4	11.7	22.0	10
WB T	223	Dennis Chavez Blvd	24.5	3.5	20.7	31.0	10
EB L	224	Dennis Chavez Blvd	8.6	3.1	3.9	13.4	10
EB T	225	Dennis Chavez Blvd	84.8	7.3	70.1	93.8	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	2.4	0.6	1.4	3.2	10
SB L	105	Unser Blvd	86.3	10.2	64.8	99.6	10
NB L	133	Unser Blvd	5.8	1.3	3.9	8.1	10
NB R	134	Unser Blvd	63.6	4.2	59.3	72.4	10
NB T	177	Unser Blvd	7.7	1.2	6.1	10.0	10
NB T	179	Unser Blvd	14.9	2.0	11.4	17.2	10
NB R	181	Unser Blvd	28.6	4.2	22.7	36.0	10
SB L	189	Unser Blvd	88.3	9.9	67.2	97.4	10
SB T	190	Unser Blvd	3.5	1.0	2.3	5.1	10
SB R	191	Unser Blvd	26.9	2.1	24.1	30.8	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Avg Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	2.7	0.2	2.4	3.0	10
NB T	23	98th Street	0.7	0.1	0.6	0.9	10
NB L	108	98th Street	1.8	0.2	1.5	2.2	10
NB T	109	98th Street	0.8	0.1	0.6	0.9	10
SB T	118	98th Street	0.7	0.1	0.6	0.8	10
SB L	124	98th Street	1.9	0.1	1.7	2.1	10
NB R	192	98th Street	1.2	0.1	1.0	1.4	10
NB R	193	98th Street	1.2	0.1	1.1	1.4	10
SB L	194	98th Street	1.8	0.2	1.3	2.1	10
SB T	195	98th Street	0.6	0.1	0.5	0.8	10
SB L	218	98th Street	1.7	0.2	1.3	2.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	1.0	0.1	0.7	1.1	10
WB L	116	Dennis Chavez Blvd	0.2	0.1	0.2	0.3	10
WB R	117	Dennis Chavez Blvd	0.3	0.0	0.3	0.4	10
EB T	125	Dennis Chavez Blvd	0.8	0.1	0.6	0.9	10
EB T	126	Dennis Chavez Blvd	0.5	0.1	0.3	0.6	10
EB L	130	Dennis Chavez Blvd	0.3	0.0	0.2	0.3	10
EB T	140	Dennis Chavez Blvd	1.0	0.1	0.9	1.1	10
WB T	142	Dennis Chavez Blvd	0.9	0.1	0.7	1.2	10
EB L	205	Dennis Chavez Blvd	0.3	0.1	0.2	0.4	10
WB T	215	Dennis Chavez Blvd	1.0	0.1	0.7	1.1	10
EB R	219	Dennis Chavez Blvd	0.1	0.1	0.0	0.1	10
WB L	220	Dennis Chavez Blvd	0.2	0.1	0.2	0.3	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	1.1	0.1	1.0	1.3	10
SB LTR	204	Condershire Dr	0.2	0.0	0.1	0.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	0.4	0.1	0.2	0.5	10
WB T	168	Dennis Chavez Blvd	0.4	0.1	0.2	0.6	10
WB T	228	Dennis Chavez Blvd	0.3	0.1	0.1	0.4	10
EB L	244	Dennis Chavez Blvd	0.1	0.0	0.0	0.1	10
EB T	245	Dennis Chavez Blvd	1.3	0.3	0.9	1.8	10
EB T	246	Dennis Chavez Blvd	1.2	0.2	0.9	1.7	10
EB T	247	Dennis Chavez Blvd	1.1	0.3	0.7	1.6	10
WB L	257	Dennis Chavez Blvd	0.2	0.0	0.2	0.2	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.1	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	4.4	0.4	3.8	5.1	10
NB T	41	Coors Blvd	4.5	0.5	3.8	5.3	10
SB T	78	Coors Blvd	3.3	0.2	3.1	3.7	10
SB R	79	Coors Blvd	0.4	0.1	0.3	0.5	10
NB R	90	Coors Blvd	0.9	0.1	0.7	1.0	10
NB L	92	Coors Blvd	2.1	0.1	1.9	2.2	10
SB L	131	Coors Blvd	2.6	0.2	2.3	2.8	10
SB T	132	Coors Blvd	2.9	0.2	2.8	3.3	10
NB L	201	Coors Blvd	2.1	0.1	2.0	2.2	10
SB L	202	Coors Blvd	2.6	0.2	2.3	2.9	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	1.5	0.1	1.4	1.6	10
EB L	46	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10
EB T	47	Dennis Chavez Blvd	4.4	0.2	4.1	4.8	10
EB T	48	Dennis Chavez Blvd	4.3	0.2	3.9	4.6	10
EB R	54	Dennis Chavez Blvd	1.2	0.2	0.9	1.4	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	1.6	0.1	1.3	1.7	10
EB L	197	Dennis Chavez Blvd	0.8	0.1	0.5	0.9	10
WB L	199	Dennis Chavez Blvd	0.5	0.1	0.3	0.6	10
EB T	235	Dennis Chavez Blvd	3.9	0.2	3.5	4.1	10
WB T	242	Dennis Chavez Blvd	1.5	0.1	1.3	1.6	10
WB L	260	Dennis Chavez Blvd	0.6	0.1	0.5	0.7	10
EB L	262	Dennis Chavez Blvd	0.7	0.1	0.6	0.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.9	0.1	0.7	1.1	10
WB R	95	Dennis Chavez Blvd	2.8	0.2	2.5	3.1	10
EB L	96	Dennis Chavez Blvd	0.5	0.1	0.3	0.6	10
EB T	97	Dennis Chavez Blvd	3.0	0.2	2.6	3.4	10
EB T	147	Dennis Chavez Blvd	3.1	0.2	2.6	3.5	10
WB T	148	Dennis Chavez Blvd	0.9	0.1	0.7	1.1	10
WB T	173	Dennis Chavez Blvd	1.2	0.1	1.0	1.3	10
EB R	174	Dennis Chavez Blvd	0.1	0.0	0.1	0.2	10
WB L	175	Dennis Chavez Blvd	0.9	0.1	0.7	1.0	10
WB T	223	Dennis Chavez Blvd	1.1	0.1	0.9	1.3	10
EB L	224	Dennis Chavez Blvd	0.5	0.1	0.3	0.6	10
EB T	225	Dennis Chavez Blvd	3.1	0.3	2.5	3.4	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.1	0.1	0.1	0.2	10
SB L	105	Unser Blvd	3.3	0.3	2.7	3.7	10
NB L	133	Unser Blvd	0.3	0.1	0.2	0.4	10
NB R	134	Unser Blvd	2.5	0.1	2.3	2.8	10
NB T	177	Unser Blvd	0.4	0.1	0.3	0.5	10
NB T	179	Unser Blvd	0.7	0.1	0.6	0.9	10
NB R	181	Unser Blvd	1.2	0.1	1.0	1.4	10
SB L	189	Unser Blvd	3.4	0.3	2.7	3.7	10
SB T	190	Unser Blvd	0.2	0.1	0.1	0.3	10
SB R	191	Unser Blvd	1.2	0.1	1.1	1.3	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Queue

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	174.2	6.8	166.4	184.1	10
NB T	23	98th Street	46.7	2.5	42.3	51.4	10
NB L	108	98th Street	117.1	13.1	93.2	135.0	10
NB T	109	98th Street	49.6	5.7	43.2	63.7	10
SB T	118	98th Street	47.2	3.3	41.4	51.8	10
SB L	124	98th Street	136.0	5.9	129.7	146.8	10
NB R	192	98th Street	83.0	10.9	69.9	101.6	10
NB R	193	98th Street	86.7	11.1	74.6	104.6	10
SB L	194	98th Street	124.5	15.3	104.2	159.2	10
SB T	195	98th Street	45.7	2.8	41.1	49.0	10
SB L	218	98th Street	114.9	11.8	97.7	136.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	124.1	7.7	108.0	137.4	10
WB L	116	Dennis Chavez Blvd	25.3	9.6	17.1	39.1	10
WB R	117	Dennis Chavez Blvd	56.9	11.8	42.8	73.9	10
EB T	125	Dennis Chavez Blvd	88.7	11.6	69.6	100.6	10
EB T	126	Dennis Chavez Blvd	60.1	10.8	46.4	75.0	10
EB L	130	Dennis Chavez Blvd	26.3	9.2	19.0	41.5	10
EB T	140	Dennis Chavez Blvd	115.3	10.4	99.7	131.2	10
WB T	142	Dennis Chavez Blvd	108.1	7.0	97.5	121.2	10
EB L	205	Dennis Chavez Blvd	31.9	12.1	18.4	49.6	10
WB T	215	Dennis Chavez Blvd	116.0	9.0	100.6	129.1	10
EB R	219	Dennis Chavez Blvd	3.2	6.3	0.0	15.6	10
WB L	220	Dennis Chavez Blvd	23.6	11.5	15.8	46.8	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	96.1	10.5	76.1	110.9	10
SB LTR	204	Condershire Dr	18.8	2.0	16.5	23.2	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	54.3	17.3	21.4	73.7	10
WB T	168	Dennis Chavez Blvd	54.4	21.9	20.5	94.2	10
WB T	228	Dennis Chavez Blvd	52.0	17.7	16.8	77.7	10
EB L	244	Dennis Chavez Blvd	14.5	5.2	0.0	17.8	10
EB T	245	Dennis Chavez Blvd	187.1	27.5	141.2	234.8	10
EB T	246	Dennis Chavez Blvd	183.4	27.1	156.8	231.3	10
EB T	247	Dennis Chavez Blvd	170.1	22.5	143.9	210.6	10
WB L	257	Dennis Chavez Blvd	18.5	1.8	17.1	22.5	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	1.9	4.0	0.0	10.6	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	295.6	20.2	262.4	326.0	10
NB T	41	Coors Blvd	308.5	17.2	280.7	344.1	10
SB T	78	Coors Blvd	234.8	15.0	216.2	261.6	10
SB R	79	Coors Blvd	43.3	15.2	19.0	62.0	10
NB R	90	Coors Blvd	72.6	9.5	52.8	87.0	10
NB L	92	Coors Blvd	150.6	12.4	129.5	171.1	10
SB L	131	Coors Blvd	181.6	10.3	164.7	198.3	10
SB T	132	Coors Blvd	214.7	12.9	198.2	242.2	10
NB L	201	Coors Blvd	156.5	11.4	138.6	171.4	10
SB L	202	Coors Blvd	185.8	15.5	163.7	204.5	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	112.3	8.4	98.7	124.5	10
EB L	46	Dennis Chavez Blvd	72.6	5.7	61.4	83.4	10
EB T	47	Dennis Chavez Blvd	373.4	17.3	335.9	393.2	10
EB T	48	Dennis Chavez Blvd	356.8	13.0	335.3	378.2	10
EB R	54	Dennis Chavez Blvd	201.6	28.6	155.6	240.8	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	116.7	9.9	105.2	135.2	10
EB L	197	Dennis Chavez Blvd	72.4	8.3	61.3	88.8	10
WB L	199	Dennis Chavez Blvd	29.4	13.0	18.9	59.4	10
EB T	235	Dennis Chavez Blvd	333.3	15.4	308.1	356.5	10
WB T	242	Dennis Chavez Blvd	113.5	4.7	106.5	120.7	10
WB L	260	Dennis Chavez Blvd	43.5	10.4	18.1	57.1	10
EB L	262	Dennis Chavez Blvd	82.9	12.5	61.3	102.1	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	69.8	14.7	42.8	98.8	10
WB R	95	Dennis Chavez Blvd	240.4	19.7	210.2	266.2	10
EB L	96	Dennis Chavez Blvd	34.8	10.7	17.6	44.6	10
EB T	97	Dennis Chavez Blvd	255.3	11.6	237.8	270.4	10
EB T	147	Dennis Chavez Blvd	263.2	9.8	248.4	283.6	10
WB T	148	Dennis Chavez Blvd	88.3	17.3	67.8	120.4	10
WB T	173	Dennis Chavez Blvd	109.6	15.1	79.8	136.6	10
EB R	174	Dennis Chavez Blvd	16.1	1.3	13.9	18.4	10
WB L	175	Dennis Chavez Blvd	70.4	9.0	52.8	86.5	10
WB T	223	Dennis Chavez Blvd	95.6	14.4	72.8	124.2	10
EB L	224	Dennis Chavez Blvd	40.0	10.5	19.9	51.3	10
EB T	225	Dennis Chavez Blvd	290.2	27.4	259.2	327.9	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	16.9	1.1	15.4	18.4	10
SB L	105	Unser Blvd	243.5	13.9	210.0	259.9	10
NB L	133	Unser Blvd	28.1	9.9	17.1	45.1	10
NB R	134	Unser Blvd	140.5	9.3	127.7	154.3	10
NB T	177	Unser Blvd	36.0	8.4	19.0	45.3	10
NB T	179	Unser Blvd	50.9	5.1	45.1	59.5	10
NB R	181	Unser Blvd	97.8	8.3	80.5	106.3	10
SB L	189	Unser Blvd	248.1	13.9	218.8	267.4	10
SB T	190	Unser Blvd	17.8	1.4	15.6	20.2	10
SB R	191	Unser Blvd	101.4	8.5	86.5	111.7	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Percentile Num Queued

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	6.1	0.3	6.0	7.0	10
NB T	23	98th Street	2.0	0.0	2.0	2.0	10
NB L	108	98th Street	4.4	0.5	4.0	5.0	10
NB T	109	98th Street	2.0	0.0	2.0	2.0	10
SB T	118	98th Street	2.0	0.0	2.0	2.0	10
SB L	124	98th Street	4.9	0.3	4.0	5.0	10
NB R	192	98th Street	3.1	0.3	3.0	4.0	10
NB R	193	98th Street	3.1	0.3	3.0	4.0	10
SB L	194	98th Street	4.7	0.5	4.0	5.0	10
SB T	195	98th Street	2.0	0.0	2.0	2.0	10
SB L	218	98th Street	4.4	0.5	4.0	5.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
WB L	116	Dennis Chavez Blvd	1.2	0.4	1.0	2.0	10
WB R	117	Dennis Chavez Blvd	2.4	0.5	2.0	3.0	10
EB T	125	Dennis Chavez Blvd	3.6	0.5	3.0	4.0	10
EB T	126	Dennis Chavez Blvd	2.5	0.5	2.0	3.0	10
EB L	130	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
EB T	140	Dennis Chavez Blvd	4.5	0.5	4.0	5.0	10
WB T	142	Dennis Chavez Blvd	4.2	0.4	4.0	5.0	10
EB L	205	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
WB T	215	Dennis Chavez Blvd	4.3	0.7	3.0	5.0	10
EB R	219	Dennis Chavez Blvd	0.2	0.4	0.0	1.0	10
WB L	220	Dennis Chavez Blvd	1.2	0.4	1.0	2.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	3.5	0.5	3.0	4.0	10
SB LTR	204	Condershire Dr	1.0	0.0	1.0	1.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	2.4	0.7	1.0	3.0	10
WB T	168	Dennis Chavez Blvd	2.3	0.8	1.0	4.0	10
WB T	228	Dennis Chavez Blvd	2.2	0.6	1.0	3.0	10
EB L	244	Dennis Chavez Blvd	0.9	0.3	0.0	1.0	10
EB T	245	Dennis Chavez Blvd	6.7	1.2	5.0	8.0	10
EB T	246	Dennis Chavez Blvd	6.4	1.0	5.1	8.1	10
EB T	247	Dennis Chavez Blvd	6.3	0.9	5.0	8.0	10
WB L	257	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.2	0.4	0.0	1.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	10.6	0.7	10.0	12.0	10
NB T	41	Coors Blvd	11.1	0.7	10.0	12.0	10
SB T	78	Coors Blvd	8.5	0.5	8.0	9.0	10
SB R	79	Coors Blvd	1.7	0.5	1.0	2.0	10
NB R	90	Coors Blvd	2.9	0.3	2.0	3.0	10
NB L	92	Coors Blvd	5.7	0.5	5.0	6.0	10
SB L	131	Coors Blvd	6.9	0.3	6.0	7.0	10
SB T	132	Coors Blvd	8.0	0.0	8.0	8.0	10
NB L	201	Coors Blvd	5.4	0.5	5.0	6.0	10
SB L	202	Coors Blvd	6.8	0.4	6.0	7.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	4.1	0.3	4.0	5.0	10
EB L	46	Dennis Chavez Blvd	3.0	0.0	3.0	3.0	10
EB T	47	Dennis Chavez Blvd	13.5	0.5	13.0	14.0	10
EB T	48	Dennis Chavez Blvd	13.3	0.7	12.0	14.0	10
EB R	54	Dennis Chavez Blvd	7.1	1.3	5.0	9.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	4.6	0.5	4.0	5.0	10
EB L	197	Dennis Chavez Blvd	2.9	0.3	2.0	3.0	10
WB L	199	Dennis Chavez Blvd	1.3	0.5	1.0	2.0	10
EB T	235	Dennis Chavez Blvd	12.1	0.7	11.0	13.0	10
WB T	242	Dennis Chavez Blvd	4.0	0.0	4.0	4.0	10
WB L	260	Dennis Chavez Blvd	1.9	0.3	1.0	2.0	10
EB L	262	Dennis Chavez Blvd	3.0	0.5	2.0	4.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	2.9	0.6	2.0	4.0	10
WB R	95	Dennis Chavez Blvd	8.5	1.1	7.0	10.0	10
EB L	96	Dennis Chavez Blvd	1.5	0.5	1.0	2.0	10
EB T	97	Dennis Chavez Blvd	9.1	0.6	8.0	10.0	10
EB T	147	Dennis Chavez Blvd	9.9	0.3	9.0	10.0	10
WB T	148	Dennis Chavez Blvd	3.4	0.7	3.0	5.0	10
WB T	173	Dennis Chavez Blvd	3.8	0.4	3.0	4.0	10
EB R	174	Dennis Chavez Blvd	1.0	0.0	1.0	1.0	10
WB L	175	Dennis Chavez Blvd	2.6	0.5	2.0	3.0	10
WB T	223	Dennis Chavez Blvd	3.9	0.6	3.0	5.0	10
EB L	224	Dennis Chavez Blvd	1.8	0.4	1.0	2.0	10
EB T	225	Dennis Chavez Blvd	10.0	0.5	9.0	11.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	1.0	0.0	1.0	1.0	10
SB L	105	Unser Blvd	8.7	0.5	8.0	9.0	10
NB L	133	Unser Blvd	1.4	0.5	1.0	2.0	10
NB R	134	Unser Blvd	5.1	0.3	5.0	6.0	10
NB T	177	Unser Blvd	1.5	0.5	1.0	2.0	10
NB T	179	Unser Blvd	2.0	0.0	2.0	2.0	10
NB R	181	Unser Blvd	3.6	0.5	3.0	4.0	10
SB L	189	Unser Blvd	8.9	0.3	8.0	9.0	10
SB T	190	Unser Blvd	1.0	0.0	1.0	1.0	10
SB R	191	Unser Blvd	4.0	0.0	4.0	4.0	10

Project: Dennis Chavez Blvd - Base
Scenario: Horizon Year 2036 FB PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 15:30:00 - 16:30:00
Interval: Summary
Selection: Study Intersections

Lane Queue by Intersection - Spillback Rate

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB R	3	98th Street	0.0	0.0	0.0	0.0	10
NB T	23	98th Street	0.0	0.0	0.0	0.0	10
NB L	108	98th Street	0.0	0.0	0.0	0.0	10
NB T	109	98th Street	0.0	0.0	0.0	0.0	10
SB T	118	98th Street	0.0	0.0	0.0	0.0	10
SB L	124	98th Street	0.0	0.0	0.0	0.0	10
NB R	192	98th Street	0.0	0.0	0.0	0.0	10
NB R	193	98th Street	0.0	0.0	0.0	0.0	10
SB L	194	98th Street	0.0	0.0	0.0	0.0	10
SB T	195	98th Street	0.0	0.0	0.0	0.0	10
SB L	218	98th Street	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & 98TH STREET — NODE: 5

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	6	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	116	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	117	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	125	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	126	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	130	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	140	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	142	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	205	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	215	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	219	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	220	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	157	Condershire Dr	0.0	0.0	0.0	0.0	10
SB LTR	204	Condershire Dr	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & CONDERSHIRE DR — NODE: 10

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	167	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	168	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	228	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	244	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	245	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	246	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	247	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	257	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	258	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	259	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	40	Coors Blvd	0.0	0.0	0.0	0.0	10
NB T	41	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	78	Coors Blvd	0.0	0.0	0.0	0.0	10
SB R	79	Coors Blvd	0.0	0.0	0.0	0.0	10
NB R	90	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	92	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	131	Coors Blvd	0.0	0.0	0.0	0.0	10
SB T	132	Coors Blvd	0.0	0.0	0.0	0.0	10
NB L	201	Coors Blvd	0.0	0.0	0.0	0.0	10
SB L	202	Coors Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & COORS BLVD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	26	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	46	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	47	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	48	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	54	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	83	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	84	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	197	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	199	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	235	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	242	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	260	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	262	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	10	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB R	95	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	96	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	97	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	147	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	148	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	173	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB R	174	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB L	175	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
WB T	223	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB L	224	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10
EB T	225	Dennis Chavez Blvd	0.0	0.0	0.0	0.0	10

DENNIS CHAVEZ BLVD & UNSER BLVD — NODE: 7

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	7	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	105	Unser Blvd	0.0	0.0	0.0	0.0	10
NB L	133	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	134	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	177	Unser Blvd	0.0	0.0	0.0	0.0	10
NB T	179	Unser Blvd	0.0	0.0	0.0	0.0	10
NB R	181	Unser Blvd	0.0	0.0	0.0	0.0	10
SB L	189	Unser Blvd	0.0	0.0	0.0	0.0	10
SB T	190	Unser Blvd	0.0	0.0	0.0	0.0	10
SB R	191	Unser Blvd	0.0	0.0	0.0	0.0	10

APPENDIX K
SIGNAL WARRANT ANALYSIS

Opening Year (2031) Background (Non-Site) Hourly Volumes

Start Time	North			South			East			West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	11	231	14	16	209	22	117	1	92	8	2	10
7:00 AM	35	353	12	12	310	55	180	7	97	11	0	22
8:00 AM	27	309	28	32	349	61	117	31	60	27	18	19
9:00 AM	29	179	38	30	196	42	80	40	35	43	38	55
10:00 AM	25	183	5	5	164	30	79	1	43	5	1	9
11:00 AM	34	190	6	6	199	44	90	2	19	5	3	9
12:00 PM	33	200	4	13	191	59	71	0	35	8	0	10
1:00 PM	34	256	10	9	213	58	82	1	31	8	3	5
2:00 PM	41	317	8	11	294	64	90	4	44	8	1	12
3:00 PM	67	404	43	45	328	102	100	38	41	23	6	26
4:00 PM	94	342	18	17	338	134	99	4	49	37	66	56
5:00 PM	107	373	16	14	418	128	90	2	42	6	4	9
6:00 PM	89	328	11	11	364	126	98	0	31	7	3	9

Signal Warrants Evaluations - 98th Street and Amole Mesa Avenue

	Entering	Exiting
Weekday trips:	945	945
Land Use Code	210	
Land Use	Single Family Detached housing	
Setting	General	
Time Period	Weekday	
Trip Type	Vehicle Trips	
# Data Sites	7	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for Aspire Development

	Assumed Distribution % and Resulting Hourly Volume for each movement																
	MAJOR				minor				MAJOR				minor				
	98th Street				Amole Mesa Ave				98th Street				Amole Mesa Ave				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing 98th Street**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	
Entering%:		13%	39%						11%								
Exiting%:										13%			39%		12%		
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM		1	2						1	0			1		0		
1:00 AM		0	1						0	0			1		0		
2:00 AM		0	1						0	0			0		0		
3:00 AM		0	1						0	0			1		0		
4:00 AM		0	1						0	1			3		1		
5:00 AM		1	2						0	2			7		2		
6:00 AM		2	6						2	7			22		7		
7:00 AM		4	11						3	12			37		11		
8:00 AM		5	14						4	10			31		10		
9:00 AM		4	12						3	7			21		7		
10:00 AM		5	16						4	7			21		6		
11:00 AM		7	20						6	6			19		6		
12:00 PM		7	21						6	7			21		6		
1:00 PM		8	23						6	7			22		7		
2:00 PM		9	26						7	8			23		7		
3:00 PM		11	32						9	8			23		7		
4:00 PM		13	39						11	9			27		8		
5:00 PM		12	37						10	9			27		8		
6:00 PM		10	31						9	7			22		7		
7:00 PM		7	22						6	5			16		5		
8:00 PM		8	23						6	4			11		3		
9:00 PM		5	16						5	3			8		3		
10:00 PM		3	8						2	1			4		1		
11:00 PM		2	5						1	1			2		1		
Movement	**0**	**123**	**369**	**0**	**0**	**0**	**0**	**0**	**104**	**123**	**0**	**0**	**369**	**0**	**113**	**0**	**0**
Approach		**491**				**0**				**227**				**482**			

Signal Warrants Evaluations - 98th Street and Amole Mesa Avenue

	Entering	Exiting
Weekday trips:	510	510
Land Use Code	210	
Land Use	Single Family Detached housing	
Setting	General	
Time Period	Weekday	
Trip Type	Vehicle Trips	
# Data Sites	7	

	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for Sunrise Village

Assumed Distribution % and Resulting Hourly Volume for each movement

	MAJOR				minor				MAJOR				minor				
	98th Street				Amole Mesa Ave				98th Street				Amole Mesa Ave				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing 98th Street**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	
Entering%:		11%															
Exiting%:										12%							

Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)

Hour Begins																	
12:00 AM		0								0							
1:00 AM		0								0							
2:00 AM		0								0							
3:00 AM		0								0							
4:00 AM		0								0							
5:00 AM		0								1							
6:00 AM		1								4							
7:00 AM		2								6							
8:00 AM		2								5							
9:00 AM		2								4							
10:00 AM		2								3							
11:00 AM		3								3							
12:00 PM		3								3							
1:00 PM		3								4							
2:00 PM		4								4							
3:00 PM		5								4							
4:00 PM		6								5							
5:00 PM		6								4							
6:00 PM		5								4							
7:00 PM		3								3							
8:00 PM		3								2							
9:00 PM		2								1							
10:00 PM		1								1							
11:00 PM		1								0							
Movement	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach		**56**				**0**				**61**				**0**			

Signal Warrants Evaluations - 98th Street and Amole Mesa Avenue

	Entering	Exiting
Weekday trips:	2,808	2,808
Land Use Code	210	
Land Use	Single-Family Detached Housing	
Setting	General	
Time Period	Weekday	
Trip Type	Vehicle Trips	
# Data Sites	7	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for TA Land Phase 1, 2, and 3

	Assumed Distribution % and Resulting Hourly Volume for each movement																
	MAJOR				minor				MAJOR				minor				
	98th Street				Amole Mesa Ave				98th Street				Amole Mesa Ave				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing 98th Street**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	
Entering%:	10%	15%															
Exiting%:							20%			15%							
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM	1	2					1			1							
1:00 AM	1	1					1			1							
2:00 AM	1	1					0			0							
3:00 AM	0	1					1			1							
4:00 AM	1	1					4			3							
5:00 AM	1	2					11			8							
6:00 AM	4	7					33			25							
7:00 AM	9	13					56			42							
8:00 AM	11	16					48			36							
9:00 AM	9	14					32			24							
10:00 AM	12	18					31			23							
11:00 AM	15	23					29			21							
12:00 PM	16	24					32			24							
1:00 PM	17	26					34			25							
2:00 PM	20	30					34			26							
3:00 PM	24	37					35			26							
4:00 PM	30	44					41			31							
5:00 PM	28	42					41			31							
6:00 PM	24	36					33			25							
7:00 PM	17	26					24			18							
8:00 PM	17	26					17			13							
9:00 PM	12	19					13			10							
10:00 PM	6	9					6			4							
11:00 PM	4	5					4			3							
Movement	**281**	**421**	**0**	**0**	**0**	**0**	**562**	**0**	**0**	**421**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach	**702**				**562**				**421**				**0**				

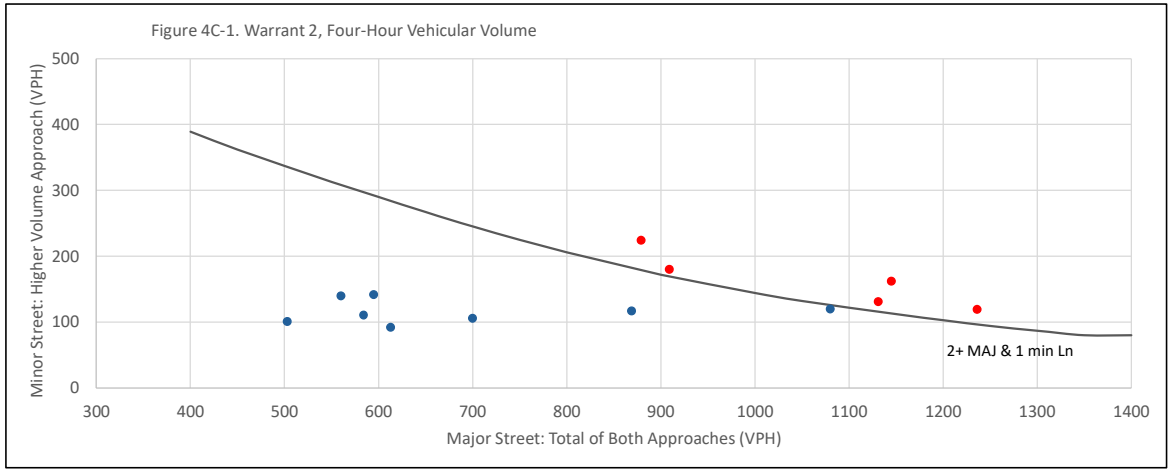
Opening Year (2031) Total Hourly Volumes

Start Time	North			South			East			West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	13	266	14	20	218	28	139	1	99	8	2	43
7:00 AM	38	413	12	21	328	66	217	7	108	11	0	78
8:00 AM	31	361	28	43	372	75	148	31	70	27	18	67
9:00 AM	32	214	38	39	216	54	101	40	42	43	38	87
10:00 AM	29	217	5	17	189	46	100	1	49	5	1	40
11:00 AM	40	221	6	21	232	64	109	2	25	5	3	38
12:00 PM	39	234	4	29	225	80	92	0	41	8	0	42
1:00 PM	40	292	10	26	250	81	104	1	38	8	3	39
2:00 PM	48	354	8	31	337	90	113	4	51	8	1	46
3:00 PM	76	442	43	69	380	134	123	38	48	23	6	61
4:00 PM	105	387	18	47	401	173	126	4	57	37	66	97
5:00 PM	117	417	16	42	478	165	117	2	50	6	4	50
6:00 PM	98	363	11	35	415	157	120	0	38	7	3	42

Signal Warrant Evaluation for 98th Street and Amole Mesa Avenue – Phase 3 Opening Year Total Conditions

Start Time	Approach Volumes		Condition A			Condition B			Combination A and B					
									Condition A			Condition B		
	Major (Both Directions)	Minor (Highest Volume Approach)*	Threshold Values		Results	Threshold Values		Results	Threshold Values		Results	Threshold Values		Results
			Major	Minor		Major	Minor		Major	Minor		Major	Minor	
6:00 AM	560	140	600	150	not met	900	75	not met	480	120	met	720	60	not met
7:00 AM	879	224	600	150	met	900	75	not met	480	120	met	720	60	met
8:00 AM	909	180	600	150	met	900	75	met	480	120	met	720	60	met
9:00 AM	595	142	600	150	not met	900	75	not met	480	120	met	720	60	not met
10:00 AM	503	101	600	150	not met	900	75	not met	480	120	not met	720	60	not met
11:00 AM	584	111	600	150	not met	900	75	not met	480	120	not met	720	60	not met
12:00 PM	613	92	600	150	not met	900	75	not met	480	120	not met	720	60	not met
1:00 PM	700	106	600	150	not met	900	75	not met	480	120	not met	720	60	not met
2:00 PM	869	117	600	150	not met	900	75	not met	480	120	not met**	720	60	met
3:00 PM	1145	162	600	150	met	900	75	met	480	120	met	720	60	met
4:00 PM	1131	131	600	150	not met	900	75	met	480	120	met	720	60	met
5:00 PM	1236	119	600	150	not met	900	75	met	480	120	not met**	720	60	met
6:00 PM	1080	120	600	150	not met	900	75	met	480	120	met	720	60	met
Signal Warrant 1 Evaluation			**Warrant 1A: not met**			**Warrant 1B: not met**			**Warrant 1A and 1B: not met**					

Notes:
* No right-turn volumes were included.
** Less than three vehicles short.
The estimated hourly volumes were rounded up for a conservative analysis.



Signal Warrant 2 Evaluation	Warrant 2: met

Horizon Year (2036) Background (Non-Site) Hourly Volumes

Start Time	North			South			East			West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	18	170	0	0	314	21	106	0	65	0	0	0
7:00 AM	36	294	0	1	414	34	131	0	116	0	0	0
8:00 AM	30	306	0	0	421	38	96	0	82	0	0	0
9:00 AM	42	185	0	1	249	44	76	0	35	0	0	0
10:00 AM	33	165	0	0	197	33	70	0	36	0	0	0
11:00 AM	43	195	0	0	200	43	51	0	33	0	0	0
12:00 PM	44	213	0	2	185	56	46	0	35	0	0	0
1:00 PM	53	255	0	1	233	56	59	0	40	0	0	0
2:00 PM	81	328	0	1	305	77	62	0	37	0	0	0
3:00 PM	87	470	0	0	325	95	94	0	36	0	0	0
4:00 PM	125	419	0	1	341	142	72	0	39	0	0	0
5:00 PM	159	465	0	3	352	158	73	0	49	0	0	0
6:00 PM	163	393	0	0	338	115	64	0	52	0	0	0

Signal Warrants Evaluations - 98th Street and Colobel Avenue

	Entering	Exiting
Weekday trips:	945	945
Land Use Code	210	
Land Use	Single Family Detached housing	
Setting	General	
Time Period	Weekday	
Trip Type		
# Data Sites		
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for Aspire Development

Assumed Distribution % and Resulting Hourly Volume for each movement

	MAJOR				minor				MAJOR				minor				
	98th Street				Colobel Avenue				98th Street				Colobel Avenue				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing 98th Street**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	
Entering%:			13%						37%	11%							
Exiting%:		12%											13%		36%		
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM		0	1						2	1			0		1		
1:00 AM		0	0						1	0			0		1		
2:00 AM		0	0						1	0			0		0		
3:00 AM		0	0						1	0			0		1		
4:00 AM		1	0						1	0			1		3		
5:00 AM		2	1						2	0			2		7		
6:00 AM		7	2						5	2			7		20		
7:00 AM		11	4						11	3			12		34		
8:00 AM		10	5						13	4			10		29		
9:00 AM		7	4						12	3			7		20		
10:00 AM		6	5						15	4			7		19		
11:00 AM		6	7						19	6			6		17		
12:00 PM		6	7						20	6			7		19		
1:00 PM		7	8						21	6			7		20		
2:00 PM		7	9						25	7			8		21		
3:00 PM		7	11						30	9			8		21		
4:00 PM		8	13						37	11			9		25		
5:00 PM		8	12						35	10			9		25		
6:00 PM		7	10						30	9			7		20		
7:00 PM		5	7						21	6			5		14		
8:00 PM		3	8						21	6			4		10		
9:00 PM		3	5						15	5			3		8		
10:00 PM		1	3						7	2			1		3		
11:00 PM		1	2						4	1			1		2		
Movement	**0**	**113**	**123**	**0**	**0**	**0**	**0**	**0**	**350**	**104**	**0**	**0**	**123**	**0**	**340**	**0**	**0**
Approach		**236**				**0**				**454**				**463**			

Signal Warrants Evaluations - 98th Street and Colobel Avenue

	Entering	Exiting
Weekday trips:	510	510
Land Use Code	210	
Land Use	Single Family Detached housing	
Setting	General	
Time Period	Weekday	
Trip Type		
# Data Sites		
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for Sunrise Village

	Assumed Distribution % and Resulting Hourly Volume for each movement																
	MAJOR				minor				MAJOR				minor				
	98th Street				Colobel Avenue				98th Street				Colobel Avenue				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	**98th Street**
Entering%:		11%															
Exiting%:										12%							
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM		0								0							
1:00 AM		0								0							
2:00 AM		0								0							
3:00 AM		0								0							
4:00 AM		0								0							
5:00 AM		0								1							
6:00 AM		1								4							
7:00 AM		2								6							
8:00 AM		2								5							
9:00 AM		2								4							
10:00 AM		2								3							
11:00 AM		3								3							
12:00 PM		3								3							
1:00 PM		3								4							
2:00 PM		4								4							
3:00 PM		5								4							
4:00 PM		6								5							
5:00 PM		6								4							
6:00 PM		5								4							
7:00 PM		3								3							
8:00 PM		3								2							
9:00 PM		2								1							
10:00 PM		1								1							
11:00 PM		1								0							
Movement	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach		**56**				**0**				**61**				**0**			

Signal Warrants Evaluations - 98th Street and Colobel Avenue

	Entering	Exiting
Weekday trips:	7,887	7,887
Land Use Code	210	
Land Use	Single Family Detached housing	
Setting	General	
Time Period	Weekday	
Trip Type		
# Data Sites		

Time	% of 24-Hour Traffic Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for Ceja Vista residential volumes

	Assumed Distribution % and Resulting Hourly Volume for each movement																
	MAJOR				minor				MAJOR				minor				
	98th Street				Colobel Avenue				98th Street				Colobel Avenue				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	**98th Street**
Entering%:		6%															
Exiting%:										6%							
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM		2								1							
1:00 AM		1								1							
2:00 AM		1								0							
3:00 AM		1								1							
4:00 AM		1								4							
5:00 AM		2								9							
6:00 AM		7								27							
7:00 AM		14								45							
8:00 AM		17								39							
9:00 AM		15								26							
10:00 AM		19								25							
11:00 AM		25								23							
12:00 PM		26								26							
1:00 PM		28								27							
2:00 PM		32								28							
3:00 PM		40								28							
4:00 PM		48								34							
5:00 PM		46								33							
6:00 PM		39								27							
7:00 PM		28								19							
8:00 PM		28								14							
9:00 PM		20								10							
10:00 PM		10								5							
11:00 PM		6								3							
Movement	**0**	**456**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**456**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach		**456**				**0**				**456**				**0**			

Signal Warrants Evaluations - 98th Street and Colobel Avenue

	Entering	Exiting
Weekday trips:	3,658	3,658
Land Use Code	820	
Land Use	Shopping center	
Setting	General	
Time Period	Weekday	
Trip Type		
# Data Sites		
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.05%	0.08%
1-2 AM	0.05%	0.06%
2-3 AM	0.05%	0.06%
3-4 AM	0.05%	0.06%
4-5 AM	0.06%	0.07%
5-6 AM	0.42%	0.46%
6-7 AM	0.83%	0.46%
7-8 AM	1.88%	1.19%
8-9 AM	2.84%	1.76%
9-10 AM	4.77%	3.02%
10-11 AM	6.75%	5.03%
11-12 PM	8.17%	6.96%
12-1 PM	9.29%	8.45%
1-2 PM	8.38%	8.57%
2-3 PM	7.55%	8.23%
3-4 PM	7.78%	8.07%
4-5 PM	8.26%	8.34%
5-6 PM	8.44%	8.48%
6-7 PM	7.41%	7.45%
7-8 PM	6.30%	6.64%
8-9 PM	4.11%	6.05%
9-10 PM	1.80%	4.41%
10-11 PM	3.19%	4.03%
11-12 AM	1.56%	2.08%

Trip Generation Assumptions for Ceja Vista Non-Residential

	Assumed Distribution % and Resulting Hourly Volume for each movement																
	MAJOR				minor				MAJOR				minor				
	98th Street				Colobel Avenue				98th Street				Colobel Avenue				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	**98th Street**
Entering%:		49%															
Exiting%:										49%							
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM		1								1							
1:00 AM		1								1							
2:00 AM		1								1							
3:00 AM		1								1							
4:00 AM		1								1							
5:00 AM		7								8							
6:00 AM		15								8							
7:00 AM		34								21							
8:00 AM		51								31							
9:00 AM		86								54							
10:00 AM		121								90							
11:00 AM		146								125							
12:00 PM		166								151							
1:00 PM		150								154							
2:00 PM		135								147							
3:00 PM		139								145							
4:00 PM		148								149							
5:00 PM		151								152							
6:00 PM		133								134							
7:00 PM		113								119							
8:00 PM		74								108							
9:00 PM		32								79							
10:00 PM		57								72							
11:00 PM		28								37							
Movement	**0**	**1,792**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,792**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach		**1,792**				**0**				**1,792**				**0**			

Signal Warrants Evaluations - 98th Street and Colobel Avenue

	Entering	Exiting
Weekday trips:	2,808	2,808
Land Use Code	210	
Land Use	Single-Family Detached Housing	
Setting	General	
Time Period	Weekday	
Trip Type	Vehicle Trips	
# Data Sites	7	
	% of 24-Hour Traffic	
Time	Entering	Exiting
12-1 AM	0.49%	0.16%
1-2 AM	0.22%	0.15%
2-3 AM	0.26%	0.06%
3-4 AM	0.18%	0.17%
4-5 AM	0.30%	0.80%
5-6 AM	0.45%	2.00%
6-7 AM	1.56%	5.84%
7-8 AM	3.07%	9.97%
8-9 AM	3.77%	8.52%
9-10 AM	3.35%	5.77%
10-11 AM	4.21%	5.57%
11-12 PM	5.42%	5.10%
12-1 PM	5.74%	5.68%
1-2 PM	6.12%	6.01%
2-3 PM	7.12%	6.12%
3-4 PM	8.70%	6.24%
4-5 PM	10.52%	7.39%
5-6 PM	10.02%	7.31%
6-7 PM	8.53%	5.86%
7-8 PM	6.06%	4.24%
8-9 PM	6.13%	3.08%
9-10 PM	4.42%	2.30%
10-11 PM	2.12%	1.00%
11-12 AM	1.27%	0.64%

Trip Generation Assumptions for TA Land Phase 1, 2, and 3

Assumed Distribution % and Resulting Hourly Volume for each movement

	MAJOR				minor				MAJOR				minor				
	98th Street				Colobel Avenue				98th Street				Colobel Avenue				
	Southbound				Westbound				Northbound				Eastbound				**Peds Crossing 98th Street**
	SBL	SBT	SBR	SBU	WBL	WBT	WBR	WBU	NBL	NBT	NBR	NBU	EBL	EBT	EBR	EBU	
Entering%:	15%										15%						
Exiting%:					10%		15%										
Hour Begins	*Hourly Volume = (Movement%) x (% of 24-Hour) x (Daily Volume)*																
12:00 AM	2				0		1				2						
1:00 AM	1				0		1				1						
2:00 AM	1				0		0				1						
3:00 AM	1				0		1				1						
4:00 AM	1				2		3				1						
5:00 AM	2				6		8				2						
6:00 AM	7				16		25				7						
7:00 AM	13				28		42				13						
8:00 AM	16				24		36				16						
9:00 AM	14				16		24				14						
10:00 AM	18				16		23				18						
11:00 AM	23				14		21				23						
12:00 PM	24				16		24				24						
1:00 PM	26				17		25				26						
2:00 PM	30				17		26				30						
3:00 PM	37				18		26				37						
4:00 PM	44				21		31				44						
5:00 PM	42				21		31				42						
6:00 PM	36				16		25				36						
7:00 PM	26				12		18				26						
8:00 PM	26				9		13				26						
9:00 PM	19				6		10				19						
10:00 PM	9				3		4				9						
11:00 PM	5				2		3				5						
Movement	**421**	**0**	**0**	**0**	**281**	**0**	**421**	**0**	**0**	**0**	**421**	**0**	**0**	**0**	**0**	**0**	**0**
Approach	**421**				**702**				**421**				**0**				

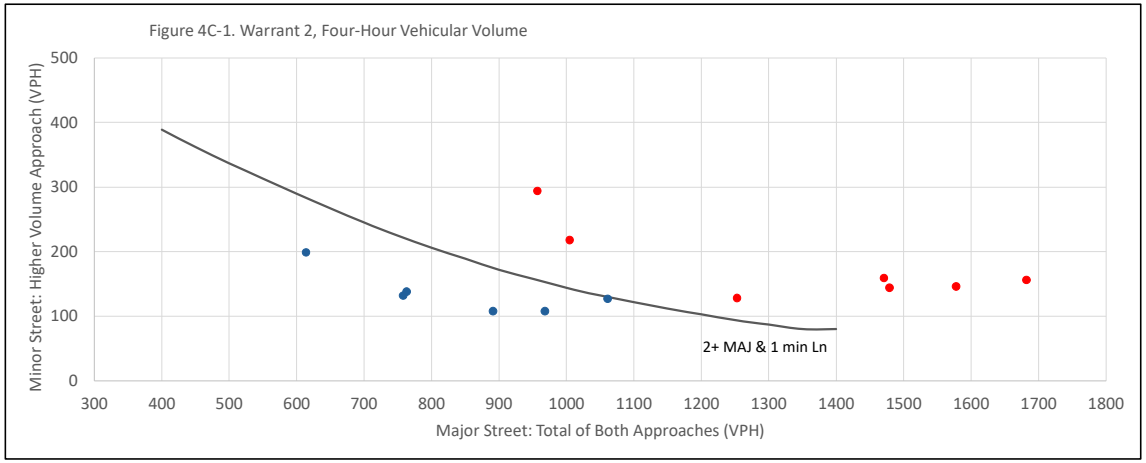
Horizon Year (2036) Total Hourly Volumes

Start Time	North			South			East			West		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	23	210	7	7	344	23	113	0	85	16	0	25
7:00 AM	47	370	13	14	475	38	143	0	150	28	0	42
8:00 AM	43	386	16	16	501	43	106	0	111	24	0	36
9:00 AM	54	273	14	15	359	48	83	0	55	16	0	24
10:00 AM	48	289	18	18	347	38	77	0	55	16	0	23
11:00 AM	62	353	23	23	381	50	57	0	50	14	0	21
12:00 PM	64	401	24	26	389	63	53	0	54	16	0	24
1:00 PM	74	447	26	27	423	64	66	0	60	17	0	25
2:00 PM	106	516	30	31	485	86	70	0	58	17	0	26
3:00 PM	117	657	37	37	517	106	102	0	57	18	0	26
4:00 PM	162	619	44	45	552	155	81	0	64	21	0	31
5:00 PM	194	666	42	45	564	170	82	0	74	21	0	31
6:00 PM	193	567	36	36	522	125	71	0	72	16	0	25

Signal Warrant Evaluation for 98th Street and Colobel Avenue – Horizon Year Total Conditions

Start Time	Approach Volumes		Condition A			Condition B			Combination A and B						
									Condition A				Condition B		
	Major (Both Directions)	Minor (Highest Volume Approach)*	Threshold Values		Results	Threshold Values		Results	Threshold Values		Results	Threshold Values		Results
			Major	Minor		Major	Minor		Major	Minor		Major	Minor	
6:00 AM	614	199	600	150	met	900	75	not met	Not Applicable					
7:00 AM	957	294	600	150	met	900	75	met						
8:00 AM	1005	218	600	150	met	900	75	met						
9:00 AM	763	138	600	150	not met	900	75	not met						
10:00 AM	758	132	600	150	not met	900	75	not met						
11:00 AM	891	108	600	150	not met	900	75	not met						
12:00 PM	968	108	600	150	not met	900	75	met						
1:00 PM	1061	127	600	150	not met	900	75	met						
2:00 PM	1253	128	600	150	not met	900	75	met						
3:00 PM	1471	159	600	150	met	900	75	met						
4:00 PM	1578	146	600	150	not met	900	75	met						
5:00 PM	1682	156	600	150	met	900	75	met						
6:00 PM	1479	144	600	150	not met	900	75	met						
Signal Warrant 1 Evaluation			**Warrant 1A: not met**			**Warrant 1B: met**									

Notes:
* Right-turn volumes were included.
The estimated hourly volumes were rounded up for a conservative analysis.



Signal Warrant 2 Evaluation	Warrant 2: met