



**Albuquerque Studios Expansion
Phase I, North Development**

Traffic Impact Study

July 9, 2021

Prepared for:

Confidential Private Client

Prepared by:

Stantec Consulting Services Inc.



ALBUQUERQUE STUDIOS EXPANSION PHASE I, NORTH DEVELOPMENT

Revision	Description	Author		Quality Check		Independent Review	



ALBUQUERQUE STUDIOS EXPANSION PHASE I, NORTH DEVELOPMENT

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Executive Summary

This traffic impact study was prepared for North Development expansion (Phase I) at the Albuquerque Studios Site located at (7650 University Blvd) Mesa del Sol (MdS) in Southeast Albuquerque. The study area for the North Development encompasses University Boulevard and two access points onto University Boulevard.

The North Development (Phase I) is anticipated for build-out, implementation and opening in April 2023.

Phase I consists of an expansion of the existing film studio production operation as follows:

- Vendor Village 2 Buildings 100k SF
- Mill 2* Buildings 50k SF
- Production Office 1 Buildings 145k SF
- Total 5 Buildings 295k SF

*A second Mill is proposed as a replacement for an existing Mill for a net-zero increase in traffic for this building replacement.

The total building square footage of the existing Albuquerque Studios site is approximately 331,000 SF.

The Average Daily Traffic (ADT) on University Blvd is 3,602 Vehicles per day (April 2021) with nearly equal direction distribution (50%) in the Northbound and Southbound directions. The percentage of Heavy Commercial (%HC) was determined to be 5.15% during the study count period in April 2021.

The peak hour periods varied for the study area. On University Boulevard adjacent to the site, the corresponding AM Peak Hour, Noon Peak Hour, and PM Peak Hour occurred from 7:45 AM to 8:45 AM, 11:45 AM to 12:45 PM, and from 4:15 PM to 5:15 PM, respectively.

The projected trip generation (enter and exit) at Gate B is forecasted to be 98, 145, and 98 for the AM Peak Hour, Noon Peak Hour, and PM Peak Hour, respectively. See Figures 1 and 2 for Gate A and B locations.

Site mitigation recommendations include Gate A and Gate B to be constructed with two exit lanes, two enter lanes, and Stop-controlled Traffic Controlled traffic operation. The



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existing southbound (SB) left-turn lane at University Boulevard & Gate B should be opened for use. Gate B should be constructed similar to Gate A to allow for pedestrian access with ADA accommodations and required queue length. It is recommended that turn-around locations be provided in advance of the gate. Additionally, pull-off areas designated for taxi and ridesharing should be provided for both Gate A and Gate B.

The maximum queue length forecasted for the southbound to eastbound left turns at Intersection 3 (University Boulevard & Strand Loop/Existing Gate A) is 44 Feet (3 vehicles). The maximum queue length forecasted for the southbound to eastbound left turns at Intersection 4 (University Boulevard & Avedon/(Gate B) is 54 Feet (3 vehicles).

The provided queue capacity of 400 Feet (2 lanes @ 150 Feet + 100 Feet on University Boulevard) exceeds the maximum expected queues at both gates.



Abbreviations

AADT	Annualized Average Daily Traffic
AAWDT	Annualized Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AMPA	Albuquerque Metropolitan Planning Area
BC	Bernalillo County
CABQ	City of Albuquerque
COVID	Coronavirus
DPM	Development Process Manual
FAR	Floor Area Ratio
HC	Heavy Commercial
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System
LOS	Level of Service
MdS	Mesa del Sol
MRCOG	Mid-Region Council of Governments
NMDOT	New Mexico Department of Transportation
PC	Planned Community
SF	Square Feet
TAQA	Traffic Analysis and Querying Application
TIS	Traffic Impact Study



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TMC	Turning Movement Count
SWA	Signal Warrant Analysis
UNM-TRU	University of New Mexico Traffic Research Unit
VPH	Vehicles per Hour



1.0 INTRODUCTION AND BACKGROUND

This Traffic Impact Study (TIS) was conducted to support site plan approval for the expansion of the North Development Phase 1 of the Albuquerque Studios site located at 7650 University Blvd in Mesa del Sol Planned Community in the City of Albuquerque.

1.1 STUDY PURPOSE

The study purpose is to assess the traffic impacts on the roadway network within the study area for the Northern development phase of expansion of the Albuquerque Studios site.

1.2 STUDY PROCEDURES

The TIS procedures follow the current edition of the Development Process Manual, City of Albuquerque dated September 4, 2020.

1.2.1 Information Sources

Existing traffic data were collected during the week of April 19, 2021 for use in this TIS. This data was used to develop the trip generation estimates for the site development and for development of the baseline for the traffic analyses.

Crash data were obtained from UNM-TRU (a division of the University of New Mexico geospatial and Population Studies Department) for the study area [TRU Request Data | Geospatial and Population Studies \(unm.edu\)](#)

The MRCOG website [Traffic Flow Maps and Busiest Intersections | Mid-Region Council of Governments, NM \(mrcog-nm.gov\)](#) was referenced in determination of background traffic and growth of traffic expected on University Blvd. Additionally, the Traffic Analysis and Querying Application (TAQA) available from MRCOG was referenced for existing traffic data to support this TIS.

“Big Data” Platform using anonymous cell phone “pings” and other Global Positioning System (GPS) devices was used to calibrate the traffic data for impacts of COVID to reflect Pre-COVID (“Normal”) Traffic patterns and volumes was obtained for use in this TIS.

1.2.2 Scope

The scope of the TIS includes University Boulevard adjacent to the site and two site access points (Gate A and Gate B) along University Boulevard. Gate A aligns with Strand Loop SE public roadway on the west leg of the intersection, and Gate A serves as the east leg of the site access intersection. Gate B (proposed access) aligns with Avedon Avenue SE.

Additional intersections were included in the Traffic Data Collection area to be used for future analyses in support of additional phases of development.

1.2.3 LOS

The desired Level of Service (LOS) corresponds to LOS C-D (Table 7.5.88 pg. 7-164 DPM). LOS is a traffic analysis term that represents the delay traveling through intersections. Traffic LOS is designated “A” through “F” with LOS A representing free flow conditions and LOS F representing severe traffic congestion.

Table 1. City of Albuquerque (CABQ) Level of Service (LOS) Criteria

Functional Classification and Roadway Type	Employment Center
Collector	LOS C-D

2.0 EXISTING CONDITIONS

The roadway network and existing conditions are described in this section. Also described are current traffic volumes and roadway conditions used in the traffic analysis for this TIS.

2.1 GENERAL AREA CHARACTERISTICS

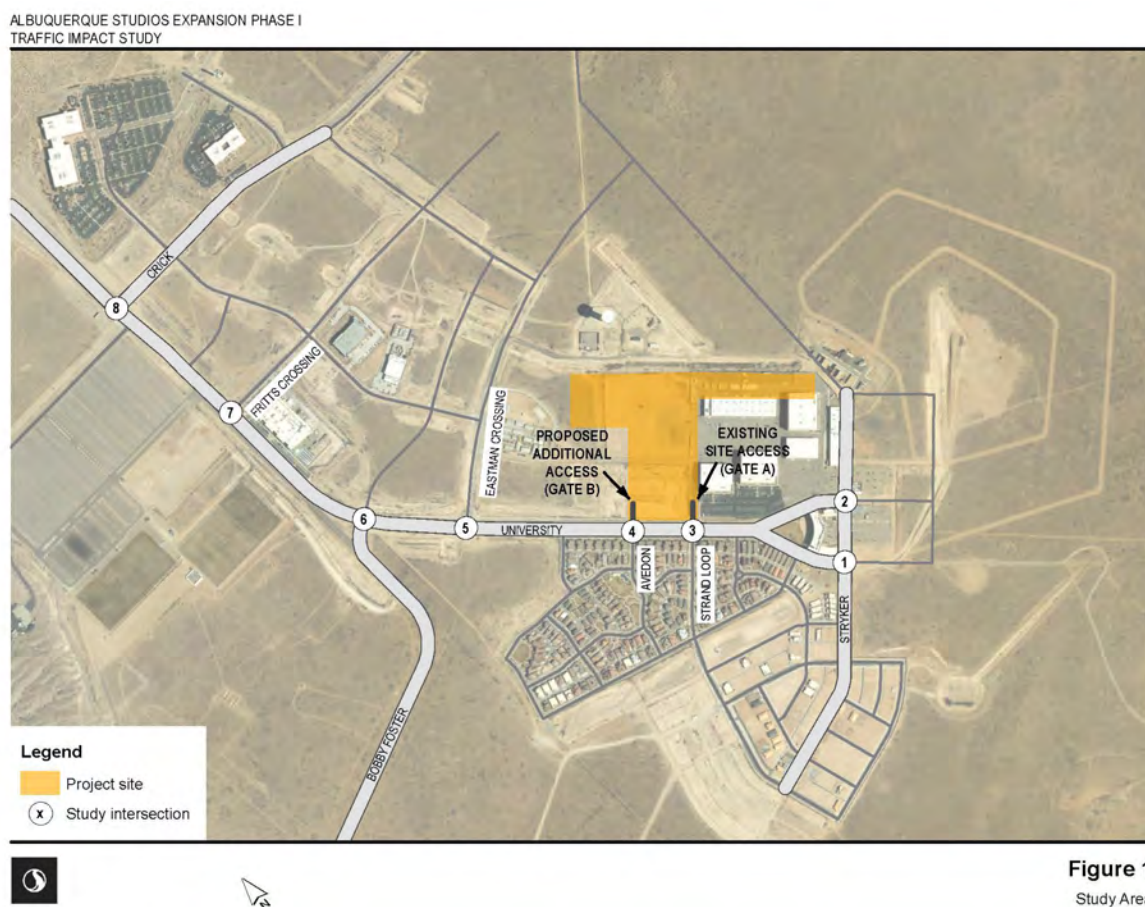
The project site is located in the planned community of Mesa Del Sol in southeast Albuquerque. Land use for the site is designated as Employment Center. Adjacent to the site and to the west is residential single-family housing. The Mesa del Sol Master Plan includes a complete mixed-use land use. The site is currently zoned as a Planned Community (PC). A copy of the zone atlas page R-16-Z is provided in the Appendix. Other planned development at Mesa del Sol includes residential construction, schools, and planned construction/expansion of athletic facilities.



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The study area is shown in **Figure 1** and a site plan of the development is provided in **Figure 2**.

Figure 1. Study Area Map



Other planned development at Mesa del Sol includes residential construction, schools, and planned construction/expansion of athletic facilities.

A site plan of the development is provided in **Figure 2**.



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2.2 AREA STREET NETWORK

The street network in the influence area includes University Boulevard adjacent to the site and the corresponding intersecting streets Strand Loop SE/Gate A and Avedon Avenue SE. Both intersecting streets provide access to single-family residential.

University Boulevard is classified as an Urban Major Collector Street (Source MRCOG, Roadway-Functional Classification in the Albuquerque Metropolitan Planning Area [AMPA]). University Boulevard is constructed with two standard width driving lanes in the northbound (NB) and southbound (SB) directions with parallel parking along the outside curb line. The existing speed limit is 35 mph for University Boulevard. Bike lanes (5 feet) are provided along University Boulevard on the outside of the right thru travel lane. The street is a paved typical urban typical asphalt concrete pavement section with roadway lighting along University.

University Boulevard has existing permanent “Wrong Way” and “Do Not Enter” signs to alert vehicles of the illegal movement of NB traffic traveling in the SB lanes.

Figure 3. Southbound University Blvd at Site



University Boulevard is constructed with a raised landscaped median (50 feet wide). 110 feet long left-turn lanes exist at the median openings along University Boulevard.

2.3 EXISTING TRAFFIC VOLUMES

Traffic data were collected for the study along University Boulevard from Crick Avenue (North) to Stryker Road (South). Average Daily Traffic (ADT) and intersection turning movement counts (TMC) were collected for this (TIS). Traffic data were collected during the week of April 19th, 2021. Raw traffic data is provided in the appendix.

Traffic data were calibrated using the NMDOT Methodology issued in October 2020. An analysis was conducted pre-COVID (April 2019) and during COVID (April 2020). A corresponding factor was obtained and applied to the April 2021 TMC traffic data collected for this Study. Any outliers determined using the “Big Data” platform were limited to a 1.42 increase or a 0.42 decrease. This value was determined from the ADT decrease from April 2019 to April 2020.

Table 2. Summary of Intersection TMCs*

Intersection	AM Peak Hour	Noon Peak Hour	PM Peak Hour
1. University (SB) and Stryker	69 (7:30 AM – 8:30 AM)	98 (11:45 AM – 12:45 PM)	43 (3:45 PM – 4:45 PM)
2. University (NB) and Stryker	32 (8:45 AM – 9:45 AM)	85 (11:45 AM – 12:45 PM)	44 (3:45 PM – 4:45 PM)
3. University and Gate A/Strand Loop	200 (7:45 AM – 8:45 AM)	327 (11:45 AM – 12:45 PM)	286 (4:15 PM – 5:15 PM)
4. University and Avedon	320 (7:45 AM – 8:45 AM)	361 (11:30 AM – 12:30 PM)	299 (4:15 PM – 5:15 PM)
5. University and Eastman Crossing	387 (7:45 AM – 8:45 AM)	413 (11:30 AM – 12:30 PM)	308 (3:00 PM – 4:00 PM)
6. University and Bobby Foster	295 (7:45 AM – 8:45 AM)	226 (11:30 AM – 12:30 PM)	322 (3:00 PM – 4:00 PM)
7. University and Fritts	504 (7:45 AM – 8:45 AM)	406 (11:15 AM – 12:15 PM)	433 (3:00 PM – 4:00 PM)
8. University and Crick	597 (7:45 AM – 8:45 AM)	496 (11:30 AM – 12:30 PM)	560 (3:00 PM – 4:00 PM)

*Data calibrated for COVID using NMDOT Methodology (Method 3, October 2020)

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Table 3. Summary of ADT (April 2021)

Location	ADT – Direction 1	ADT – Direction 2
Stryker Rd.	233 (Eastbound)	250 (Westbound)
University Blvd*	1,602 (Northbound)	1,606 (Southbound)
*The percentage of Heavy Commercial (%HC) for University was 5.1%		



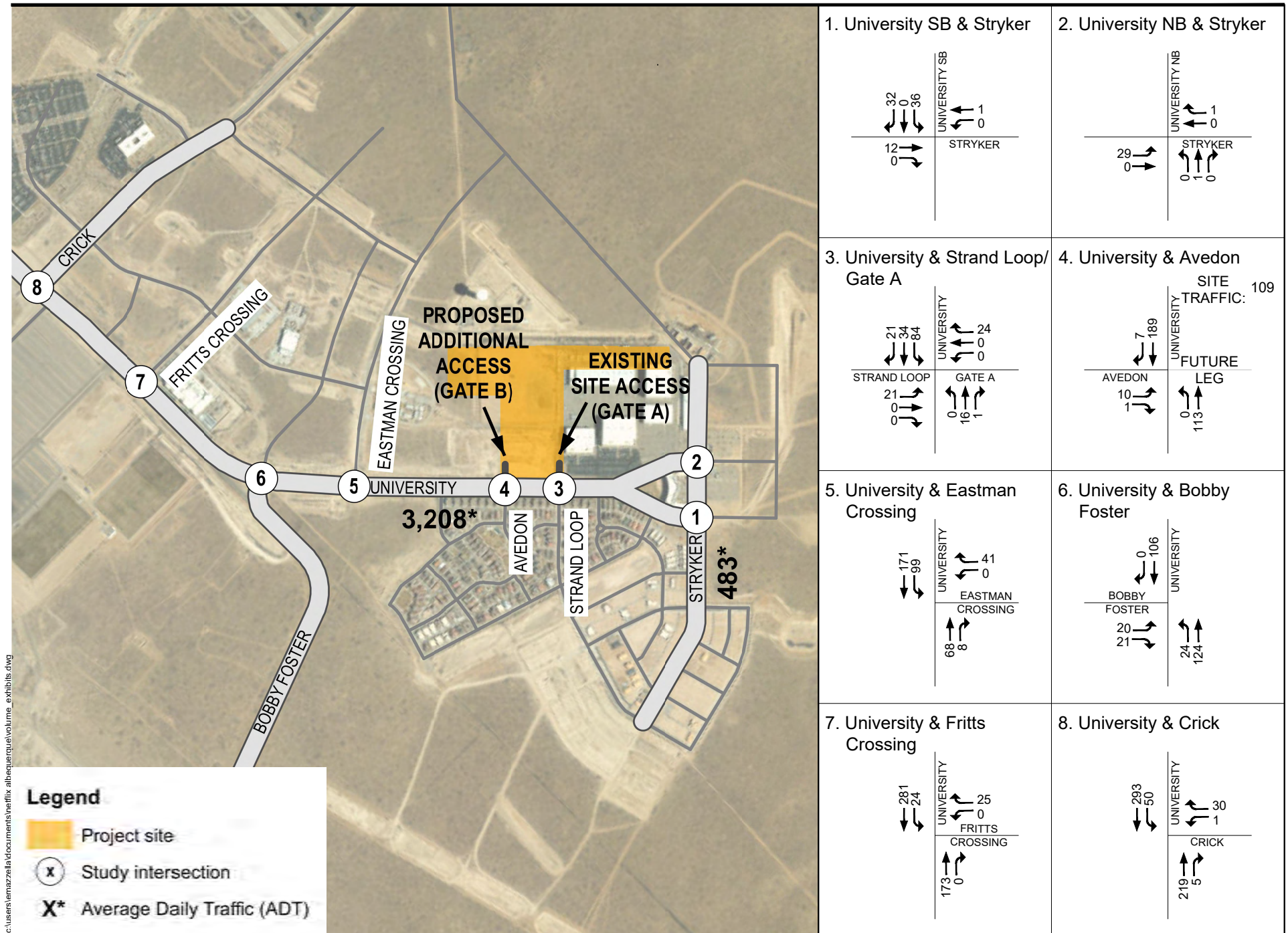


Figure 4

Existing Intersection AM Peak Hour Volumes and Average Daily Traffic (ADT)

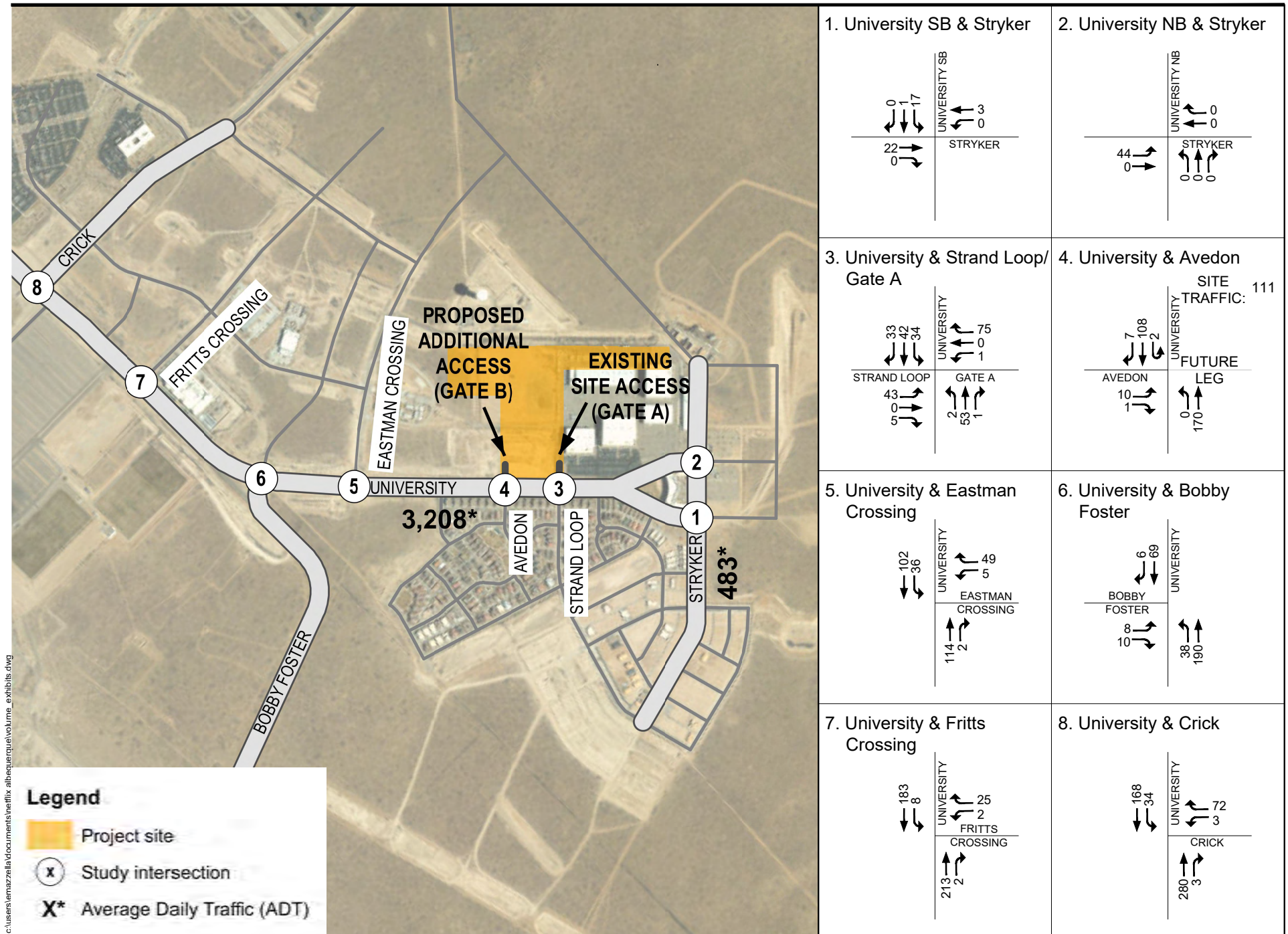


Figure 5

Existing Intersection PM Peak Hour Volumes and Average Daily Traffic (ADT)

2.4 EXISTING LEVELS OF SERVICE (LOS)

Table 4. Summary of Existing LOS

Intersection	Traffic Control	*AM Peak Hour Delay (sec), LOS	Noon Peak Hour Delay (sec), LOS	*PM Peak Hour Delay (sec), LOS
1. University (SB) & Stryker	TWSC	0.0, A	9.9, A	9.4, A
2. University (NB) & Stryker	TWSC	8.4, A	0.0, A	0.0, A
3. University & Ex Gate/Strand Loop	TWSC	10.9, B	12.3, B	10.5, B
4. University & Future Gate B/Avedon	TWSC	10.3, B	10.5, B	9.8, A
5. University & Eastman Crossing	TWSC	9.0, A	10.5, B	9.7, A
6. University & Bobby Foster	TWSC	10.4, B	9.5, A	10.3, A
7. University & Fritts Crossing	TWSC	9.5, A	9.3, A	9.7, A
8. University & Crick	TWSC	9.4, A	9.9, A	10.0, B
TWSC – Two-way stop-control				
*Existing Peak Hour Factors (PHFs) and % HC were used in the LOS analysis				

The existing storage length for ingress traffic is 150 feet at the gate * 2 lanes + 100 FT for the Southbound to Eastbound turning movement. Existing Gate A storage is for approximately twelve (12) vehicles on site and an additional four (4) vehicles on University Blvd. (SB to EB).

An existing queuing analysis was conducted on May 20, 2021. Arrivals to Gate A and processing of vehicles into the site were analyzed during the 11:30 AM to 1:00 PM noon peak period. The maximum queue length was two (2) vehicles during this period. Gate processing rates generally took less than five (5) seconds. Maximum gate processing times were approximately 3 minutes. The maximum rate occurred on occasion but not routinely.

2.5 EXISTING TRANSIT SERVICE

At present time, public transit/transportation is not available to or from MdS. Rio Bravo is the closest a present time. Future transit to Mesa del Sol is currently being planned for. The nearest transit stop/service is from Rio Bravo bus route 222.

2.6 BICYCLE AND PEDESTRIAN CONSIDERATIONS

Multi-modal transit plays an important role in the MdS community. Bike lanes exist along both sides of University Boulevard. Public sidewalks parallel University Boulevard and are constructed to meet Americans with Disabilities Act (ADA) requirements. Additional protection is provided to pedestrians with a landscaped buffer on University Boulevard.

Table 5. Existing Pedestrians and Bicycle Flow on University Boulevard

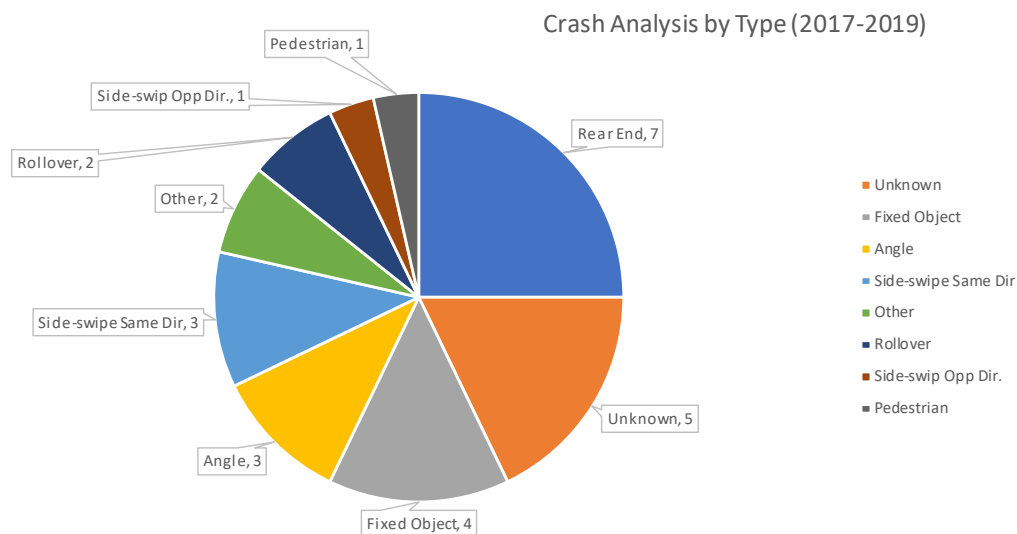
Intersection	Daily Pedestrian Flow	Daily Bicycle Flow
1. University (SB) and Stryker (9-hour)	26	2
2. University (NB) and Stryker (9-hour)	2	0
3. University and Gate A/Strand Loop (12-hour)	40	1
4. University and Avedon (9-hour)	33	0
5. University and Eastman Crossing (12-hour)	12	1
6. University and Bobby Foster (12-hour)	0	2
7. University and Fritts Crossing (9-hour)	4	2
8. University and Crick (9-hour)	1	0

2.7 SAFETY EVALUATION/CRASH DATA

Crash data along University Boulevard and in the study area were obtained from UNM-TRU for the three most recent years available (2017-2019). There were a total of twenty-eight (28) crashes during the three-year period. There were no reported fatal crashes. There was one (1) reported serious injury crash, two (2) non-serious injury crashes, three (3) possible injury crashes, and twenty-two (22) property damage only crashes. The average crash frequency for the area was just over nine (9) crashes per year during the study period.

The crash analysis revealed that the predominant types of crashes were rear end (7) and Fixed Object (4). There were five (5) crashes of unknown type. There were three (3) angle crashes and three (3) side-swipe same direction crashes. Angle crashes typically occur at intersections or access locations.

Figure 6. Crash Analysis (2017-2019)



3.0 FUTURE TRAFFIC CONDITIONS AND ANALYSIS YEARS

3.1 PROJECT IMPLEMENTATION YEAR

The North Development (Phase I) is anticipated for implementation, build-out, and opening in the Spring of 2023.

3.2 SITE TRAFFIC

Site traffic is traffic attributable to the site development at time of implementation and opening (Spring 2023).

The total traffic forecasted for the North Development during the AM, Noon, and PM Peak hours are as follows:

- AM Peak Hour - Total of 98 Trip Ends
- Noon Peak Hour - Total of 145 Trip Ends
- PM Peak Hour - Total of 98 Trip Ends



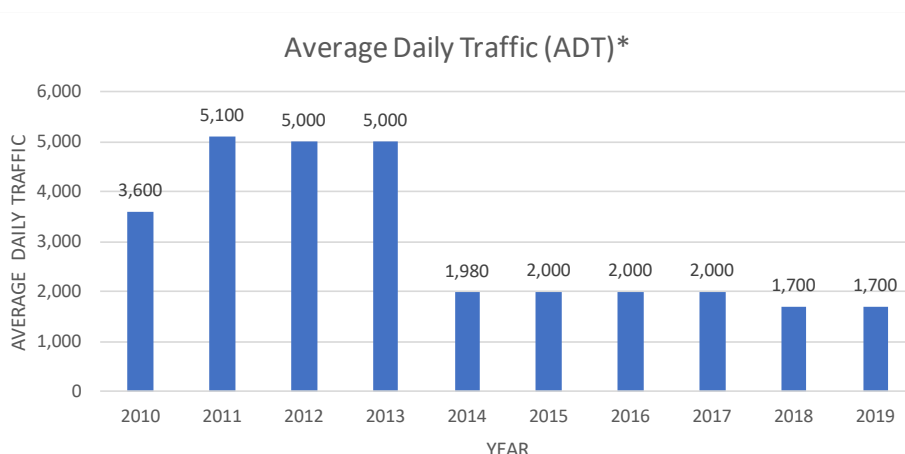
A Trip End is defined as either an arrival to the site, or departure from the site.

The site traffic is further described and detailed in the Trip Generation Section of the report in Section 4.2 Trip Generation.

3.3 GROWTH IN THROUGH TRAFFIC

A review of the MRCOG 10-year historical growth rate in traffic are shown to have declined from 3,600 ADT in 2010 to 1,700 in 2019. Based upon the decline, this study has elected to use a 0.5% annualized growth rate (Minimum required by DPM, reference pg. 7-167).

Figure 7. Historical Average Daily Traffic at Mesa del Sol



*Source MRCOG website.

3.4 OTHER PLANNED DEVELOPMENT

There is ongoing development at MdS. The projects have been coordinating traffic data for existing conditions and proposed conditions for this study. This coordination is anticipated to continue with future master planning for this Albuquerque Studios Site. Other known planned development consists of residential, commercial, retail, and construction of a new school and athletic facilities.

3.5 CONSIDERATION OF PROGRAMMED ROADWAY IMPROVEMENTS

Public stakeholders include the CABQ, BC, MRCOG, and NMDOT. Currently there are localized improvements north of the study area on University Boulevard. A widening

project of the bridge over the Tijeras Arroyo is under construction. No other planned improvements are programmed for University Boulevard at this time.

Mesa del Sol Boulevard is a future proposed arterial roadway to Mesa del Sol. A timeline has not been established for the roadway at this time. Other improvements associated with Mesa del Sol Blvd include a study to plan and design of a new interchange at Mesa del Sol Boulevard & I-25. Also being studied are improvements at Bobby Foster/Los Picaros that include the possibility of a new Interchange with I-25. This study is expected to commence in Fall of 2021.

4.0 PROPOSED SITE TRAFFIC CHARACTERISTICS

4.1 SITE DEVELOPMENT CHARACTERISTICS

The North Development is proposed as an expansion of existing operations to reflect similar density and building facilities compared with the existing site. A summary of the existing site facilities and proposed facilities for the Northern Development are shown in Table 7 and Table 8, respectively.

Table 7. Existing Site Facilities

Development Summary	Quantity and Size
Building A, Stage 1, and 2	1 @ 50 TSF
Building B, Stage 3, and 4	1 @ 60 TSF
Stage 5 and 6	1 @ 36 TSF
Stage 7 and 8	1 @ 65 TSF
Mill	1 @ 80 TSF
Production Offices	1 @ 40 TSF
Total	6 @ 331 TSF
TSF – Thousand square feet	

Table 8. Proposed Northern Development

Development Summary	Quantity and Size
Vendor Village	2 @ 50 TSF
Mill *	1 @ 60 TSF
Production Offices	1 @ 145 TSF
Total	4 @ 305 TSF
TSF – Thousand square feet	

- Note: Two (2) Mill Buildings are proposed for the North Development Phase, however one of the Mill Buildings is a replacement for an existing Mill Building on-site

4.2 TRIP GENERATION

Trip Generation for this project was estimated based upon existing conditions at Gate A. Existing Gate A traffic data was collected during April 2021 (April 20, 2021). April 2021 was indicated as a high-use period for business operations by the Owner. The April 2021 Gate A data were calibrated for COVID, following the NMDOT Guidelines (Method 3) issued in October 2020. The North Development Phase I is nearly equal to the size of the existing Albuquerque Studios Development (approximately 90% of the size). Corresponding trip generation is also projected at 90% of existing trip generation at Gate A.

Table 9. Peak Hour Trip Generation Projections

Gate	Gate A (Existing)	Gate B (Proposed)
– Enter	Enter	Enter
– AM Peak Hour	85	76
– Noon Peak Hour	107	95
– PM Peak Hour	34	30
– Exit	Exit	Exit
– AM Peak Hour	25	22
– Noon Peak Hour	56	50
– PM Peak Hour	76	68
– Total Trips	Total	Total
– AM Peak Hour	110	98
– Noon Peak Hour	163	145
– PM Peak Hour	110	98

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The forecasted Trip Generation for the peak hour (Trips) by Building Type is summarized below:

	AM	Noon	PM
Mill (17%) of the Trips Generated:	17	25	17
Vendor Village (34%) of the Trips Generated	34	49	34
Production Offices (49%) of the Trips Generated	48	71	48



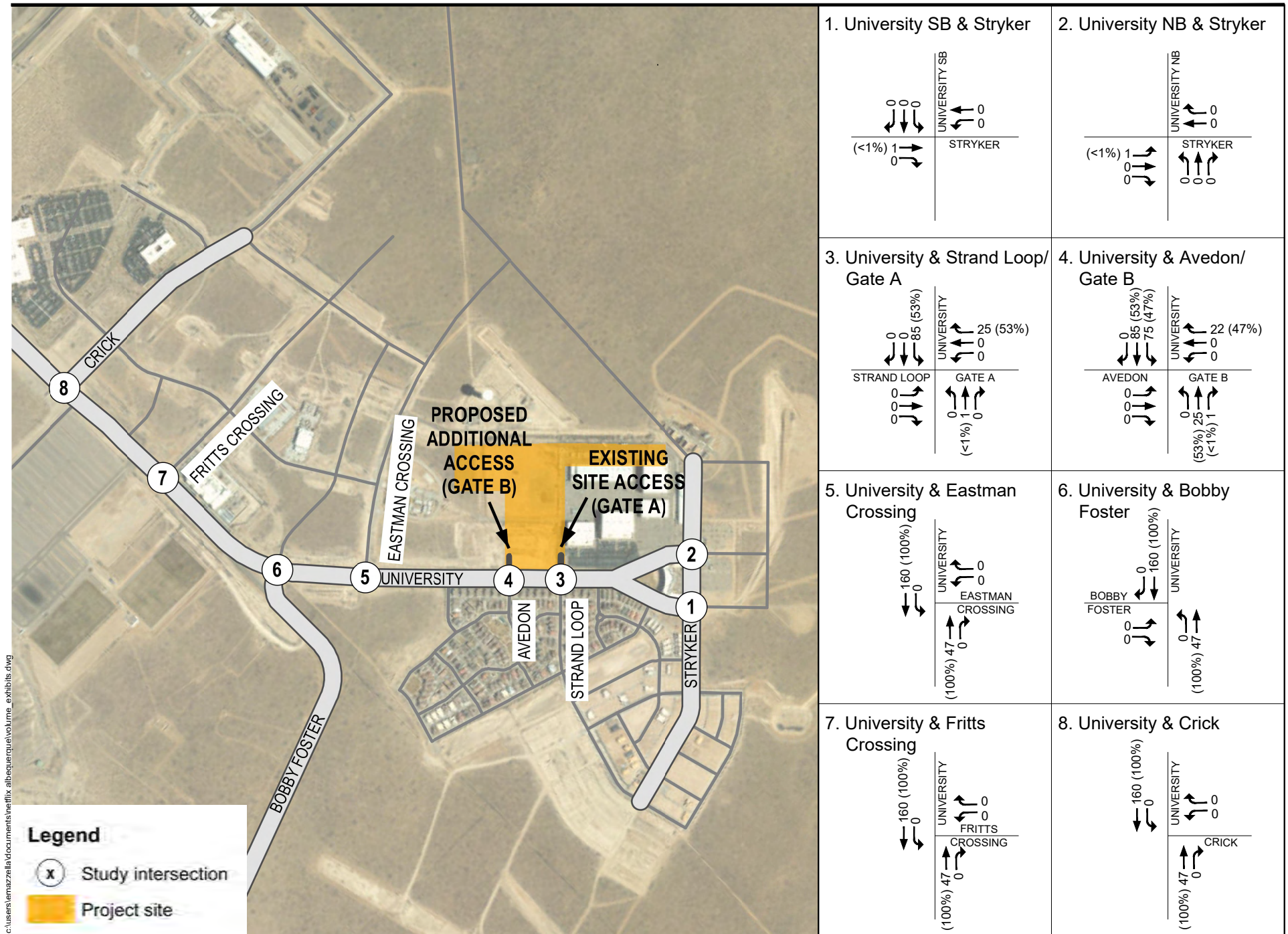


Figure 8

Project-Only Intersection AM Peak Hour Volumes

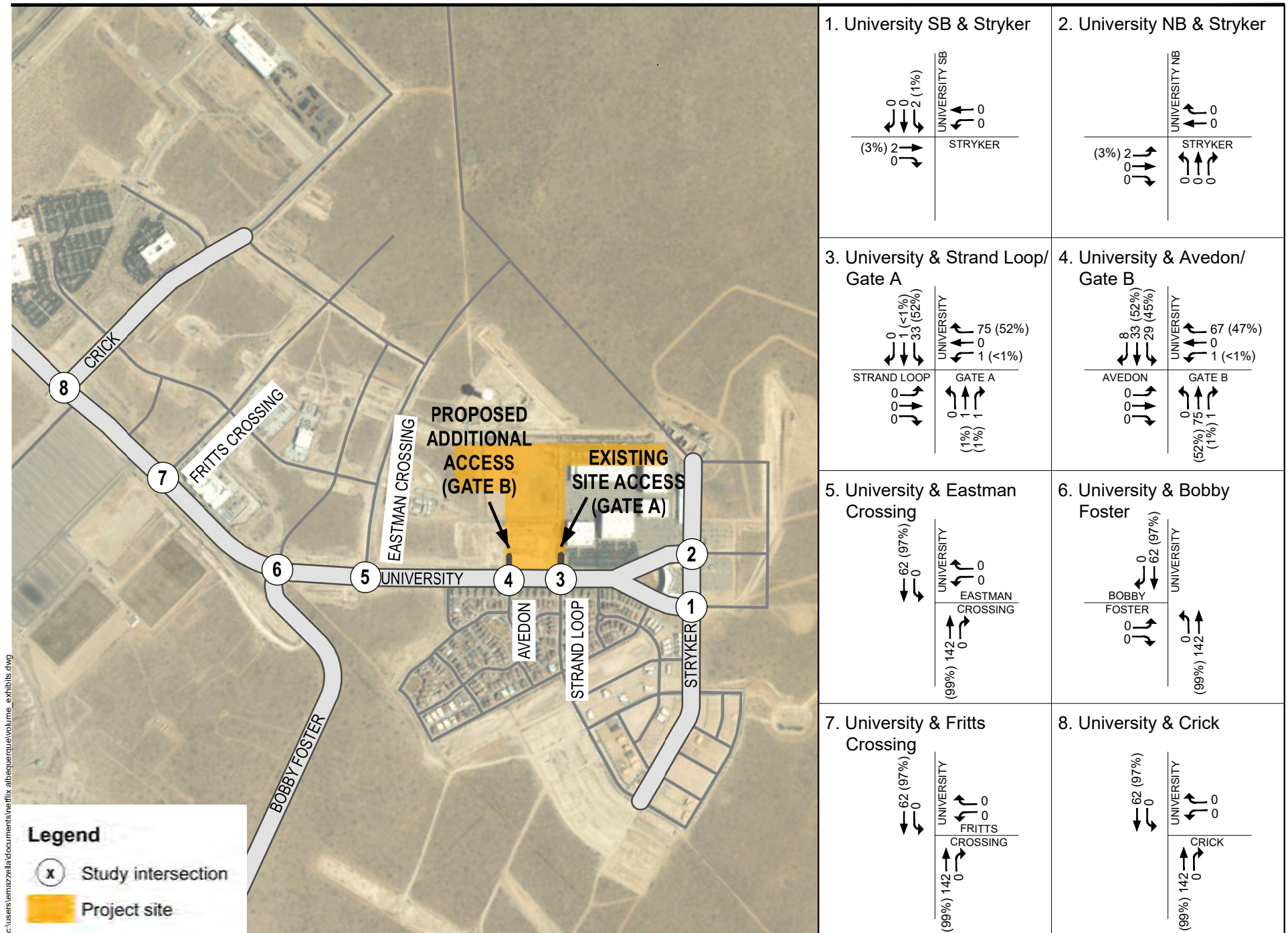


Figure 9

Project-Only Intersection PM Peak Hour Volumes

4.3 OTHER TRIP GENERATION CONSIDERATIONS

No other trip generation considerations were relevant to this analysis.

4.4 TRIP DISTRIBUTION

The primary distribution of Ingress/Egress traffic for this project (Phase I, North Development) is expected to use University Boulevard to and from the North to access I-25. Forecasted traffic was distributed considering existing travel patterns and distribution. The trip distribution along with percentages is depicted on the traffic flow and trip generation diagrams (Figures 7-10).

4.5 TRAFFIC ASSIGNMENT

Forecasted traffic was based upon the existing traffic distribution entering and exiting the site at Gate A.

5.0 TRAFFIC ANALYSIS

Synchro traffic engineering analysis software was used to conduct intersection and access operational analyses. Existing and build-out LOS were determined for each of the peak periods for the Gate A and Gate B access points. Figure 9 and Figure 10 illustrate the forecasted traffic conditions for implementation year (2023) during the AM and PM Peak Hour analysis periods, respectively.

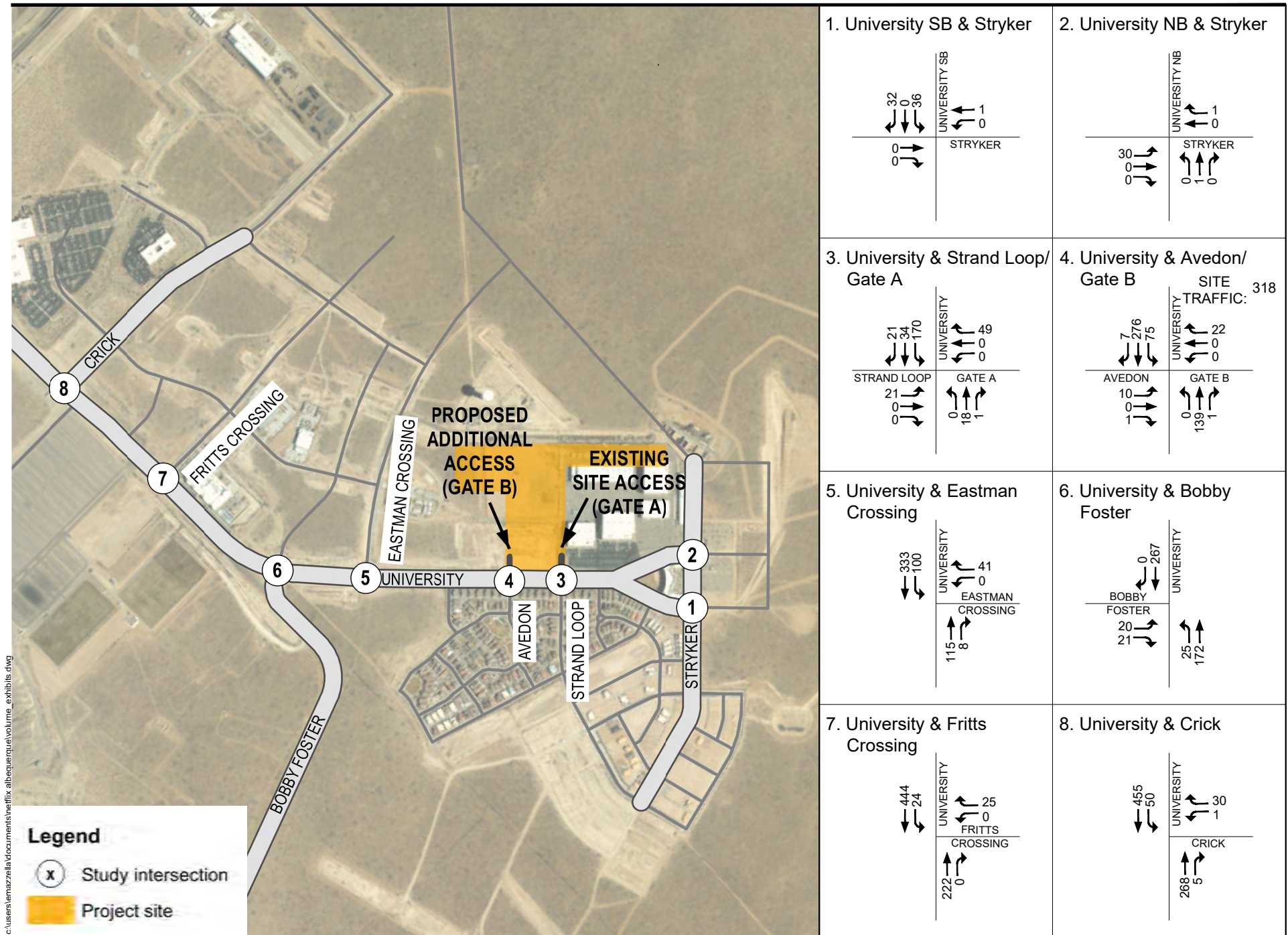


Figure 10

Opening Year (2023) with Project Intersection AM Peak Hour Volumes

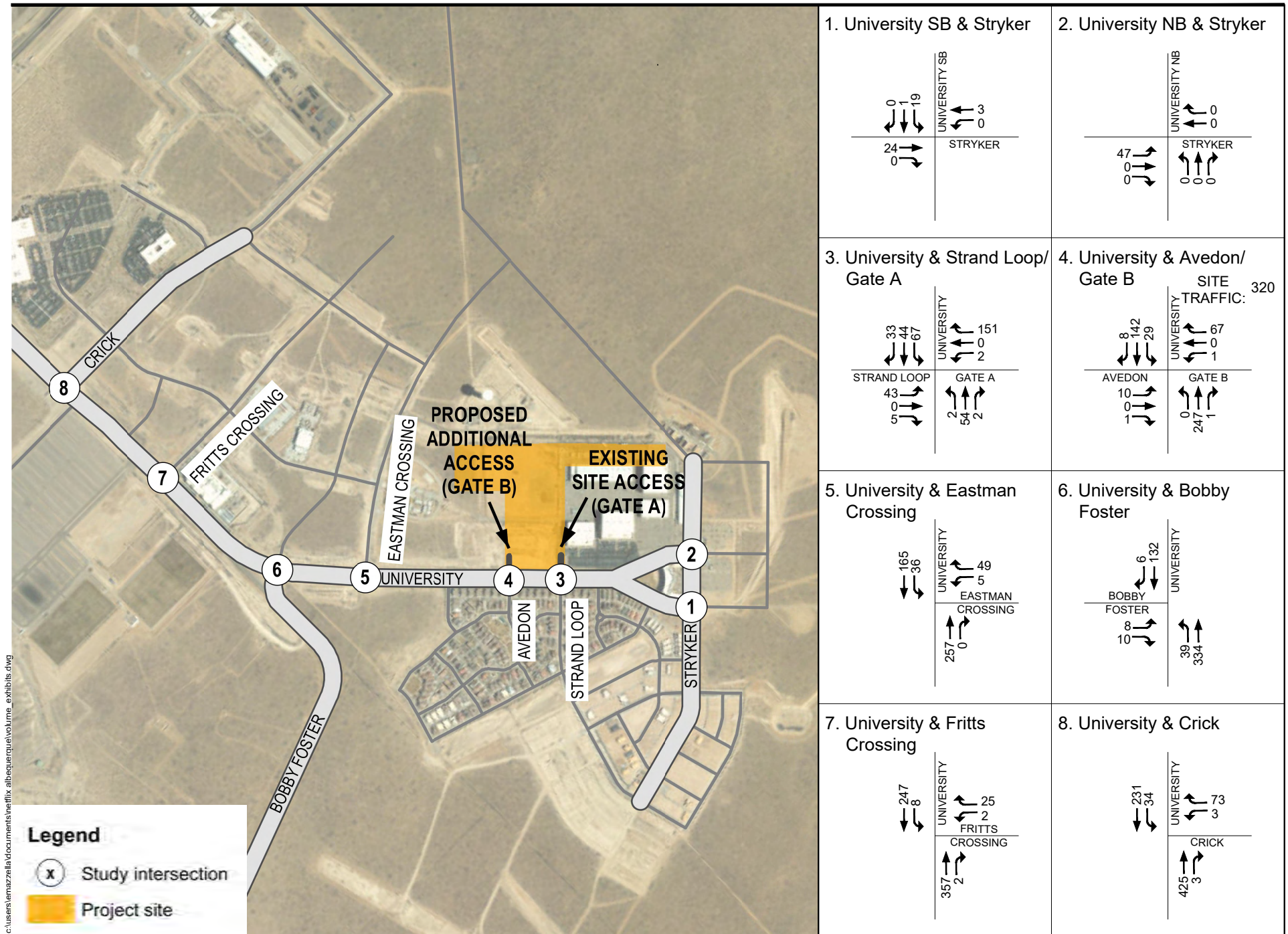


Figure 11

Opening Year (2023) with Project Intersection PM Peak Hour Volumes

5.1 INTERSECTION AND ROADWAY ANALYSES

The study area includes the site gates, residential intersection legs (Strand Loop) and Avedon, and University Blvd.

Table 10. Summary of Implementation Year (2023) LOS

Intersection	Traffic Control	AM Peak Hour Delay (sec), LOS	Noon Peak Hour Delay (sec), LOS	PM Peak Hour Delay (sec), LOS
1. University (SB) & Stryker	TWSC	0.0, A	10.1, B	9.4, A
2. University (NB) & Stryker	TWSC	8.4, A	0.0, A	0.0, A
3. University & Ex Gate/Strand Loop	TWSC	14.0, B	17.5, C	12.0, B
4. University & Future Gate B/Avedon	TWSC	14.4, B	16.1, C	11.7, B
5. University & Eastman Crossing	TWSC	9.4, A	12.9, B	11.4, B
6. University & Bobby Foster	TWSC	13.0, B	11.7, B	12.2, B
7. University & Fritts Crossing	TWSC	9.9, A	10.2, B	10.8, B
8. University & Crick	TWSC	9.7, A	11.0, B	10.9, B
TWSC – Two-way stop-control				
*Existing PHF and %HC were considered and used in the Implementation Year Traffic Analyses				

5.2 IDENTIFY ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

Ingress is proposed through two travel lanes toward the gate in the eastbound direction. One exiting lane is proposed in the westbound direction. A modification to the gate processing operation is being evaluated and proposed to allow Owner operation traffic to pass through the gate from the right lane using an electronic security detection system. The left lane is proposed for visitors and will require gate attendant interaction.

5.3 EVALUATE ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

The proposed intersection at Gate B is similar to the existing intersection configuration at Gate A. Minor modifications described in Chapter 6 are proposed at Gate B to accommodate the site plus background traffic.

5.4 PERFORM SIGNALIZATION AND STOP SIGN WARRANT ANALYSES

Traffic data for University Boulevard and Strand Loop/Gate A was reviewed determined if more detailed signal warrant analyses should be conducted. The initial review indicated that the four primary warrants that are applicable include:

- Warrant 1. Eight-Hour Vehicular Volume
- Warrant 2. Four-Hour Vehicular Volume
- Warrant 3. Peak Hour
- Warrant 4. Pedestrian Volume

Based upon a review of the traffic data, existing and forecasted volumes are well below the flows the thresholds that would satisfy any of the applicable traffic signal warrants. Therefore, further investigation is not needed at this time.

6.0 SITE ACCESS REQUIREMENTS

Access to the site is proposed through the addition of one new Gate (Gate B). Gate B is proposed approximately 460 feet north of existing Gate A on University Boulevard.

Minor roadway improvements are proposed at University Blvd. The existing lane for SB left-turning traffic at Gate B is proposed for access for SB to EB left turns entering at Gate B. It is recommended that Gate A geometry remain unchanged. The existing median opening width at Gate B location is sufficient to accommodate the proposed lane configuration and geometry.

Installation of a new standard stop sign for WB traffic exiting Gate B is recommended.

Any obstructions to limit sight distance to such as street lighting poles, landscaping, signing, etc. should be removed or relocated.

Access (Gate B) at the existing intersection of University Boulevard and Avedon Avenue is proposed for the North Development. The access is proposed as a stop-controlled access onto University Boulevard. Full access is proposed to allow all movements at the intersection.

The proposed Gate B access configuration will include two inbound standard width driving lanes and one standard width exiting lane. A raised median approximately 12-15 feet is proposed to separate ingress and egress movements.

Based upon a preliminary analysis of queues, queue length for Gate B is expected to be less than or similar to existing queues. Implementation of electronic gate processing for site employees and staffs should accelerate the rate of vehicles entering the site.

7.0 SUMMARY OF FINDINGS

Based upon the traffic analyses conducted herein, no adverse impacts associated with the development are foreseen. If the recommendations proposed in Section 8 are implemented, existing and future traffic should be accommodated in a safe and efficient manner.

8.0 RECOMMENDATIONS AND MITIGATION MEASURES

The following recommendations and mitigation measures are proposed for Phase I.

- Open (remove) existing temporary curb for the University Boulevard SB Left Turn Lanes to accommodate SB to EB left turning movements into the site.
- Align Gate B with Avedon Avenue (West leg)
- Install typical Standard Stop Sign for westbound traffic exiting Gate B.
- Remove or relocate any obstruction such as landscaping, signage, street light poles and other potential obstruction so that adequate sight distance is provided for traffic. Any landscaping or vegetation on University Boulevard limiting adequate sight distance should be removed, relocated, or pruned.
- Maintain the existing roadway lighting along University Boulevard for both Gate A and Gate B.
- Provide ADA and bicycle related accommodations at Gate B Access.
- Gate A: Addition of an additional exiting lane, to consist of two ingress lanes and two egress lanes.
- Gate B Lane Configuration: two-ingress lanes and two egress lanes.
- Just prior to the access gates, it is recommended that pull-out, drop off areas be provided for ridesharing operations.
- It is recommended that Gate B be provided with a turn-around area, similar to the configuration at Gate A.
- Use retro-reflective pavement markings as appropriate for the Access



- Removals or relocation of existing infrastructure on the east side of University Boulevard to accommodate Gate B access will be necessary. These items include minor pavement marking removals, landscaping (NB University Boulevard), street lighting pole, signing, curb and gutter, and sidewalk,
- It is recommended that pedestrian access/accommodations be incorporated through sidewalks and ADA ramps at Access B. Bicycle lanes should remain unchanged on University Boulevard in the NB and SB directions. Future accommodations for transit/bus stops are contemplated as Mesa del Sol grows and develops.



9.0 REFERENCES

Development Process Manual (DPM) City of Albuquerque September 4, 2020 7-158 to 7-152

MRCOG Website www.mrcog-nm.gov

[Geospatial and Population Studies | University of New Mexico \(unm.edu\)](http://Geospatial.and.Population.Studies|University.of.New.Mexico.(unm.edu)) Website

HOK Masterplan site planning documents

10.0 APPENDIX

I. Traffic Data – April 2021 TMCs and ADT

II. Crash Data – 2017-2019

III. NMDOT COVID Traffic Data Calibration Methodology

IV. CABQ Zone Atlas

V. Traffic Analysis Detail – Synchro Operational Analyses

- Existing Conditions AM Peak Hour
- Existing Conditions PM Peak Hour
- 2023 with Project AM Peak Hour
- 2023 with Project PM Peak Hour
- 2023 with Project AM Peak Hour Queuing Report



TRAFFIC DATA

April 2021 TMCs and ADT

Albuquerque Studios Expansion Traffic Data Calibration Summary															
	AM Peak Hour					Noon Peak Hour					PM Peak Hour				
	2019	2020	Adjust	2021	2021	2019	2020	Adjust	2021	2021	2019	2020	Adjust	2021	2021
	Pre-COVID	COVID	Factor	Actual	Calibrated	Pre-COVID	COVID	Factor	Actual	Calibrated	Pre-COVID	COVID	Factor	Actual	Calibrated
Intersection	April	April		April	April	April	April		April	April	April	April		April	April
12 Hour TMC															
Univ & Ex Gate/Strand Loop				7:45 AM					11:45 AM					4:15 PM	
NB Left	0	0		0	0	0	0		5	5	0	0		2	2
NB Thru	13	19	0.68	24	16	38	19	1.42	39	55	33	10	1.42	37	53
NB Right	0	0		1	1	26	0		7	7	0	39	0.00	1	1
SB Left	256	129	1.42	59	84	90	73	1.23	81	100	65	19	1.42	24	34
SB Thru	46	81	0.57	59	34	72	50	1.42	55	78	32	25	1.28	33	42
SB Right	0	8	0.00	21	21	9	19	0.58	12	7	87	53	1.42	23	33
WB Left	0	0		1	0	0	0		3	3	0	0		1	1
WB Thru	0	0		0	0	17	0		0	0	0	0		0	0
WB Right	16	23	0.70	34	24	94	24	1.42	37	53	109	41	1.42	53	75
EB Left	16	46	0.58	36	21	7	6	1.17	21	25	28	15	1.42	30	43
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		1	0	0	0		5	5
				235	200				261	327				209	286
12 Hour TMC															
Univ & Eastman Crossing				7:45 AM			*		11:30 AM					3:00 PM	
NB Left	0	0		0	0	0	0		0	0	0	0		0	0
NB Thru	74	131	0.56	120	68	134	63	1.42	114	162	63	0		114	114
NB Right	30	26	1.15	7	8	18	0		2	2	55	71	0.77	7	2
SB Left	222	37	1.42	70	99	23	0		5	5	118	0		36	36
SB Thru	144	117	1.23	139	171	98	70	1.40	171	239	85	78	1.09	94	102
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	70	0		5	0	33	0		3	3	66	0		5	5
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	35	0		41	41	0	0		2	2	127	0		49	49
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		0	0	0	0		0	0
				382	387				297	413				305	308
12 Hour TMC															
Univ and Bobby Foster			3.5% HC	7:45 AM					11:30 AM					3:00 PM	
EB Left	34	6	1.42	14	20	10	8	1.25	5	6	0	7	0.00	8	8
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	23	0.00	21	21	0	13	0.00	3	3	0	0		10	10
WB Left	0	0		0	0	0	0		0	0	0	0		0	0
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	0	0		0	0	0	0		0	0	0	0		0	0
NB Left	27	21	1.29	19	24	24	58	0.58	5	3	76	10	1.42	27	38
NB Thru	107	119	0.90	138	124	108	0		113	113	116	61	1.42	134	190
NB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	0	0		0	0	0	0		0	0	0	0		0	0
SB Thru	32	125	0.58	182	106	9	71	0.58	174	101	49	87	0.58	119	69
SB Right	0	47	0.00	2	0	0	14	0.00	6	0	0	4	0.00	6	6
				376	295				306	226				304	322
Nine Hour TMC															
Univ & Crick Ave				7:45 AM					11:30 AM					3:00 PM	
NB Left	0	0	--	0	0	0	0		1	1	0	0		0	0
NB Thru	193	148	1.30	168	219	165	95	1.42	136	193	196	92	1.42	197	280
NB Right	47	0		5	5	19	0		6	0	0	0		3	3
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	37	0		0	0	0	0	--	0	0	0	0		0	0
SB Left	222	61	1.42	35	50	44	0		29	29	15	8	1.42	24	34
SB Thru	340	114	1.42	206	293	146	88	1.42	180	256	196	89	1.42	118	168
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	0	38	0.00	1	1	0	5	0.00	6	6	0	0		3	3
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	37	0		30	30	36	54	0.67	17	11	461	51	1.42	51	72
				445	597				375	496				396	560
Nine Hour TMC															
Univ and Fritts Crossing				7:45 AM					11:15 AM					3:00 PM	
NB Left	0	0	--	0	0	0	0		0	0	0	0		0	0
NB Thru	146	123	1.19	146	173	92	77	1.19	115	137	132	60	1.42	150	213
NB Right	21	0		2	0	0	0	--	0	0	0	0		2	2
EB Left	0	0		0	0	0	0		0	0	0	0		0	0
EB Thru	0	0	--	0	0	0	0		0	0	0	0		0	0
EB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	103	10	1.42	17	24	17	28	0.61	7	4	44	0		8	8
SB Thru	278	146	1.42	198	281	98	73	1.34	177	238	145	84	1.42	129	183
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	61	0	--	0	0	0	0		2	2	50	0		2	2
WB Thru	0	0	--	0	0	0	0		0	0	0	0		0	0
WB Right	41	0	--	25	25	22	16	1.38	19	25	55	9	1.42	44	25
				388	504				320	406				335	433
Nine Hour TMC															
Univ & Avedon				7:45 AM					11:30 AM					4:15 PM	
NB Left	0	0		0	0	33	0		1	1	36	0		2	0
NB Thru	49	42	1.17	97	113	125	50	1.42	88	125	145	55	1.42	120	170
NB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	0	0		0	0	0	0		2	2	0	0		2	2
SB Thru	267	181	1.42	133	189	145	65	1.42	157	223	140	92	1.42	76	108
SB Right	8	7	1.14	6	7	1	0		4	0	13	14	0.93	8	7
WB Left	0	0		0	0	0	0		0	0	0	0		0	0
WB Thru	0	0		0	0	0	0		0	0	0	0		0	0
WB Right	0	0		0	0	0	0		0	0	0	0		0	0
EB Left	0	58	0.00	10	10	2	14	0.58	4	10	7	6	1.17	4	10
EB Thru	0	0		0	0	0	0		0	0	0	0		0	0
EB Right	0	0		1	1	16	21	0.76	0	1	10	0		1	1
				247	320				256	361				213	299
Nine Hour TMC															
Univ (SB) & Stryker Rd.				7:30 AM					11:45 AM					3:45 PM	
NB Left	0	0		0	0	0	0		0	0	0	0		0	0
NB Thru	0	0		0	0	0	0		0	0	0	0		0	0
NB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	0	36	0.00	25	36	109	34	1.42	43	61	24	33	0.73	23	17
SB Thru	0	0		0	0	0	0		1	1	0	0		1	1
SB Right	0	110	0.00	32	32	29	42	0.69	14	10	0	22	0.00	12	0
WB Left	70	0		0	0	0	0		0	0	0	0		0	0
WB Thru	0	9	0.00	1	1	0	0		3	3	0	0		3	3
WB Right	0	0		0	0	0	0		0	0	0	0		0	0
EB Left	0	0		0	0	0	0		1	1	0	0		0	0
EB Thru	0	0		12	12	0	12	0.00	21	21	0	33	0.00	22	22
EB Right	0	0		0	0	0	0		1	1	0	0		0	0
				70	69				84	98				61	43
Nine Hour TMC															
Univ (NB) & Stryker Rd.				8:45 AM					11:45 AM					3:45 PM	
NB Left	0	0		0	0	0	0		0	0	0	0		0	0
NB Thru	0	0		1	1	0	0		0	0	0	0		0	0
NB Right	0	0		0	0	0	0		0	0	0	0		0	0
SB Left	0	0		0	0	0	0		0	0	0	0		0	0
SB Thru	0	0		0	0	0	0		0	0	0	0		0	0
SB Right	0	0		0	0	0	0		0	0	0	0		0	0
WB Left	0	0		0	0										

Albuquerque Studios North
Development Trip Generation 5/11/2021

								AM Peak	AM Peak	Noon Peak	Noon Peak	PM Peak	PM Peak							
					Units	Existing	Permanent	Trip Gen	Trip Gen	Trip Gen	Trip Gen	Trip Gen	Trip Gen							
	Existing			Facility		Size X 1000	Jobs/Employees	Entering	Exiting	Entering	Exiting	Entering	Exiting							
				Existing		SQ. FT														
				Bldg A, Stage 1 and 2	1	50														
				Bldg B, Stage 3 and 4	1	60														
				Stage5 & 6	1	36														
				Stage 7 & 8	1	65														
				Mill 2	1	80														
				Mill 3 (Ex) /Ex Production office (Stage 8?)	1	40														
	Already Built out			Total SF Building		331		85	25	107	56	34	76					Ingress/Egress thru Existing Gate A		
						Proposed														
						Size X 1000														
						SQ. FT														
	Phase I			North																
	Buildout (Summer 2022)			Vendor Village (2@ 50K each)	2	100														
				Mill 1	1	50														
				Production Office and Commons 1&2	1	145														
				Mill 2 Demo and replacement	1	--														
				Total SF Building		295		76	22	95	50	30	68					Ingress/Egress thru proposed Gate B at Univ/Avedon		

Location: 4 UNIVERSITY BLVD SE & EASTMAN CROSSING SE AM

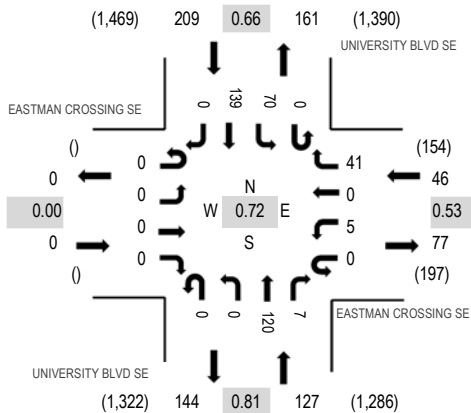
Date: Wednesday, April 21, 2021

Peak Hour: 07:45 AM - 08:45 AM

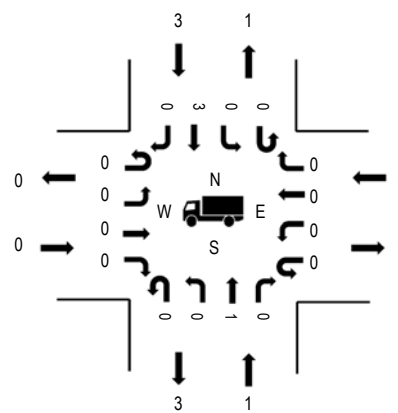
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

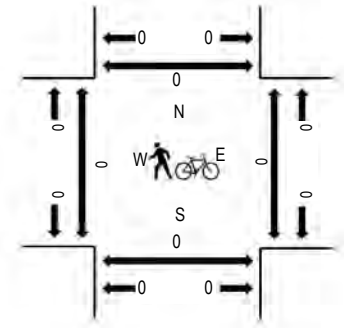
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.53
NB	0.8%	0.81
SB	1.4%	0.66
All	1.0%	0.72

Traffic Counts - Motorized Vehicles

Interval Start Time	EASTMAN CROSSING SE				EASTMAN CROSSING SE				UNIVERSITY BLVD SE				UNIVERSITY BLVD SE				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	1	0	0	22	0	0	4	26	0	54	292
7:15 AM	0	0	0	0	0	0	0	1	0	0	35	1	0	24	28	0	89	317
7:30 AM	0	0	0	0	0	1	0	1	0	0	29	0	0	7	39	0	77	360
7:45 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	6	41	0	72	382
8:00 AM	0	0	0	0	0	2	0	9	0	0	25	2	0	16	25	0	79	370
8:15 AM	0	0	0	0	0	2	0	17	0	0	27	5	0	41	40	0	132	348
8:30 AM	0	0	0	0	0	1	0	15	0	0	43	0	0	7	33	0	99	273
8:45 AM	0	0	0	0	0	0	0	1	0	0	22	0	0	1	36	0	60	217
9:00 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	1	32	0	57	199
9:15 AM	0	0	0	0	0	0	0	1	0	0	28	0	0	0	28	0	57	199
9:30 AM	0	0	0	0	0	0	0	0	0	0	21	0	0	1	21	0	43	187
9:45 AM	0	0	0	0	0	1	0	0	0	0	25	0	0	0	16	0	42	182
10:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	2	29	0	57	191
10:15 AM	0	0	0	0	0	0	0	2	0	0	25	1	0	0	17	0	45	182
10:30 AM	0	0	0	0	0	0	0	2	0	0	18	2	0	0	16	0	38	189
10:45 AM	0	0	0	0	0	0	0	2	0	0	26	0	0	1	22	0	51	221
11:00 AM	0	0	0	0	0	0	0	0	0	0	24	1	0	0	23	0	48	254
11:15 AM	0	0	0	0	0	0	0	1	0	0	18	1	0	1	31	0	52	282
11:30 AM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	44	0	70	297
11:45 AM	0	0	0	0	0	2	0	0	0	0	32	2	0	1	47	0	84	289
12:00 PM	0	0	0	0	0	1	0	1	0	0	27	0	0	1	46	0	76	264
12:15 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	3	34	0	67	243
12:30 PM	0	0	0	0	0	1	0	4	0	0	27	0	0	1	29	0	62	239
12:45 PM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	33	0	59	218
1:00 PM	0	0	0	0	0	0	0	0	0	0	20	1	0	1	33	0	55	209
1:15 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	1	30	0	63	200
1:30 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	1	10	0	41	185

1:45 PM	0	0	0	0	0	0	0	1	0	0	29	0	0	1	19	0	50	197
2:00 PM	0	0	0	0	0	0	0	1	0	0	21	0	0	2	22	0	46	196
2:15 PM	0	0	0	0	0	0	0	1	0	0	26	0	0	1	20	0	48	227
2:30 PM	0	0	0	0	0	1	0	1	0	0	17	1	0	4	29	0	53	252
2:45 PM	0	0	0	0	0	0	0	0	0	0	25	3	0	1	20	0	49	283
3:00 PM	0	0	0	0	0	0	0	4	0	0	35	5	0	13	20	0	77	305
3:15 PM	0	0	0	0	0	0	0	4	0	0	27	1	0	16	25	0	73	292
3:30 PM	0	0	0	0	0	5	0	24	0	0	23	1	0	7	24	0	84	281
3:45 PM	0	0	0	0	0	0	0	17	0	0	29	0	0	0	25	0	71	258
4:00 PM	0	0	0	0	0	0	0	9	0	0	25	0	0	0	30	0	64	246
4:15 PM	0	0	0	0	0	1	0	5	0	0	32	0	0	1	23	0	62	250
4:30 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	26	0	61	237
4:45 PM	0	0	0	0	0	0	0	1	0	0	29	0	0	0	29	0	59	218
5:00 PM	0	0	0	0	0	0	0	2	0	0	43	0	0	1	22	0	68	215
5:15 PM	0	0	0	0	0	0	0	1	0	0	20	0	0	0	28	0	49	193
5:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	23	0	42	185
5:45 PM	0	0	0	0	0	1	0	1	0	0	28	0	0	0	26	0	56	184
6:00 PM	0	0	0	0	0	1	0	0	0	0	23	0	0	0	22	0	46	168
6:15 PM	0	0	0	0	0	0	0	0	0	0	19	1	0	0	21	0	41	
6:30 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	20	0	41	
6:45 PM	0	0	0	0	0	0	0	1	0	0	20	1	0	0	18	0	40	
Count Total	0	0	0	0	0	21	0	133	0	0	1,257	29	0	168	1,301	0	2,909	
Peak Hour	0	0	0	0	0	5	0	41	0	0	120	7	0	70	139	0	382	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	2	2	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
9:00 AM	0	1	0	0	1	9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	0	0	0	0	0
10:00 AM	0	3	0	0	3	10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	1	1	10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	1	1	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1	11:15 AM	0	0	1	0	1
11:30 AM	0	1	0	0	1	11:30 AM	0	0	0	0	0
11:45 AM	0	1	0	0	1	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	1	1	12:30 PM	0	0	0	0	0
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	1	1	1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	1	1	1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	1	0	1
2:00 PM	0	0	0	1	1	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	1	1	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0

3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	4	0	4
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0	6:15 PM	0	0	2	0	2
6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
Count Total	0	9	0	13	22	Count Total	0	0	13	0	13
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0



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Location: 5 UNIVERSITY BLVD SE & STRAND LOOP AM

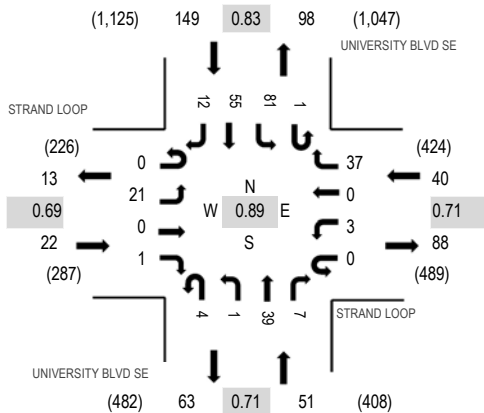
Date: Wednesday, April 21, 2021

Peak Hour: 11:45 AM - 12:45 PM

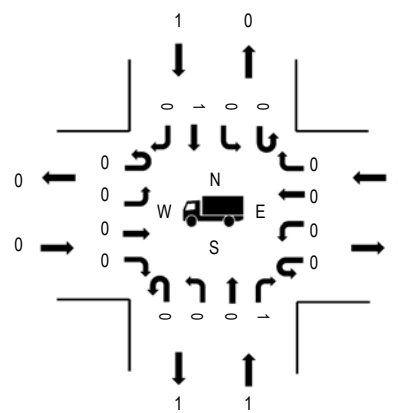
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

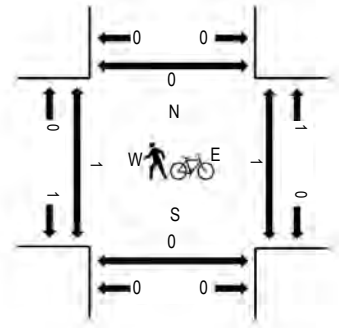
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.69
WB	0.0%	0.71
NB	2.0%	0.71
SB	0.7%	0.83
All	0.8%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	STRAND LOOP Eastbound				STRAND LOOP Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	8	0	0	0	1	0	7	1	0	4	0	0	8	12	4	45	209
7:15 AM	0	11	0	0	0	0	0	11	0	0	6	0	0	11	11	2	52	213
7:30 AM	0	7	0	0	0	0	0	6	0	0	2	0	1	13	14	10	53	222
7:45 AM	0	7	0	0	0	0	0	10	0	0	2	0	0	16	18	6	59	235
8:00 AM	0	9	0	0	0	0	0	4	0	0	6	1	2	13	10	4	49	223
8:15 AM	0	7	0	0	0	1	0	6	0	0	7	0	0	15	20	5	61	227
8:30 AM	0	13	0	0	0	0	0	14	0	0	9	0	0	13	11	6	66	208
8:45 AM	0	3	0	0	0	0	0	8	0	0	4	1	0	14	11	6	47	184
9:00 AM	0	6	0	0	0	4	0	9	0	0	4	2	0	15	8	5	53	174
9:15 AM	0	8	0	0	0	0	0	5	0	0	5	1	0	14	8	1	42	172
9:30 AM	0	6	0	0	0	1	0	4	0	0	9	1	0	7	11	3	42	174
9:45 AM	0	5	0	0	0	0	0	5	0	0	9	0	0	9	5	4	37	166
10:00 AM	0	3	0	0	0	0	0	14	0	0	7	1	1	12	7	6	51	172
10:15 AM	0	2	0	0	0	0	0	14	0	0	9	1	0	9	9	0	44	159
10:30 AM	0	5	0	0	0	1	0	5	0	0	5	1	0	6	9	2	34	164
10:45 AM	0	3	0	0	0	0	0	7	0	0	12	1	1	7	8	4	43	183
11:00 AM	0	7	1	0	0	1	0	6	0	0	5	0	1	4	10	3	38	214
11:15 AM	0	2	1	0	0	1	0	1	1	0	14	0	0	18	8	3	49	250
11:30 AM	0	6	0	0	0	0	0	4	0	0	5	2	0	22	8	6	53	253
11:45 AM	0	5	0	0	0	1	0	15	1	1	5	2	0	30	10	4	74	262
12:00 PM	0	5	0	1	0	2	0	7	0	0	12	0	1	22	19	5	74	237
12:15 PM	0	5	0	0	0	0	0	6	1	0	9	2	0	18	11	0	52	207
12:30 PM	0	6	0	0	0	0	0	9	2	0	13	3	0	11	15	3	62	208
12:45 PM	0	3	0	2	0	1	0	8	0	0	8	0	0	12	11	4	49	185
1:00 PM	0	5	0	0	0	1	0	7	0	0	7	0	0	11	10	3	44	178
1:15 PM	0	6	0	0	0	0	0	7	0	0	9	4	1	7	15	4	53	165
1:30 PM	0	5	0	1	0	0	0	13	0	0	9	0	1	4	4	2	39	148

1:45 PM	0	6	0	0	0	0	0	9	0	0	9	1	0	9	4	4	42	144
2:00 PM	0	3	0	0	0	0	0	9	1	0	6	0	0	7	4	1	31	143
2:15 PM	0	2	0	1	0	0	0	4	0	0	13	0	0	4	5	7	36	162
2:30 PM	0	4	0	0	0	0	0	2	0	0	9	0	0	13	7	0	35	175
2:45 PM	0	4	0	0	0	1	0	4	0	0	12	0	0	6	10	4	41	178
3:00 PM	0	12	0	0	0	1	0	4	0	0	13	0	1	8	10	1	50	186
3:15 PM	0	11	0	0	0	0	0	6	0	0	11	0	0	11	7	3	49	180
3:30 PM	0	7	0	0	0	0	0	5	0	0	5	0	0	6	7	8	38	186
3:45 PM	0	3	0	0	0	5	0	12	1	0	13	0	0	4	3	8	49	197
4:00 PM	0	3	0	1	0	2	0	12	1	0	4	0	0	4	8	9	44	202
4:15 PM	0	9	0	2	0	0	0	8	0	0	12	0	0	2	17	5	55	209
4:30 PM	0	7	0	2	0	0	0	13	1	0	9	0	1	6	7	3	49	188
4:45 PM	0	5	0	1	0	0	0	14	1	0	9	0	0	10	4	10	54	176
5:00 PM	0	9	0	0	0	1	0	18	0	0	7	1	1	4	5	5	51	171
5:15 PM	0	4	0	0	0	0	0	4	0	0	9	0	0	2	6	9	34	157
5:30 PM	0	2	0	0	0	0	0	8	0	0	7	0	0	2	8	10	37	155
5:45 PM	0	5	0	1	0	2	1	11	0	0	8	4	0	4	4	9	49	151
6:00 PM	0	5	0	0	0	0	0	11	0	0	5	0	0	5	5	6	37	135
6:15 PM	0	4	0	0	0	0	0	12	0	0	1	0	0	2	6	7	32	
6:30 PM	0	4	0	0	0	0	0	8	0	0	5	1	2	3	3	7	33	
6:45 PM	0	5	1	0	0	1	0	9	0	0	3	0	0	3	8	3	33	
Count Total	0	272	3	12	0	28	1	395	11	1	366	30	14	456	431	224	2,244	
Peak Hour	0	21	0	1	0	3	0	37	4	1	39	7	1	81	55	12	262	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	2	3	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0
9:00 AM	0	0	1	0	1	9:00 AM	1	2	0	0	3
9:15 AM	0	0	0	0	0	9:15 AM	1	0	0	0	1
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	1	0	1	2	9:45 AM	1	0	0	0	1
10:00 AM	0	1	2	0	3	10:00 AM	2	1	0	0	3
10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0	10:30 AM	1	0	0	0	1
10:45 AM	0	0	0	1	1	10:45 AM	2	0	0	0	2
11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1	11:15 AM	0	0	0	0	0
11:30 AM	0	0	1	0	1	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0	12:15 PM	1	0	1	0	2
12:30 PM	0	1	0	1	2	12:30 PM	0	0	0	0	0
12:45 PM	0	0	1	0	1	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0	1:15 PM	1	0	0	0	1
1:30 PM	0	0	0	0	0	1:30 PM	0	0	1	0	1
1:45 PM	0	0	0	1	1	1:45 PM	2	0	1	0	3
2:00 PM	0	0	0	1	1	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	1	0	0	0	1
2:30 PM	0	0	0	0	0	2:30 PM	2	0	0	0	2
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0

3:30 PM	0	0	0	0	0	3:30 PM	1	0	0	0	1
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1
4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	2	0	0	1	3
5:45 PM	0	0	0	0	0	5:45 PM	2	0	0	1	3
6:00 PM	0	0	0	0	0	6:00 PM	1	0	0	0	1
6:15 PM	0	0	0	0	0	6:15 PM	1	0	0	0	1
6:30 PM	0	0	0	0	0	6:30 PM	1	0	0	0	1
6:45 PM	0	0	0	0	0	6:45 PM	2	1	0	0	3
Count Total	0	5	6	10	21	Count Total	29	5	3	4	41
Peak Hour	0	1	0	1	2	Peak Hour	1	0	1	0	2



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Location: 10 UNIVERSITY BLVD SE & BOBBY FOSTER RD AM

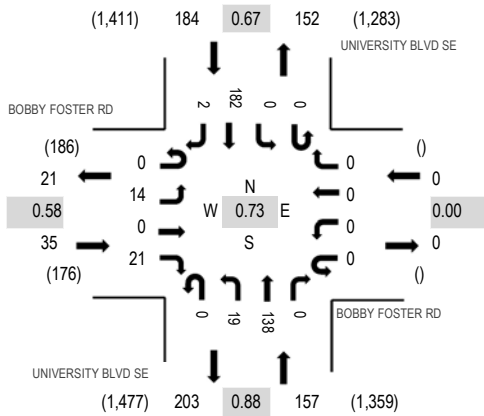
Date: Wednesday, April 21, 2021

Peak Hour: 07:45 AM - 08:45 AM

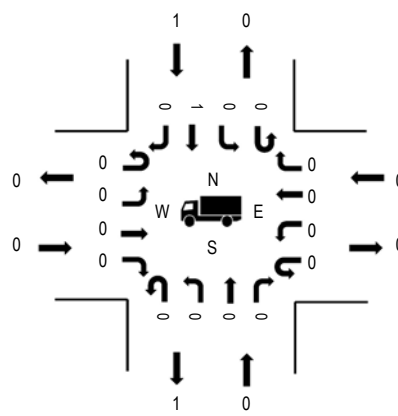
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

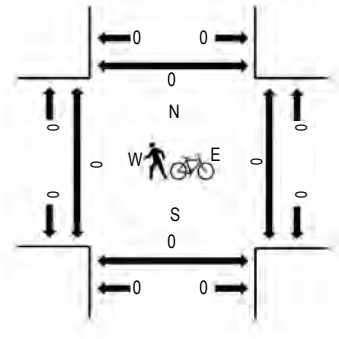
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.58
WB	0.0%	0.00
NB	0.0%	0.88
SB	0.5%	0.67
All	0.3%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	BOBBY FOSTER RD Eastbound				BOBBY FOSTER RD Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	3	0	0	0	0	0	6	18	0	0	0	29	0	56	286
7:15 AM	0	0	0	4	0	0	0	0	0	5	29	0	0	0	46	1	85	307
7:30 AM	0	0	0	1	0	0	0	0	0	0	27	0	0	0	44	0	72	350
7:45 AM	0	8	0	1	0	0	0	0	0	1	21	0	0	0	41	1	73	376
8:00 AM	0	1	0	5	0	0	0	0	0	3	32	0	0	0	36	0	77	367
8:15 AM	0	4	0	11	0	0	0	0	0	8	33	0	0	0	71	1	128	346
8:30 AM	0	1	0	4	0	0	0	0	0	7	52	0	0	0	34	0	98	275
8:45 AM	0	2	0	2	0	0	0	0	0	6	18	0	0	0	35	1	64	219
9:00 AM	0	0	0	3	0	0	0	0	0	1	22	0	0	0	30	0	56	200
9:15 AM	0	1	0	0	0	0	0	0	0	2	25	0	0	0	28	1	57	205
9:30 AM	0	1	0	1	0	0	0	0	0	2	17	0	0	0	20	1	42	193
9:45 AM	0	1	0	1	0	0	0	0	0	3	24	0	0	0	15	1	45	192
10:00 AM	0	1	0	2	0	0	0	0	0	5	19	0	0	0	33	1	61	206
10:15 AM	0	2	0	3	0	0	0	0	0	4	23	0	0	0	12	1	45	189
10:30 AM	0	2	0	0	0	0	0	0	0	2	14	0	0	0	20	3	41	195
10:45 AM	0	1	0	1	0	0	0	0	0	3	27	0	0	0	25	2	59	226
11:00 AM	0	2	0	2	0	0	0	0	0	0	20	0	0	0	20	0	44	251
11:15 AM	0	0	0	1	0	0	0	0	0	2	16	0	0	0	31	1	51	284
11:30 AM	0	2	0	0	0	0	0	0	0	1	24	0	0	0	44	1	72	306
11:45 AM	0	2	0	1	0	0	0	0	0	0	31	0	0	0	49	1	84	298
12:00 PM	0	0	0	1	0	0	0	0	0	2	27	0	0	0	47	0	77	276
12:15 PM	0	1	0	1	0	0	0	0	0	2	31	0	0	0	34	4	73	247
12:30 PM	0	4	0	6	0	0	0	0	0	1	29	0	0	0	24	0	64	246
12:45 PM	0	2	0	2	0	0	0	0	0	2	23	0	0	0	32	1	62	227
1:00 PM	0	3	0	5	0	0	0	0	0	0	20	0	0	0	20	0	48	215
1:15 PM	0	2	0	4	0	0	0	0	0	4	30	0	0	0	32	0	72	218
1:30 PM	0	3	0	1	0	0	0	0	0	1	27	0	0	0	11	2	45	194

1:45 PM	0	1	0	3	0	0	0	0	0	4	23	0	0	0	17	2	50	200
2:00 PM	0	4	0	3	0	0	0	0	0	2	20	0	0	0	21	1	51	208
2:15 PM	0	0	0	2	0	0	0	0	0	2	25	0	0	0	19	0	48	237
2:30 PM	0	0	0	2	0	0	0	0	0	0	16	0	0	0	31	2	51	266
2:45 PM	0	0	0	2	0	0	0	0	0	1	24	0	0	0	31	0	58	290
3:00 PM	0	3	0	5	0	0	0	0	0	5	35	0	0	0	30	2	80	304
3:15 PM	0	1	0	5	0	0	0	0	0	5	26	0	0	0	38	2	77	288
3:30 PM	0	2	0	0	0	0	0	0	0	13	33	0	0	0	26	1	75	272
3:45 PM	0	2	0	0	0	0	0	0	0	4	40	0	0	0	25	1	72	256
4:00 PM	0	0	0	2	0	0	0	0	0	2	32	0	0	0	28	0	64	246
4:15 PM	0	0	0	5	0	0	0	0	0	7	30	0	0	0	18	1	61	252
4:30 PM	0	0	0	5	0	0	0	0	0	1	28	0	0	0	21	4	59	241
4:45 PM	0	0	0	3	0	0	0	0	0	3	30	0	0	0	25	1	62	226
5:00 PM	0	2	0	2	0	0	0	0	0	5	40	0	0	0	21	0	70	214
5:15 PM	0	0	0	0	0	0	0	0	0	3	19	0	0	0	28	0	50	196
5:30 PM	0	0	0	2	0	0	0	0	0	2	18	0	0	0	22	0	44	185
5:45 PM	0	0	0	1	0	0	0	0	0	2	24	0	0	0	23	0	50	181
6:00 PM	0	0	0	2	0	0	0	0	0	2	23	0	0	0	20	5	52	173
6:15 PM	0	1	0	1	0	0	0	0	0	0	17	0	0	0	20	0	39	
6:30 PM	0	0	0	2	0	0	0	0	0	0	17	0	0	0	19	2	40	
6:45 PM	0	0	0	1	0	0	0	0	0	2	22	0	0	0	17	0	42	
Count Total	0	62	0	114	0	0	0	0	0	138	1,221	0	0	0	1,363	48	2,946	
Peak Hour	0	14	0	21	0	0	0	0	0	19	138	0	0	0	182	2	376	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	0	0	0	0	0
10:00 AM	0	1	0	0	1	10:00 AM	0	0	0	0	0
10:15 AM	0	0	0	0	0	10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	0	0	10:30 AM	0	0	0	0	0
10:45 AM	0	0	0	1	1	10:45 AM	0	0	0	0	0
11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1	11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	1	1	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0	0
2:00 PM	0	0	0	1	1	2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0

3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	2	2
6:15 PM	0	0	0	0	0	6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
Count Total	1	1	0	8	10	Count Total	0	0	0	2	2
Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



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Location: 1 UNIVERSITY BLVD SE & AVENDON AVE AM

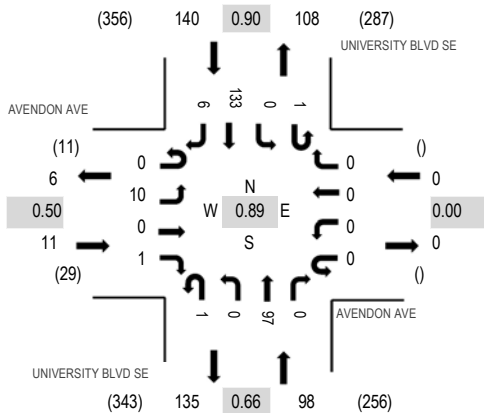
Date: Wednesday, April 21, 2021

Peak Hour: 07:45 AM - 08:45 AM

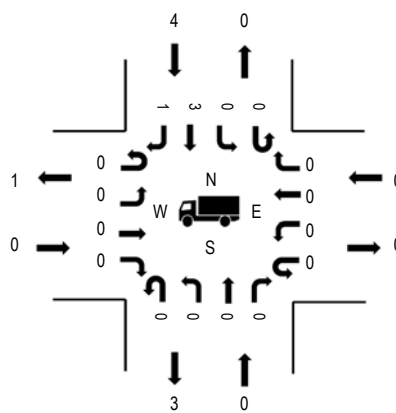
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour

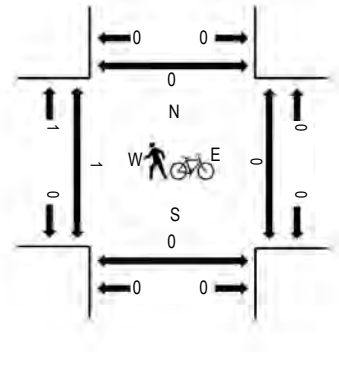
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.00
NB	0.0%	0.66
SB	2.9%	0.90
All	1.6%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENDON AVE Eastbound				AVENDON AVE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	0	0	0	0	0	0	0	0	17	0	0	0	24	2	44	220
7:15 AM	0	2	0	0	0	0	0	0	0	0	29	0	1	0	24	0	56	225
7:30 AM	0	3	0	0	0	0	0	0	0	0	15	0	2	0	38	0	58	237
7:45 AM	0	2	0	0	0	0	0	0	0	0	19	0	0	0	39	2	62	249
8:00 AM	0	2	0	0	0	0	0	0	1	0	21	0	0	0	25	0	49	239
8:15 AM	0	6	0	1	0	0	0	0	0	0	20	0	1	0	39	1	68	240
8:30 AM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	30	3	70	220
8:45 AM	0	3	0	0	0	0	0	0	0	0	15	0	0	0	34	0	52	196
9:00 AM	0	2	0	0	0	0	0	0	0	0	20	0	0	0	27	1	50	182
9:15 AM	0	5	0	0	0	0	0	0	0	0	18	0	1	0	22	2	48	
9:30 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	21	0	46	
9:45 AM	0	2	0	0	0	0	0	0	1	0	18	0	0	0	17	0	38	
Count Total	0	28	0	1	0	0	0	0	2	0	254	0	5	0	340	11	641	
Peak Hour	0	10	0	1	0	0	0	0	1	0	97	0	1	0	133	6	249	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	2	2	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
9:00 AM	0	1	0	0	1	9:00 AM	4	0	0	0	4

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	0	0	0	0	0
Count Total	0	2	0	5	7	Count Total	5	0	0	1	6
Peak Hour	0	0	0	4	4	Peak Hour	1	0	0	0	1



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Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE AM

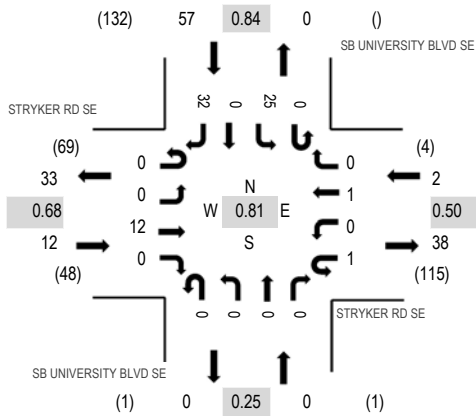
Date: Wednesday, April 21, 2021

Peak Hour: 07:30 AM - 08:30 AM

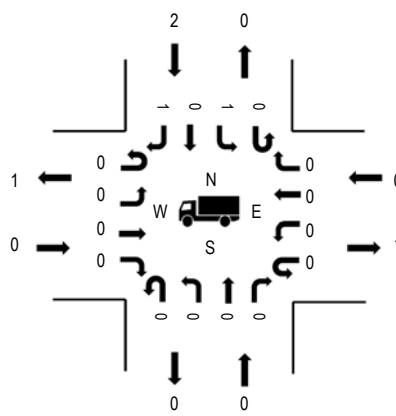
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

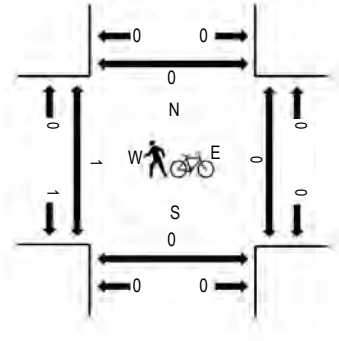
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.68
WB	0.0%	0.50
NB	0.0%	0.25
SB	3.5%	0.84
All	2.8%	0.81

Traffic Counts - Motorized Vehicles

Interval Start Time	STRYKER RD SE Eastbound				STRYKER RD SE Westbound				SB UNIVERSITY BLVD SE Northbound				SB UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	8	1	4	15	66
7:15 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	3	0	9	18	67
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	4	0	10	17	71
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	7	16	71
8:00 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	6	0	5	16	68
8:15 AM	0	0	4	0	1	0	0	0	0	0	0	0	0	7	0	10	22	67
8:30 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	7	17	55
8:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	5	13	52
9:00 AM	0	0	4	0	1	0	0	0	0	0	0	0	0	8	0	2	15	51
9:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	2	10	
9:30 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	6	0	4	14	
9:45 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	3	12	
Count Total	0	0	48	0	3	0	1	0	0	0	0	1	0	63	1	68	185	
Peak Hour	0	0	12	0	1	0	1	0	0	0	0	0	0	25	0	32	71	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	1	2
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	2	2	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	2	0	0	2
9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	1	0	1	1	3
Count Total	1	0	0	3	4	Count Total	2	3	1	2	8
Peak Hour	0	0	0	2	2	Peak Hour	1	0	0	0	1

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
Count Total	1	0	0	0	1	Count Total	2	0	0	0	2
Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2

Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE AM

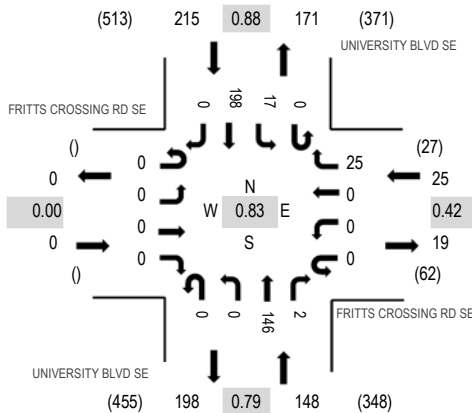
Date: Wednesday, April 21, 2021

Peak Hour: 07:45 AM - 08:45 AM

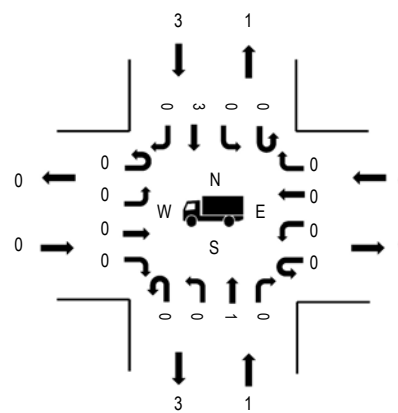
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

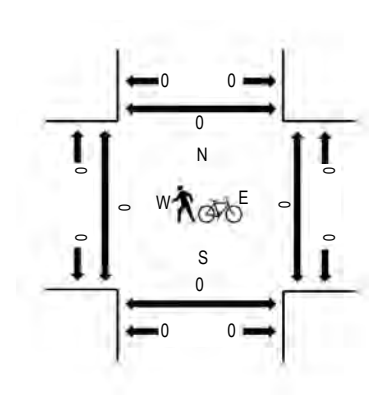
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.42
NB	0.7%	0.79
SB	1.4%	0.88
All	1.0%	0.83

Traffic Counts - Motorized Vehicles

Interval Start Time	FRITTS CROSSING RD SE				FRITTS CROSSING RD SE				UNIVERSITY BLVD SE				UNIVERSITY BLVD SE				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	0	1	0	25	0	0	1	29	0	57	307
7:15 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	3	54	0	84	343
7:30 AM	0	0	0	0	0	0	0	1	0	0	30	0	0	8	42	0	81	376
7:45 AM	0	0	0	0	0	0	0	2	0	0	30	0	0	5	48	0	85	388
8:00 AM	0	0	0	0	0	0	0	6	0	0	31	1	0	3	52	0	93	365
8:15 AM	0	0	0	0	0	0	0	15	0	0	38	1	0	3	60	0	117	331
8:30 AM	0	0	0	0	0	0	0	2	0	0	47	0	0	6	38	0	93	275
8:45 AM	0	0	0	0	0	0	0	0	0	0	22	0	0	5	35	0	62	226
9:00 AM	0	0	0	0	0	0	0	0	0	0	23	0	0	3	33	0	59	216
9:15 AM	0	0	0	0	0	0	0	0	0	0	28	0	0	7	26	0	61	
9:30 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	5	19	0	44	
9:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	11	17	0	52	
Count Total	0	0	0	0	0	1	0	26	1	0	345	2	0	60	453	0	888	
Peak Hour	0	0	0	0	0	0	0	25	0	0	146	2	0	17	198	0	388	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
9:00 AM	0	1	0	0	1	9:00 AM	0	0	0	0	0

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	1	1	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
Count Total	0	3	0	4	7	Count Total	0	0	0	0	0
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0

Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE AM

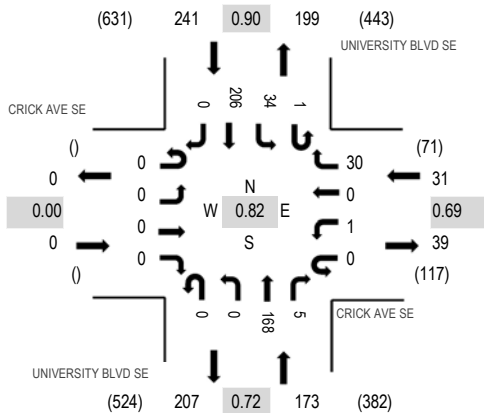
Date: Wednesday, April 21, 2021

Peak Hour: 07:45 AM - 08:45 AM

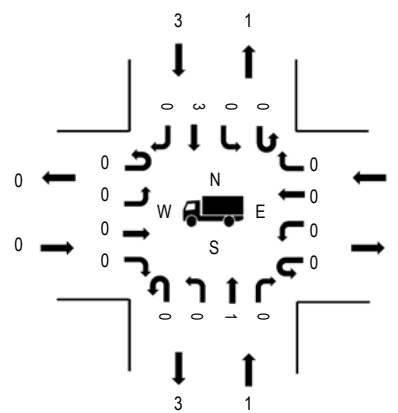
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

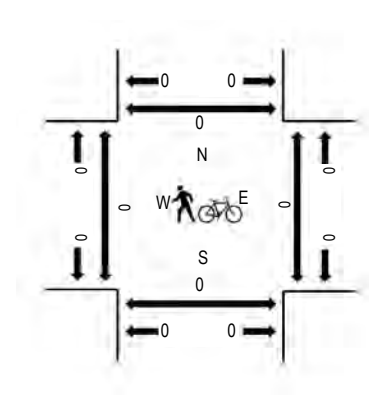
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.69
NB	0.6%	0.72
SB	1.2%	0.90
All	0.9%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	CRICK AVE SE Eastbound				CRICK AVE SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	7	0	0	20	0	0	13	29	0	70	359
7:15 AM	0	0	0	0	1	0	0	6	0	0	26	2	2	16	55	0	108	406
7:30 AM	0	0	0	0	0	0	0	1	0	0	34	0	0	11	54	0	100	433
7:45 AM	0	0	0	0	0	1	0	2	0	0	21	2	0	10	45	0	81	445
8:00 AM	0	0	0	0	0	0	0	8	0	0	39	1	0	14	55	0	117	445
8:15 AM	0	0	0	0	0	0	0	12	0	0	50	0	1	7	65	0	135	398
8:30 AM	0	0	0	0	0	0	0	8	0	0	58	2	0	3	41	0	112	345
8:45 AM	0	0	0	0	0	0	0	5	0	0	23	0	0	6	47	0	81	292
9:00 AM	0	0	0	0	0	0	0	2	0	0	23	1	0	9	35	0	70	280
9:15 AM	0	0	0	0	0	1	0	7	0	0	30	0	0	7	37	0	82	
9:30 AM	0	0	0	0	0	2	0	2	0	0	24	1	1	3	26	0	59	
9:45 AM	0	0	0	0	0	0	0	5	0	0	24	1	2	7	30	0	69	
Count Total	0	0	0	0	1	5	0	65	0	0	372	10	6	106	519	0	1,084	
Peak Hour	0	0	0	0	0	1	0	30	0	0	168	5	1	34	206	0	445	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	2	2	8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
9:00 AM	0	1	0	1	2	9:00 AM	0	0	0	0	0

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	1	1	2	9:45 AM	0	0	0	0	0
Count Total	0	3	1	6	10	Count Total	0	0	0	0	0
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0



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Location: 1 UNIVERSITY BLVD SE & AVENDON AVE Noon

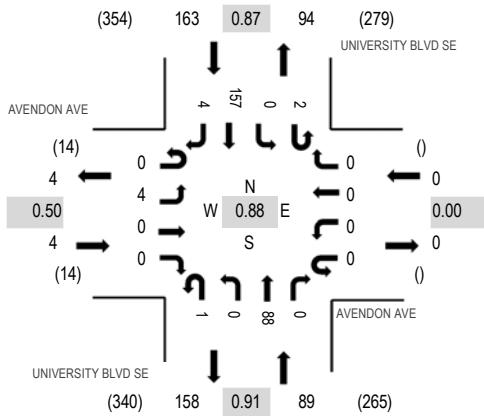
Date: Wednesday, April 21, 2021

Peak Hour: 11:30 AM - 12:30 PM

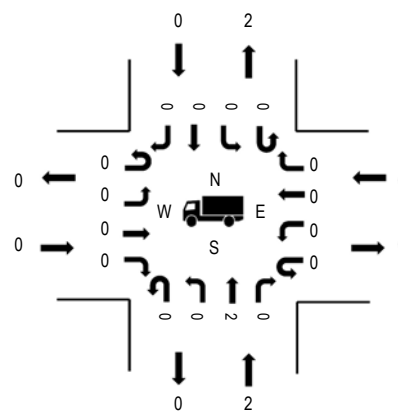
Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour

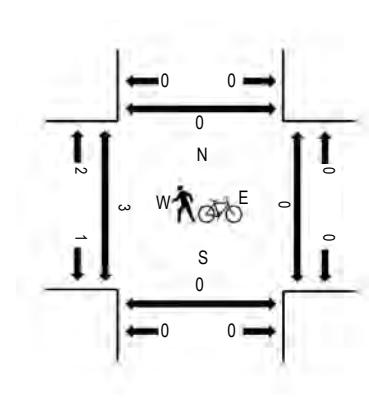
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.00
NB	2.2%	0.91
SB	0.0%	0.87
All	0.8%	0.88

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENDON AVE Eastbound				AVENDON AVE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	1	0	1	0	0	0	0	0	0	19	0	0	0	19	3	43	220
11:15 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	28	0	45	250
11:30 AM	0	2	0	0	0	0	0	0	1	0	17	0	2	0	38	0	60	256
11:45 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	43	3	72	252
12:00 PM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	46	1	73	230
12:15 PM	0	1	0	0	0	0	0	0	0	0	20	0	0	0	30	0	51	203
12:30 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	29	0	56	207
12:45 PM	0	1	0	0	0	0	0	0	0	0	19	0	0	0	27	3	50	191
1:00 PM	0	2	0	1	0	0	0	0	0	0	18	0	0	0	22	3	46	183
1:15 PM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	29	0	55	
1:30 PM	0	1	0	0	0	0	0	0	0	0	28	0	1	0	9	1	40	
1:45 PM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	17	0	42	
Count Total	0	12	0	2	0	0	0	0	1	0	264	0	3	0	337	14	633	
Peak Hour	0	4	0	0	0	0	0	0	1	0	88	0	2	0	157	4	256	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	1	1	11:15 AM	0	0	0	0	0
11:30 AM	0	2	0	0	2	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	2	0	0	0	2
12:15 PM	0	0	0	0	0	12:15 PM	1	0	0	0	1
12:30 PM	0	0	0	1	1	12:30 PM	0	0	0	0	0
12:45 PM	0	1	0	0	1	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0

1:15 PM	0	0	0	0	0	1:15 PM	1	0	0	0	1
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	2	0	0	0	2
Count Total	0	3	0	3	6	Count Total	6	0	0	0	6
Peak Hour	0	2	0	0	2	Peak Hour	3	0	0	0	3

1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	1	1
1:30 PM	0	0	0	0	0	1:30 PM	0	2	2	0	4
1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	2	2
Count Total	1	0	0	1	2	Count Total	0	3	2	4	9
Peak Hour	0	0	0	1	1	Peak Hour	0	1	0	0	1

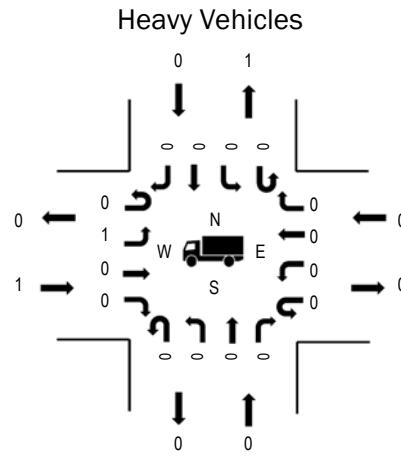
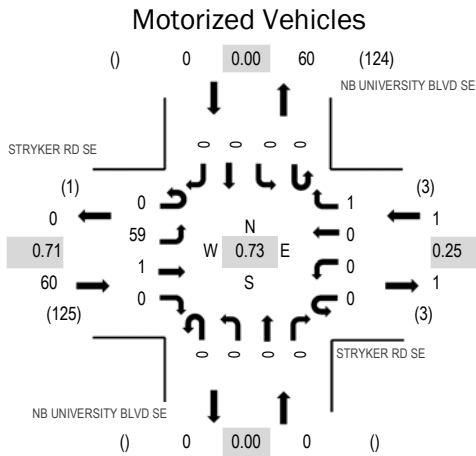
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE Noon

Date: Wednesday, April 21, 2021

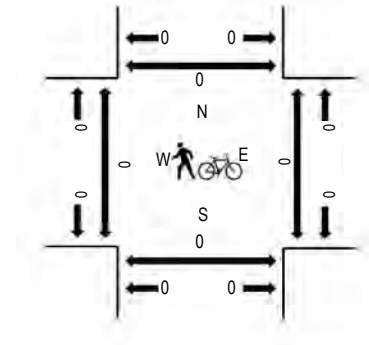
Peak Hour: 11:45 AM - 12:45 PM

Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.7%	0.71
WB	0.0%	0.25
NB	0.0%	0.00
SB	0.0%	0.00
All	1.6%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	STRYKER RD SE Eastbound				STRYKER RD SE Westbound				NB UNIVERSITY BLVD SE Northbound				NB UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	6	40
11:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	54
11:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	50
11:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	61
12:00 PM	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	0	20	57
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	45
12:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	45
12:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	31
1:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
1:45 PM	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	7	
Count Total	0	122	3	0	0	0	1	2	0	0	0	0	0	0	0	0	128	
Peak Hour	0	59	1	0	0	0	0	1	0	0	0	0	0	0	0	0	61	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0	0	0	0	0	11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0	11:15 AM	0	0	0	0	0
11:30 AM	1	0	0	0	1	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0	12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1	12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0

1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
Count Total	2	0	0	0	2	Count Total	0	0	0	0	0
Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE Noon

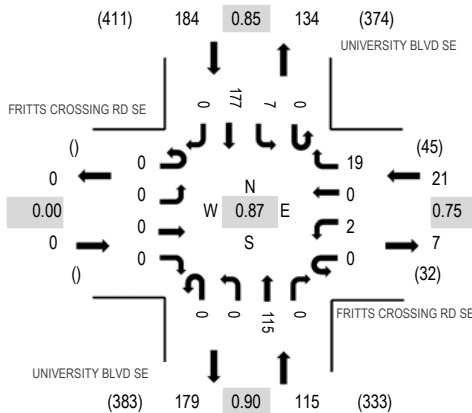
Date: Wednesday, April 21, 2021

Peak Hour: 11:15 AM - 12:15 PM

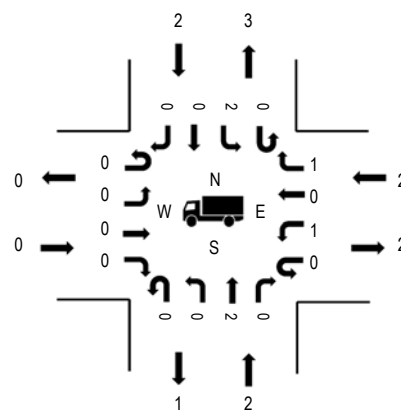
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

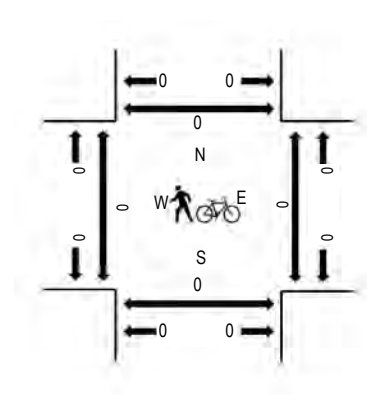
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	9.5%	0.75
NB	1.7%	0.90
SB	1.1%	0.85
All	1.9%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	FRITTS CROSSING RD SE				FRITTS CROSSING RD SE				UNIVERSITY BLVD SE				UNIVERSITY BLVD SE				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	0	0	0	0	0	0	1	0	0	20	0	1	4	22	0	48	286
11:15 AM	0	0	0	0	0	1	0	6	0	0	22	0	0	1	36	0	66	320
11:30 AM	0	0	0	0	0	0	0	5	0	0	29	0	0	1	45	0	80	318
11:45 AM	0	0	0	0	0	1	0	3	0	0	34	0	0	3	51	0	92	297
12:00 PM	0	0	0	0	0	0	0	5	0	0	30	0	0	2	45	0	82	272
12:15 PM	0	0	0	0	0	0	0	2	0	0	29	1	0	0	32	0	64	246
12:30 PM	0	0	0	0	0	0	0	2	0	0	28	0	0	2	27	0	59	240
12:45 PM	0	0	0	0	0	0	0	4	0	0	26	0	0	3	34	0	67	238
1:00 PM	0	0	0	0	0	0	0	2	0	0	23	0	0	3	28	0	56	231
1:15 PM	0	0	0	0	0	2	0	1	0	0	29	0	0	3	23	0	58	
1:30 PM	0	0	0	0	0	0	0	5	0	0	33	0	0	2	17	0	57	
1:45 PM	0	0	0	0	0	0	0	5	0	0	29	0	0	7	19	0	60	
Count Total	0	0	0	0	0	4	0	41	0	0	332	1	1	31	379	0	789	
Peak Hour	0	0	0	0	0	2	0	19	0	0	115	0	0	7	177	0	320	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0	0	0	1	1	11:00 AM	0	0	0	0	0
11:15 AM	0	0	1	0	1	11:15 AM	0	0	0	0	0
11:30 AM	0	2	0	0	2	11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	2	2	11:45 AM	0	0	0	0	0
12:00 PM	0	0	1	0	1	12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	0	1	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0	12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0

1:15 PM	0	0	0	0	0	1:15 PM	0	0	1	0	1
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	1	0	1
Count Total	0	2	3	4	9	Count Total	0	0	2	0	2
Peak Hour	0	2	2	2	6	Peak Hour	0	0	0	0	0

Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE Noon

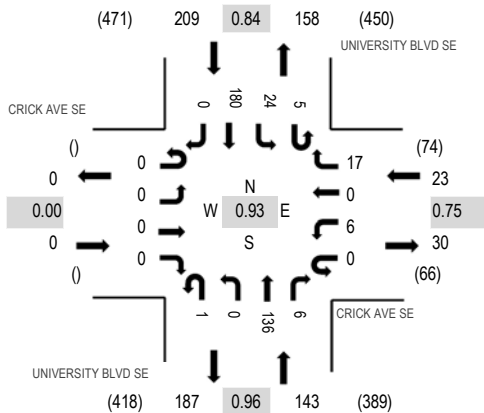
Date: Wednesday, April 21, 2021

Peak Hour: 11:30 AM - 12:30 PM

Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

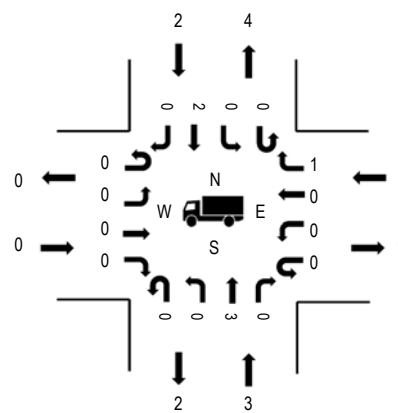
Motorized Vehicles



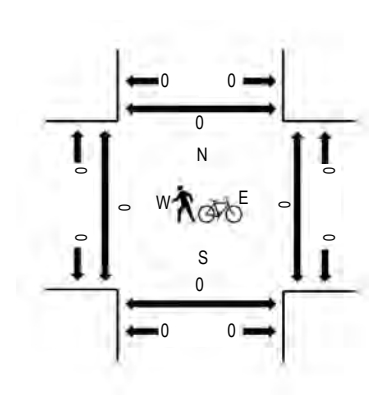
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	4.3%	0.75
NB	2.1%	0.96
SB	1.0%	0.84
All	1.6%	0.93

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CRICK AVE SE Eastbound				CRICK AVE SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
11:00 AM	0	0	0	0	0	1	0	8	0	0	29	1	0	4	27	0	70	319
11:15 AM	0	0	0	0	0	0	0	4	0	0	18	0	1	4	32	0	59	348
11:30 AM	0	0	0	0	0	2	0	2	0	0	35	0	1	3	46	0	89	375
11:45 AM	0	0	0	0	0	0	0	2	1	0	35	1	2	10	50	0	101	362
12:00 PM	0	0	0	0	0	4	0	7	0	0	33	1	1	7	46	0	99	338
12:15 PM	0	0	0	0	0	0	0	6	0	0	33	4	1	4	38	0	86	314
12:30 PM	0	0	0	0	0	0	0	7	0	0	38	0	0	4	27	0	76	303
12:45 PM	0	0	0	0	0	1	0	8	0	0	25	0	0	5	38	0	77	285
1:00 PM	0	0	0	0	0	0	0	5	1	0	29	0	2	8	30	0	75	277
1:15 PM	0	0	0	0	0	0	0	8	0	0	31	2	0	1	33	0	75	
1:30 PM	0	0	0	0	0	0	0	7	0	0	36	1	0	2	12	0	58	
1:45 PM	0	0	0	0	0	1	0	1	0	0	35	0	0	4	28	0	69	
Count Total	0	0	0	0	0	9	0	65	2	0	377	10	8	56	407	0	934	
Peak Hour	0	0	0	0	0	6	0	17	1	0	136	6	5	24	180	0	375	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
11:00 AM	0	0	0	1	1	11:00 AM	0	0	0	0	0
11:15 AM	0	1	0	0	1	11:15 AM	0	0	0	0	0
11:30 AM	0	1	0	0	1	11:30 AM	0	0	0	0	0
11:45 AM	0	1	1	2	4	11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0	12:00 PM	0	0	0	0	0
12:15 PM	0	1	0	0	1	12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	1	1	12:30 PM	0	0	0	0	0
12:45 PM	0	0	1	0	1	12:45 PM	0	0	0	0	0
1:00 PM	0	0	0	0	0	1:00 PM	0	0	0	0	0

1:15 PM	0	0	0	1	1	1:15 PM	0	0	0	0	0
1:30 PM	0	0	2	1	3	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0	0
Count Total	0	4	4	7	15	Count Total	0	0	0	0	0
Peak Hour	0	3	1	2	6	Peak Hour	0	0	0	0	0

Location: 1 UNIVERSITY BLVD SE & AVENDON AVE PM

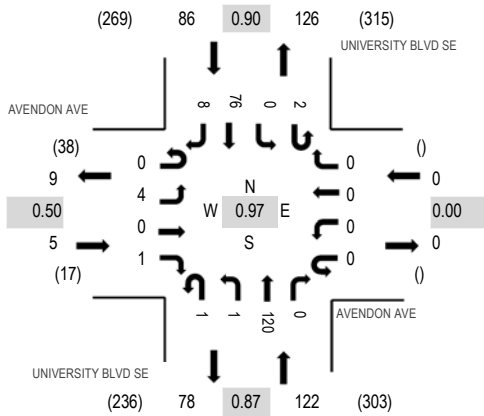
Date: Wednesday, April 21, 2021

Peak Hour: 04:15 PM - 05:15 PM

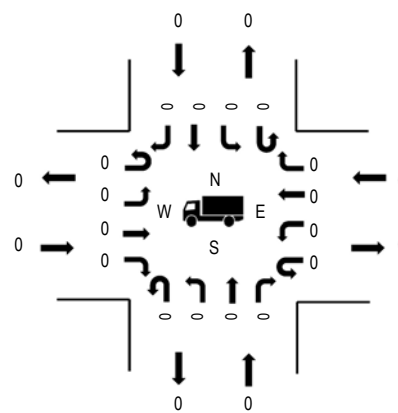
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour

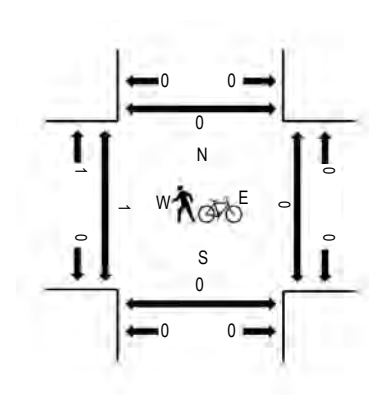
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.00
NB	0.0%	0.87
SB	0.0%	0.90
All	0.0%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENDON AVE Eastbound				AVENDON AVE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	3	0	2	0	0	0	0	0	0	29	0	0	0	18	2	54	196
3:15 PM	0	1	0	0	0	0	0	0	0	2	26	0	0	0	22	1	52	191
3:30 PM	0	1	0	0	0	0	0	0	0	0	18	0	0	0	20	3	42	194
3:45 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	16	4	48	203
4:00 PM	0	3	0	0	0	0	0	0	0	0	20	0	0	0	21	5	49	209
4:15 PM	0	0	0	1	0	0	0	0	0	1	28	0	1	0	23	1	55	213
4:30 PM	0	4	0	0	0	0	0	0	1	0	29	0	0	0	15	2	51	200
4:45 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	24	2	54	189
5:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	1	0	14	3	53	184
5:15 PM	0	0	0	0	0	0	0	0	0	1	16	0	1	0	20	4	42	
5:30 PM	0	0	0	1	0	0	0	0	0	0	17	0	0	0	20	2	40	
5:45 PM	0	1	0	0	0	0	0	0	0	0	24	0	1	0	18	5	49	
Count Total	0	13	0	4	0	0	0	0	1	4	298	0	4	0	231	34	589	
Peak Hour	0	4	0	1	0	0	0	0	1	1	120	0	2	0	76	8	213	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1	3:15 PM	0	1	0	1	2
3:30 PM	0	0	0	0	0	3:30 PM	2	3	0	4	9
3:45 PM	0	0	0	0	0	3:45 PM	1	0	0	0	1
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0

5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	3	0	0	3	6
5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	0	0	1	1	Count Total	9	4	0	8	21
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

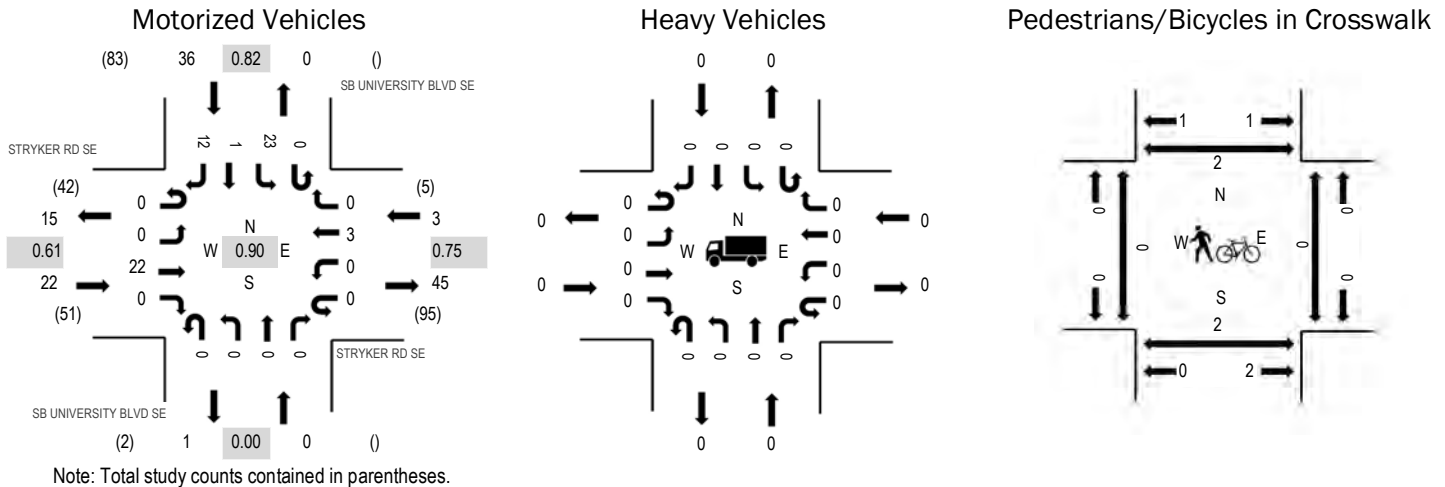
Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE PM

Date: Wednesday, April 21, 2021

Peak Hour: 03:45 PM - 04:45 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour



	HV%	PHF
EB	0.0%	0.61
WB	0.0%	0.75
NB	0.0%	0.00
SB	0.0%	0.82
All	0.0%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	STRYKER RD SE Eastbound				STRYKER RD SE Westbound				SB UNIVERSITY BLVD SE Northbound				SB UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	8	17	51
3:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	5	0	3	13	47
3:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	4	49
3:45 PM	0	0	9	0	0	0	1	0	0	0	0	0	0	6	0	1	17	61
4:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	5	1	3	13	56
4:15 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	4	0	5	15	52
4:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	8	0	3	16	46
4:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0	4	12	44
5:00 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	2	0	3	9	32
5:15 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	9	
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	3	0	6	14	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	50	1	0	0	5	0	0	0	0	0	0	45	1	37	139	
Peak Hour	0	0	22	0	0	0	3	0	0	0	0	0	0	23	1	12	61	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	2	2

5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	1	2	0	6	9
Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	2	4

Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE PM

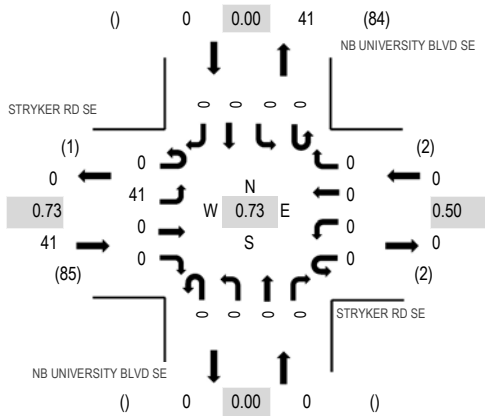
Date: Wednesday, April 21, 2021

Peak Hour: 03:45 PM - 04:45 PM

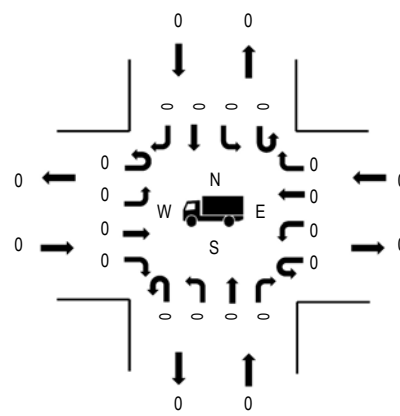
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour

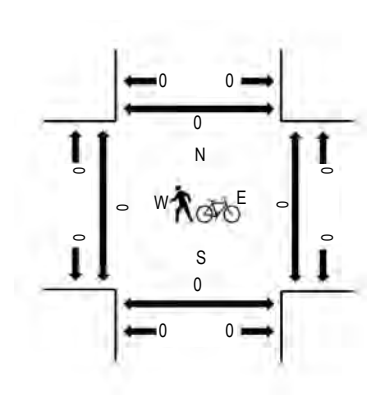
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.73
WB	0.0%	0.50
NB	0.0%	0.00
SB	0.0%	0.00
All	0.0%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	STRYKER RD SE Eastbound				STRYKER RD SE Westbound				NB UNIVERSITY BLVD SE Northbound				NB UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32
3:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	31
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32
3:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	41
4:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	35
4:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	33
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	32
4:45 PM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	8	28
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20
5:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
5:30 PM	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	83	2	0	0	0	1	1	0	0	0	0	0	0	0	0	87	
Peak Hour	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0

5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE PM

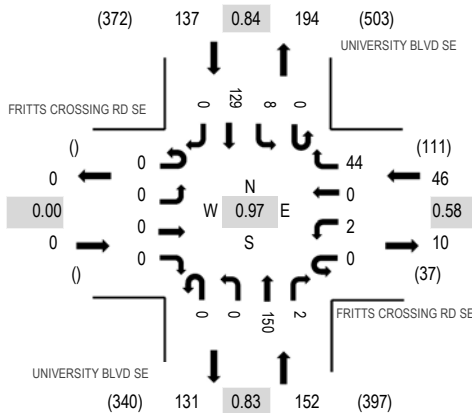
Date: Wednesday, April 21, 2021

Peak Hour: 03:00 PM - 04:00 PM

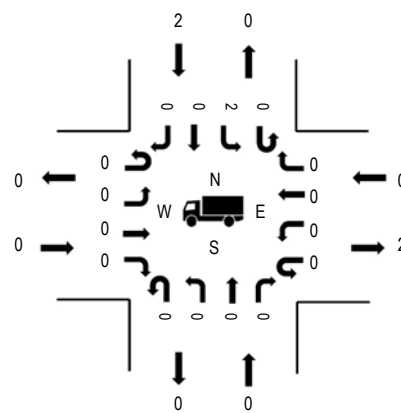
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour

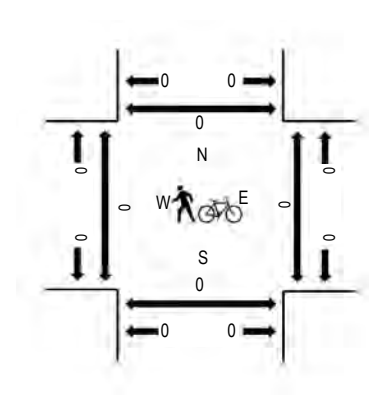
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.58
NB	0.0%	0.83
SB	1.5%	0.84
All	0.6%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	FRITTS CROSSING RD SE				FRITTS CROSSING RD SE				UNIVERSITY BLVD SE				UNIVERSITY BLVD SE				Total	Rolling Hour
	Eastbound				Westbound				Northbound				Southbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	0	0	6	0	0	36	1	0	1	35	0	79	335
3:15 PM	0	0	0	0	0	1	0	10	0	0	33	1	0	2	39	0	86	316
3:30 PM	0	0	0	0	0	0	0	20	0	0	35	0	0	1	30	0	86	287
3:45 PM	0	0	0	0	0	1	0	8	0	0	46	0	0	4	25	0	84	277
4:00 PM	0	0	0	0	0	0	0	4	0	0	29	0	0	0	27	0	60	267
4:15 PM	0	0	0	0	0	1	0	6	0	0	29	0	0	1	20	0	57	272
4:30 PM	0	0	0	0	0	0	0	11	0	0	40	0	0	1	24	0	76	274
4:45 PM	0	0	0	0	0	0	0	9	0	0	34	0	0	3	28	0	74	267
5:00 PM	0	0	0	0	0	0	0	6	0	0	38	0	0	1	20	0	65	278
5:15 PM	0	0	0	0	0	0	0	6	0	0	19	0	0	2	32	0	59	
5:30 PM	0	0	0	0	0	0	0	4	0	0	24	0	0	11	30	0	69	
5:45 PM	0	0	0	0	0	0	0	18	0	0	32	0	0	8	27	0	85	
Count Total	0	0	0	0	0	3	0	108	0	0	395	2	0	35	337	0	880	
Peak Hour	0	0	0	0	0	2	0	44	0	0	150	2	0	8	129	0	335	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	1	1	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2	4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	1	2	4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1	4:45 PM	0	1	0	0	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0

5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	4	4	8	Count Total	0	2	2	0	4
Peak Hour	0	0	0	2	2	Peak Hour	0	0	0	0	0

Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE PM

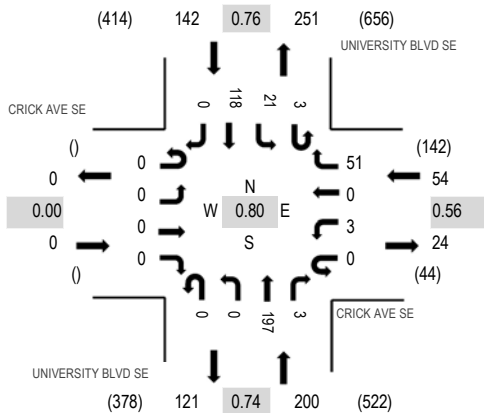
Date: Wednesday, April 21, 2021

Peak Hour: 03:00 PM - 04:00 PM

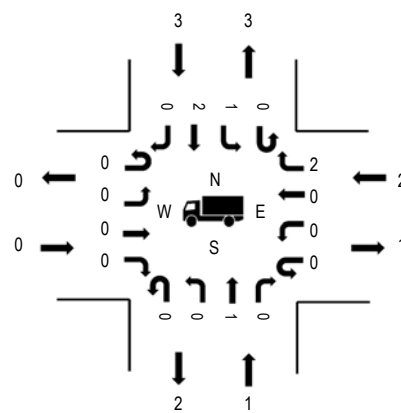
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour

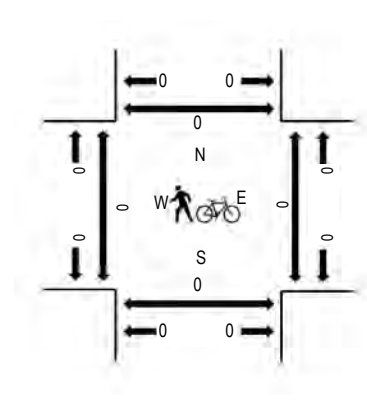
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	3.7%	0.56
NB	0.5%	0.74
SB	2.1%	0.76
All	1.5%	0.80

Traffic Counts - Motorized Vehicles

Interval Start Time	CRICK AVE SE Eastbound				CRICK AVE SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	1	0	7	0	0	47	1	1	10	29	0	96	396
3:15 PM	0	0	0	0	0	1	0	7	0	0	27	1	1	3	35	0	75	370
3:30 PM	0	0	0	0	0	0	0	27	0	0	67	1	0	4	25	0	124	385
3:45 PM	0	0	0	0	0	1	0	10	0	0	56	0	1	4	29	0	101	364
4:00 PM	0	0	0	0	0	0	0	11	1	0	33	0	0	2	23	0	70	346
4:15 PM	0	0	0	0	0	1	0	11	0	0	42	0	2	6	28	0	90	366
4:30 PM	0	0	0	0	0	5	0	19	0	0	52	0	1	2	24	0	103	359
4:45 PM	0	0	0	0	0	2	0	2	0	0	47	0	0	3	29	0	83	321
5:00 PM	0	0	0	0	0	1	0	16	0	0	47	0	0	2	24	0	90	336
5:15 PM	0	0	0	0	0	0	0	15	0	0	29	0	1	3	35	0	83	
5:30 PM	0	0	0	0	0	0	0	2	0	0	26	0	0	1	36	0	65	
5:45 PM	0	0	0	0	0	1	0	2	0	0	45	0	2	1	47	0	98	
Count Total	0	0	0	0	0	13	0	129	1	0	518	3	9	41	364	0	1,078	
Peak Hour	0	0	0	0	0	3	0	51	0	0	197	3	3	21	118	0	396	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
3:00 PM	0	0	1	0	1	3:00 PM	0	0	0	0	0
3:15 PM	0	1	0	0	1	3:15 PM	0	0	0	0	0
3:30 PM	0	0	1	1	2	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	2	2	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	1	2	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0

5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
Count Total	0	3	3	5	11	Count Total	0	0	0	1	1
Peak Hour	0	1	2	3	6	Peak Hour	0	0	0	0	0

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
UNIVERSITY BLVD SE S.O. EASTMAN CROSSING
Site Code: 6
Station ID:

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/21	0	21	3	0	1	0	0	0	0	0	0	0	0	25
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
06:00	0	62	8	1	0	1	0	0	0	0	0	0	0	72
07:00	0	101	13	2	1	0	0	0	0	0	0	0	0	117
08:00	0	99	17	4	3	0	0	0	1	0	0	0	0	124
09:00	0	75	11	0	7	2	0	1	0	0	0	0	0	96
10:00	0	73	13	1	8	1	0	1	2	0	0	0	0	99
11:00	0	84	14	0	5	0	0	1	0	0	0	0	0	104
12 PM	0	86	16	0	4	0	0	2	1	0	0	0	0	109
13:00	1	87	14	1	5	1	0	1	1	0	0	0	0	111
14:00	0	84	7	1	4	0	0	1	0	0	0	0	0	97
15:00	0	97	16	0	4	0	0	3	1	0	0	0	0	121
16:00	0	99	17	2	0	0	0	0	0	0	0	0	0	118
17:00	0	102	10	1	1	1	0	1	0	0	0	0	0	116
18:00	0	72	7	0	3	0	0	0	0	0	0	0	0	82
19:00	0	46	9	0	1	0	0	1	0	0	0	0	0	57
20:00	0	29	2	0	0	0	0	0	1	0	0	0	0	32
21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	65	3	0	0	0	0	0	0	0	0	0	0	68
Day Total	1	1338	187	13	47	6	0	12	7	0	0	0	0	1611
Percent	0.1%	83.1%	11.6%	0.8%	2.9%	0.4%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	08:00	10:00	09:00		09:00	10:00					08:00
Vol.		101	17	4	8	2		1	2					124
PM Peak	13:00	17:00	16:00	16:00	13:00	13:00		15:00	12:00					15:00
Vol.	1	102	17	2	5	1		3	1					121

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
UNIVERSITY BLVD SE S.O. EASTMAN CROSSING
Site Code: 6
Station ID:

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/22/21	0	23	2	0	0	0	0	0	0	0	0	0	0	25
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
06:00	0	62	8	0	1	0	0	0	0	0	0	0	0	71
07:00	0	102	13	0	5	0	0	0	0	0	0	0	0	120
08:00	0	102	20	0	6	0	0	0	1	0	0	0	0	129
09:00	0	82	6	0	5	1	0	1	0	0	0	0	0	95
10:00	0	74	13	0	6	1	0	3	0	0	0	0	0	97
11:00	0	85	16	0	2	0	0	2	0	0	0	0	0	105
12 PM	2	90	16	0	2	0	0	0	0	0	0	0	0	110
13:00	1	95	11	0	3	1	0	0	0	0	0	0	0	111
14:00	0	84	9	0	3	0	0	0	0	0	0	0	0	96
15:00	0	104	11	0	3	0	0	1	0	0	0	0	0	119
16:00	0	113	3	0	2	0	0	0	0	0	0	0	0	118
17:00	3	98	10	0	2	1	0	1	0	0	0	0	0	115
18:00	0	73	1	0	1	0	0	0	0	0	0	0	0	75
19:00	1	39	4	0	1	0	0	0	0	0	0	0	0	45
20:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	1	67	0	0	0	0	0	0	0	0	0	0	0	68
Day Total	8	1383	147	0	42	4	0	8	1	0	0	0	0	1593
Percent	0.5%	86.8%	9.2%	0.0%	2.6%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00		08:00	09:00		10:00	08:00					08:00
Vol.		102	20		6	1		3	1					129
PM Peak	17:00	16:00	12:00		13:00	13:00		15:00						15:00
Vol.	3	113	16		3	1		1						119
Grand Total	9	2721	334	13	89	10	0	20	8	0	0	0	0	3204
Percent	0.3%	84.9%	10.4%	0.4%	2.8%	0.3%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
UNIVERSITY BLVD SE S.O. EASTMAN CROSSING
Site Code: 6
Station ID:

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/21/21	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	53	13	0	0	0	0	0	0	0	0	0	0	66
06:00	0	45	7	0	5	0	0	0	0	0	0	0	0	57
07:00	0	102	30	1	3	2	0	0	0	0	0	0	0	138
08:00	0	105	21	1	6	1	0	2	0	0	0	0	0	136
09:00	0	77	6	1	8	0	0	1	1	0	0	0	0	94
10:00	0	70	14	0	5	1	0	2	0	0	0	0	0	92
11:00	0	119	18	0	8	0	0	3	0	0	0	0	0	148
12 PM	0	115	19	0	8	0	0	1	0	0	0	0	0	143
13:00	0	75	11	1	4	0	0	3	0	0	0	0	0	94
14:00	1	73	9	3	7	0	0	1	1	0	0	0	0	95
15:00	0	84	10	4	3	0	0	0	0	0	0	0	0	101
16:00	0	87	10	1	6	2	0	0	0	0	0	0	0	106
17:00	0	84	9	3	3	0	0	0	0	0	0	0	0	99
18:00	0	71	10	1	3	0	0	0	0	0	0	0	0	85
19:00	0	45	7	0	1	0	0	0	0	0	0	0	0	53
20:00	0	33	5	0	1	0	0	0	0	0	0	0	0	39
21:00	0	21	4	0	1	0	0	0	0	0	0	0	0	26
22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	1	1284	206	16	72	6	0	13	2	0	0	0	0	1600
Percent	0.1%	80.3%	12.9%	1.0%	4.5%	0.4%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	07:00	09:00	07:00		11:00	09:00					11:00
Vol.		119	30	1	8	2		3	1					148
PM Peak	14:00	12:00	12:00	15:00	12:00	16:00		13:00	14:00					12:00
Vol.	1	115	19	4	8	2		3	1					143

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
UNIVERSITY BLVD SE S.O. EASTMAN CROSSING
Site Code: 6
Station ID:

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/22/21	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	56	11	0	0	0	0	0	0	0	0	0	0	67
06:00	0	49	7	0	1	0	0	0	0	0	0	0	0	57
07:00	0	113	21	1	2	2	0	0	0	0	0	0	0	139
08:00	0	108	25	1	0	2	0	0	2	0	0	0	0	138
09:00	0	76	8	1	7	1	0	1	1	0	0	0	0	95
10:00	0	70	19	0	1	0	1	1	1	0	0	0	0	93
11:00	0	122	18	0	5	1	0	2	1	0	0	0	0	149
12 PM	0	115	24	0	3	0	0	1	0	0	0	0	0	143
13:00	0	81	9	1	2	1	0	0	1	0	0	0	0	95
14:00	1	76	11	1	5	1	0	0	1	0	0	0	0	96
15:00	0	86	9	1	4	1	0	0	0	0	0	0	0	101
16:00	0	90	9	0	5	2	0	0	0	0	0	0	0	106
17:00	0	82	13	1	4	0	0	1	0	0	0	0	0	101
18:00	0	71	11	1	2	0	0	0	0	0	0	0	0	85
19:00	0	42	10	0	1	0	0	0	0	0	0	0	0	53
20:00	0	34	4	0	1	0	0	0	0	0	0	0	0	39
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	1	1322	212	8	43	11	1	6	7	0	0	0	0	1611
Percent	0.1%	82.1%	13.2%	0.5%	2.7%	0.7%	0.1%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00	07:00	09:00	07:00	10:00	11:00	08:00					11:00
Vol.		122	25	1	7	2	1	2	2					149
PM Peak	14:00	12:00	12:00	13:00	14:00	16:00		12:00	13:00					12:00
Vol.	1	115	24	1	5	2		1	1					143
Grand Total	2	2606	418	24	115	17	1	19	9	0	0	0	0	3211
Percent	0.1%	81.2%	13.0%	0.7%	3.6%	0.5%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
STRYKER RD SE W.O. SB UNIVERSITY BLVD SE
Site Code: 7
Station ID: 7

Start Time	21-Apr-21 Wed	EB	WB	Total
12:00 AM		0	1	1
01:00		0	0	0
02:00		0	1	1
03:00		0	0	0
04:00		0	2	2
05:00		2	2	4
06:00		12	12	24
07:00		15	37	52
08:00		19	27	46
09:00		18	11	29
10:00		16	19	35
11:00		26	14	40
12:00 PM		15	19	34
01:00		18	14	32
02:00		19	15	34
03:00		17	13	30
04:00		20	17	37
05:00		16	12	28
06:00		7	13	20
07:00		8	8	16
08:00		1	4	5
09:00		0	6	6
10:00		3	1	4
11:00		0	1	1
Total		232	249	481
Percent		48.2%	51.8%	
AM Peak	-	11:00	07:00	07:00
Vol.	-	26	37	52
PM Peak	-	16:00	12:00	16:00
Vol.	-	20	19	37

All Traffic Data Services
www.alltrafficdata.net

Date Start: 21-Apr-21
STRYKER RD SE W.O. SB UNIVERSITY BLVD SE
Site Code: 7
Station ID: 7

Start Time	22-Apr-21 Thu	EB	WB	Total
12:00 AM		1	0	1
01:00		1	1	2
02:00		0	0	0
03:00		0	1	1
04:00		0	3	3
05:00		2	2	4
06:00		10	14	24
07:00		16	32	48
08:00		16	28	44
09:00		19	14	33
10:00		18	21	39
11:00		22	14	36
12:00 PM		18	14	32
01:00		19	17	36
02:00		16	15	31
03:00		19	15	34
04:00		19	17	36
05:00		14	14	28
06:00		8	11	19
07:00		9	10	19
08:00		4	4	8
09:00		1	3	4
10:00		1	1	2
11:00		1	0	1
Total		234	251	485
Percent		48.2%	51.8%	
AM Peak	-	11:00	07:00	07:00
Vol.	-	22	32	48
PM Peak	-	13:00	13:00	13:00
Vol.	-	19	17	36
Grand Total		466	500	966
Percent		48.2%	51.8%	
ADT		ADT 483	AADT 483	

CRASH DATA

2017-2019



CRASH DATE	CRASH YEAR	MONTH	TIME OF CRASH	HOUR OF CRASH	DAY OF WEEK	PRIMARY STREET	SECONDARY STREET	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH INCAPACITATING INJURIES (CLASS A) IN CRASH	NUMBER OF PEOPLE WITH VISIBLE INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	CRASH SEVERITY	CRASH CLASSIFICATION	CRASH ANALYSIS
1/6/2017	2017	January	10:27	10 a.m.	Friday	UNIVERSITY BLVD SE	BOBBY FOSTER RD SE	0	0	0	0	0	1	1	1	1	0	1	Property Damage Only Crash	Fixed Object	Fixed Object - Light Standard (Light Pole)
4/29/2017	2017	April	10:27	10 a.m.	Saturday	UNIVERSITY BLVD SE	BOBBY FOSTER RD SE	0	0	0	0	0	1	1	1	1	0	1	Property Damage Only Crash	Other (Object)	Other Object - All Other
5/6/2017	2017	May	12:23	12 p.m.	Saturday	UNIVERSITY BLVD SE	BOBBY FOSTER RD SE	0	0	0	0	0	1	1	1	1	0	1	Property Damage Only Crash	Fixed Object	Fixed Object - Tree
6/27/2017	2017	June	19:00	7 p.m.	Tuesday	UNIVERSITY	FRITTS	0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other Vehicle	Invalid Code
6/27/2017	2017	June	11:40	11 a.m.	Tuesday	BOBBY FOSTER	UNIVERISTY BLVD SE	0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
8/4/2017	2017	August	23:30	11 p.m.	Friday	5601 UNIVERSITY BLVD SE		0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Opposite Direction
9/1/2017	2017	September	23:49	11 p.m.	Friday	BOBBY FOSTER	ISLETA AMPHTR. EXIT	0	0	0	0	0	2	2	2	1	1	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Stopped/Entering At Angle
9/2/2017	2017	September	23:10	11 p.m.	Saturday	BOBBY FOSTER RD SE	UNIVERSITY BLVD SE	0	0	1	0	1	0	1	1	1	0	1	Injury Crash	Other (Non-Collision)	Non-Collision - All Other/Not Stated
10/1/2017	2017	October	23:49	11 p.m.	Sunday	5601 UNIVERSITY BLVD SE		0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
3/9/2018	2018	March	16:34	4 p.m.	Friday	UNIVERISTY BLVD SE	CRICK CROSSING SE	0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
3/19/2018	2018	March	22:11	10 p.m.	Monday	FRITTS CROSSING SE	UNIVERISTY BLVD SE	0	0	1	0	1	2	2	2	2	0	2	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
3/29/2018	2018	March	22:06	10 p.m.	Thursday	UNIVERSITY BLVD SE	EASTMAN AVE SE	0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Fixed Object	Fixed Object - Light Standard (Light Pole)
7/15/2018	2018	July	11:31	11 a.m.	Sunday	5601 UNIVERSITY BLVD SE	5601 UNIVERSITY BLVD SE	0	0	0	0	2	2	4	3	4	0	3	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
7/18/2018	2018	July	23:05	11 p.m.	Wednesday	BOBBY FOSTER RD SE	UNIVERSITY BLVD SE	0	0	0	0	0	6	6	2	6	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight
7/22/2018	2018	July	23:12	11 p.m.	Sunday	BOBBY FOSTER RD SE	UNIVERSITY BLVD SE	0	0	0	0	0	6	6	3	6	0	3	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
8/4/2018	2018	August	23:00	11 p.m.	Saturday	5600 UNIVERSITY BLVD SE		0	0	0	0	3	10	13	4	13	0	4	Injury Crash	Other Vehicle	Other Vehicle - From Same Direction/All Others
8/5/2018	2018	August	0:58	12 a.m.	Sunday	UNIVERSITY BLVD SE	BOBBY RD SE	0	0	0	0	0	6	6	2	6	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
8/9/2018	2018	August	23:00	11 p.m.	Thursday	UNIVERSITY BLVD	CRICK AVE	0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight
9/19/2018	2018	September	22:30	10 p.m.	Wednesday	5601 UNIVERSITY BLVD		0	0	0	0	0	2	2	1	2	0	1	Property Damage Only Crash	Overturn/Rollover	Overturn/Rollover - Right Side of Road
9/24/2018	2018	September	18:35	6 p.m.	Monday	ISLETA BLVD SW		0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Left Blank
10/28/2018	2018	October	6:17	6 a.m.	Sunday	BOBBY FOSTER RD SE	UNIVERISTY BLVD SE	0	0	0	0	0	2	2	1	2	0	1	Property Damage Only Crash	Rollover	Invalid Code
11/18/2018	2018	November	11:52	11 a.m.	Sunday	UNIVERSITY BLVD SE	FRITTS CROSSING SE	0	0	0	0	1	1	4	5	2	0	2	Injury Crash	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle
1/6/2019	2019	January	18:28	6 p.m.	Sunday	UNIVERSITY BLVD SE	CRICK CROSSING SE	0	0	0	0	0	1	1	1	1	0	1	Property Damage Only Crash	Overturn/Rollover	Overturn/Rollover - Left Side of Road
8/3/2019	2019	August	23:00	11 p.m.	Saturday	UNIVERSITY BLVD SE	5601	0	0	0	0	0	2	2	2	1	1	1	Property Damage Only Crash	Pedestrian	Pedestrian Collision - Vehicle Going Straight
8/13/2019	2019	August	1:06	1 a.m.	Tuesday	5349 UNIVERSITY BLVD SE	ATRISCO RESERVOIR	0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other (Non-Collision)	Non-Collision - Vehicle Ran Across Open Area
8/20/2019	2019	August	23:41	11 p.m.	Tuesday	UNIVERSITY BLVD SE	CRICK AVE SE	0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other Vehicle	Invalid Code
8/27/2019	2019	August	20:50	8 p.m.	Tuesday	UNIVERSITY		0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle
9/5/2019	2019	September	20:51	8 p.m.	Thursday	UNIVERISTY BLVD SE	EASTMAN	0	1	0	0	1	0	1	1	1	0	1	Injury Crash	Fixed Object	Fixed Object - Median Raised Or Curb
								0	1	2	3		22								
9																					
13																					
6																					

NMDOT COVID TRAFFIC DATA CALIBRATION METHODOLOGY





SUBJECT: Alternative methods for Traffic Counts

DATE: October 5, 2020

To: David Quintana, Chief Engineer

From: Afshin Jian, State Traffic Engineer *Afshin Jian*
New Mexico Department of Transportation

**Michelle Lujan
Grisham**
Governor

Michael R. Sandoval
Cabinet Secretary

Alternative Means to Develop Base Turning Movements Volumes for Traffic Impact Studies During COVID-19 Times:

Since February 2020 Governmental policies and social attitudes due to the COVID-19 crisis have impacted traffic volumes and traffic patterns during the AM, Noon, and PM Peak Hour periods. Therefore, traffic counts during this period are not representative of “normal” vehicular traffic volume or patterns. A memo was distributed for guidance on 5/1/2020. To provide more guidance to develop traffic counts and continue development within the State of New Mexico, alternative methods of generating base Turning Movements Volumes (or turning movement counts (TMC)) for Traffic Impact Studies have been developed using recent data and data generated from Big Data models. The “Big Data” models generate traffic counts from anonymized location record from smart phones and other GPS devices. Following are three alternative methods of developing base turning movements volumes based on the levels of data that might be available for any given intersection.

Method 1 – Use Recent Turning Movement Data

Recent pre-COVID19 traffic counts are the preferred data source since in most cases the data is still representative of normal traffic conditions and it provides turning movement volumes, not just approach volumes. The New Mexico Department of Transportation has allowed turning movements volumes up to four years old to be utilized as base Turning Movements Volumes for Traffic Impact Studies. Valid data collected is between September 2016 and February, 2020.

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District 5

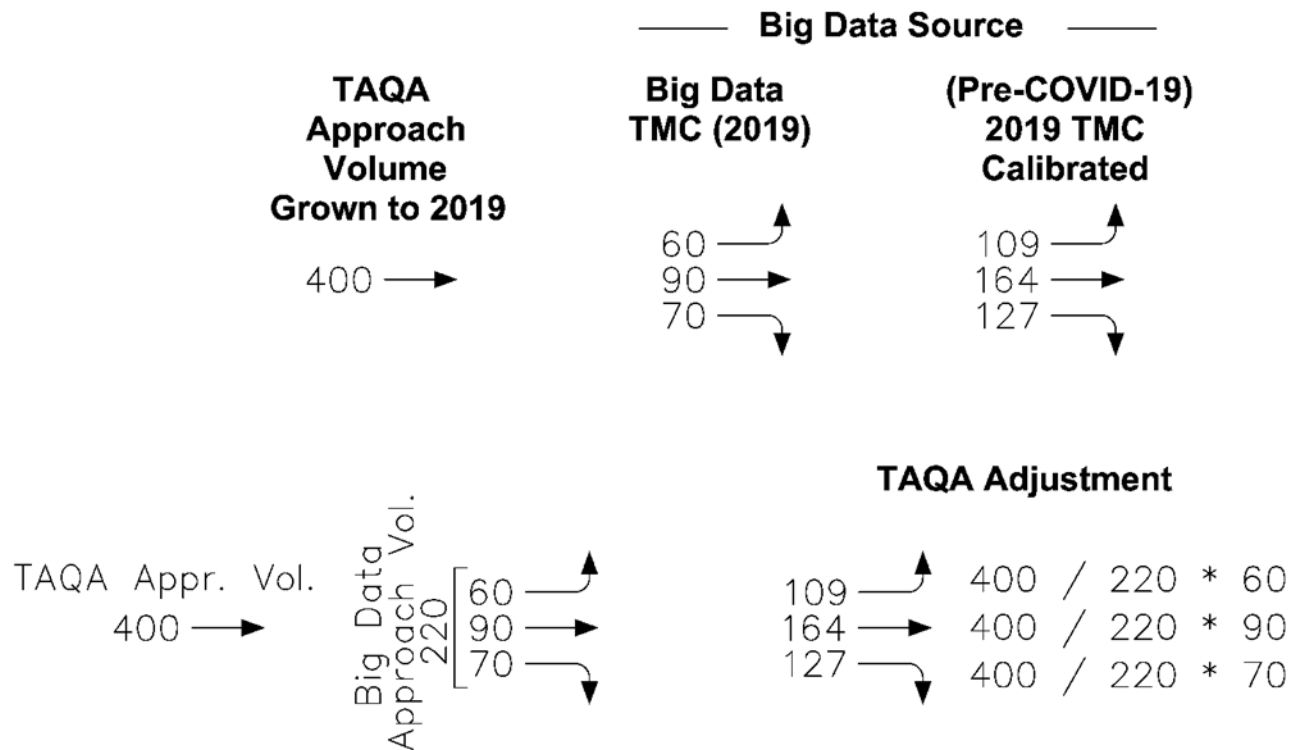
Charles Lundstrom
Commissioner, Secretary
District 6

Method 2 – Use Current Big Data Calibrated with Tube Count Data

For Intersections where there is no recent turning movements volumes data, recent tube count data may be available at most or all legs. This is the case for most of the Mid-Region Council of Governments area on major streets intersection from Mid-Region Council of Governments' (MRCOG) Transportation Analysis and Querying Application (TAQA) website. This case might not be available in rest of the state that is not under MRCOG. Tube counts provide approach volumes and departure volumes but do not provide turning movement volumes. The Big Data can be utilized to approximate raw turning movements volumes at these intersections which can be calibrated with recent TAQA data. This method calibrates the turning movements volumes at the intersection to comply with TAQA approach volumes, but does not account for the changes that may occur in traffic patterns (i.e., proportions of left, thru, and right turns) as a result of the temporarily changed traffic conditions. To adjust turning movements volumes at the intersection to account for changed traffic patterns, it is proposed to use Big Data to develop a comparative scenario to establish a turning movements volumes ratio approximating that of pre-COVID-19 turning movements volumes. The pre-COVID-19 ratio of the turning movements volumes for each approach to an intersection can be utilized to re-allocate the left / thru / right volumes at each approach of an intersection to correlate with pre-COVID-19 traffic patterns. The following page demonstrates a generic calculation for a single approach to an intersection which demonstrates the proposed methodology:

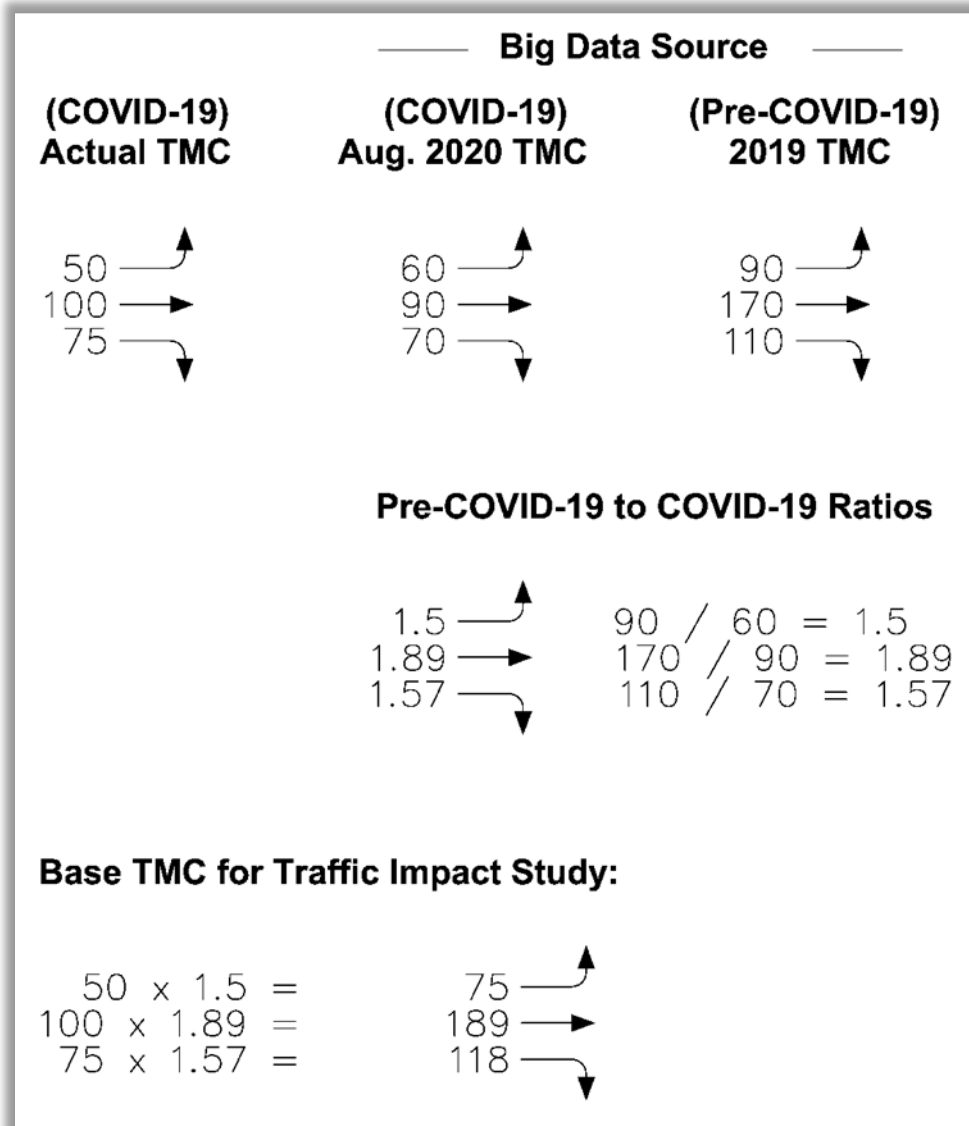
Method 2: User Pre-COVID Big Data Calibrated with Tube Count Data:

Method 2: Use Big Data Calibrated with Tube Count Data



Method 3 – Use Big Data Only and Current COVID-19 TMC Volumes

This method is used for intersections where there is no recent traffic data at all. These intersections are mostly in smaller communities in New Mexico where there is no formal data collection program such as the Mid-Region Council of Governments. In such cases, it is proposed to conduct a current turning movements volumes AM / Noon / PM count as needed to acquire current actual volumes (COVID-19 volumes). Subsequently, acquire two sets of turning movements volumes from an approved Big Data source. First, acquire COVID-19 turning movements volumes for the same month as the current actual traffic count was conducted. Next, acquire pre-COVID-19 turning movements volumes for the same intersection. Subsequently, the ratio of pre-COVID-19 to COVID-19 turning movements volumes (from Big Data) can be applied to adjust the current actual volumes to achieve base turning movements volumes for the Traffic Impact Study. The following page demonstrates a generic calculation for a single approach to an intersection which demonstrates the proposed methodology:



Method 3: Use Big Data Only and Current COVID-19 TMC Volumes:

The major concerns regarding Big Data turning movements volumes are:

- 1) The data is not reported in 15-minute increments. At least one company is working on developing the ability to acquire 15-minute volumes.
- 2) The sampling rate for Big Data is approximately 40%.
- 3) The data from Big Data sources is not considered to be demand volumes.

The proposed methodology addresses those issues as described below:

- 1) The existing current proposed field count will provide 15-minute increment volumes that will be proportioned to approximate pre-COVID-19 conditions.
- 2) The sampling rate becomes a non-issue because by dividing the pre-COVID-19 TMC's from Big Data by the COVID-19 TMC's from Big Data sources, the sampling rate is cancelled because it is the same for both pre-COVID and COVID conditions.
- 3) In cases where TAQA data is available, the TAQA adjustment should allow demand volumes to be achieved for the base turning movements volumes. In smaller communities where TAQA type of data is not available, it has been my experience that the adjustments made for demand volumes are not significant (i.e, less than 1% or 2% generally). It seems that adjustments for demand volumes is not as critical at intersections in smaller communities.

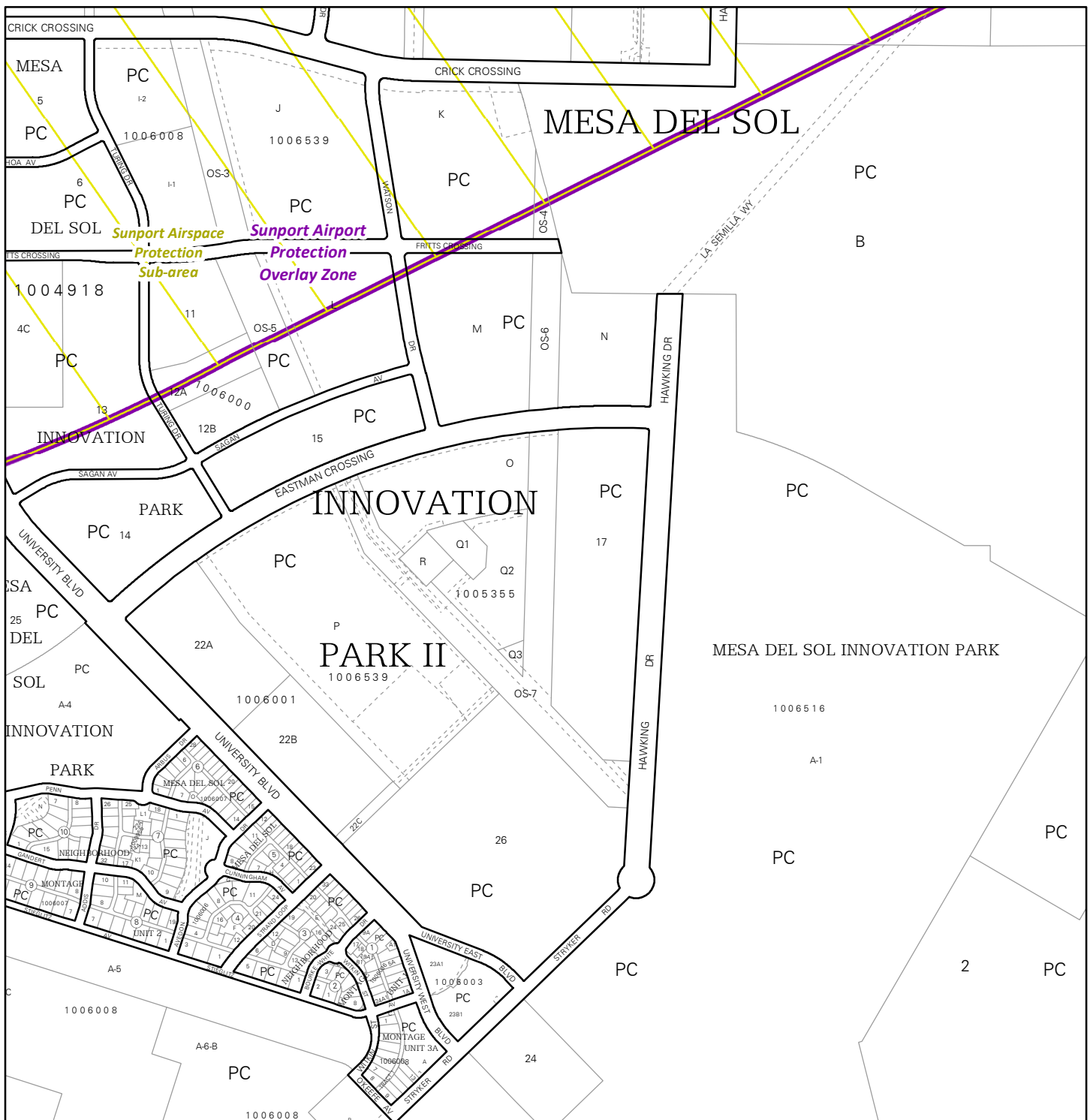
To compensate for any uncertainties in this methodology, it might be prudent to include a safety factor to be added to all of the base turning movements volumes as a general rule. That safety factor would be set and established by the New Mexico Department of Transportation.

In a recent meeting with **Streetlightdata.com** staff, I was informed that there is a four to six week period of time before data would be available on the Streetlightdata.com website application. Therefore, this method, if approved, would still incur a four to six-week delay while awaiting updating / vetting of the Streetlightdata.com data before posting to their website for use by the user.

CABQ ZONE ATLAS

Excerpt



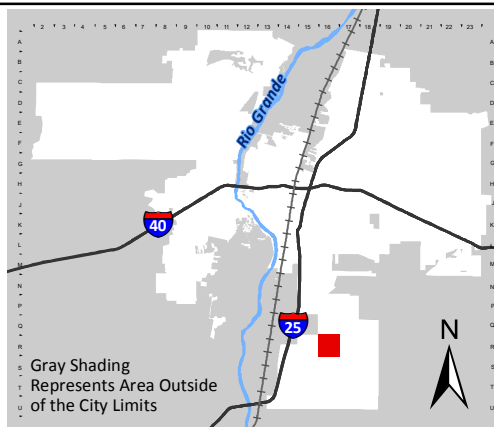


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

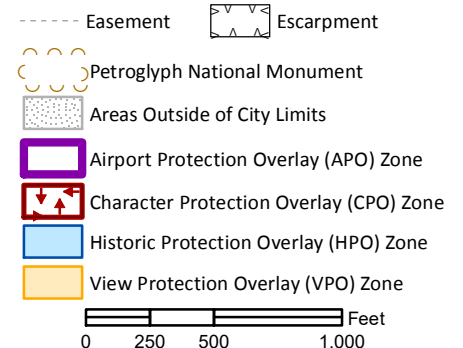
IDO Zone Atlas **May 2018**



IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page:
R-16-Z



TRAFFIC ANALYSIS DETAIL

Synchro Operational Analyses



Existing Conditions

AM Peak Hour

HCM 6th TWSC
2: Stryker Rd & University Blvd SE

07/09/2021

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	29	0	1	0	0	1	0	0	0	0	1	0
Future Vol, veh/h	29	0	1	0	0	1	0	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	40	0	1	0	0	1	0	0	0	0	1	0
Major/Minor	Minor1			Minor2			Major2					
Conflicting Flow All	2	1	0	-	1	1				0	0	0
Stage 1	0	0	-	-	1	-				-	-	-
Stage 2	2	1	-	-	0	-				-	-	-
Critical Hdwy	7.15	6.55	6.25	-	6.55	6.25				4.15	-	-
Critical Hdwy Stg 1	-	-	-	-	5.55	-				-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	-	-	-				-	-	-
Follow-up Hdwy	3.545	4.045	3.345	-	4.045	3.345				2.245	-	-
Pot Cap-1 Maneuver	1012	889	-	0	889	1075				-	-	-
Stage 1	-	-	-	0	889	-				-	-	-
Stage 2	1013	889	-	0	-	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	1011	889	-	-	889	1075				-	-	-
Mov Cap-2 Maneuver	1011	889	-	-	889	-				-	-	-
Stage 1	-	-	-	-	889	-				-	-	-
Stage 2	1012	889	-	-	-	-				-	-	-
Approach	EB			WB			NW					
HCM Control Delay, s				8.4			0					
HCM LOS	-			A								
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1							
Capacity (veh/h)	-	-	-	-	-	1075						
HCM Lane V/C Ratio	-	-	-	-	-	0.001						
HCM Control Delay (s)	0	-	-	-	-	8.4						
HCM Lane LOS	A	-	-	-	-	A						
HCM 95th %tile Q(veh)	-	-	-	-	-	0						

HCM 6th TWSC
3: University Blvd SE & Strand Loop SE/Ex Gate

07/09/2021

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	21	0	0	0	0	24	0	16	1	84	34	21
Future Vol, veh/h	21	0	0	0	0	24	0	16	1	84	34	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	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	24	0	0	0	0	27	0	18	1	94	38	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	247	257	31	226	269	10	62	0	0	19	0	0
Stage 1	238	238	-	19	19	-	-	-	-	-	-	-
Stage 2	9	19	-	207	250	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	678	639	1026	702	629	1059	1517	-	-	1574	-	-
Stage 1	735	700	-	989	872	-	-	-	-	-	-	-
Stage 2	1002	872	-	767	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	631	601	1026	670	591	1059	1517	-	-	1574	-	-
Mov Cap-2 Maneuver	631	601	-	670	591	-	-	-	-	-	-	-
Stage 1	735	658	-	989	872	-	-	-	-	-	-	-
Stage 2	976	872	-	721	650	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.9		8.5		0		4.5					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1517	-	-	631 1059	1574	-	-					
HCM Lane V/C Ratio	-	-	-	0.037 0.025	0.06	-	-					
HCM Control Delay (s)	0	-	-	10.9 8.5	7.4	-	-					
HCM Lane LOS	A	-	-	B A	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0.2	-	-					

HCM 6th TWSC
4: University Blvd SE & Avedon Ave SE

07/09/2021

Intersection								
Int Delay, s/veh	0.4							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Vol, veh/h	10	1	0	113	0	189	7	
Future Vol, veh/h	10	1	0	113	0	189	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	-	None	
Storage Length	0	-	125	-	120	-	-	
Veh in Median Storage, #	0	-	-	0	-	0	-	
Grade, %	0	-	-	0	-	0	-	
Peak Hour Factor	89	89	89	89	89	89	89	
Heavy Vehicles, %	5	5	5	5	5	5	5	
Mvmt Flow	11	1	0	127	0	212	8	
Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	280	110	220	0	127	-	0	
Stage 1	216	-	-	-	-	-	-	
Stage 2	64	-	-	-	-	-	-	
Critical Hdwy	6.9	7	4.2	-	6.5	-	-	
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-	
Follow-up Hdwy	3.55	3.35	2.25	-	2.55	-	-	
Pot Cap-1 Maneuver	679	913	1325	-	1174	-	-	
Stage 1	790	-	-	-	-	-	-	
Stage 2	942	-	-	-	-	-	-	
Platoon blocked, %				-		-	-	
Mov Cap-1 Maneuver	679	913	1325	-	1174	-	-	
Mov Cap-2 Maneuver	679	-	-	-	-	-	-	
Stage 1	790	-	-	-	-	-	-	
Stage 2	942	-	-	-	-	-	-	
Approach	EB	NB		SB				
HCM Control Delay, s	10.3	0		0				
HCM LOS	B							
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR		
Capacity (veh/h)	1325	-	695	1174	-	-		
HCM Lane V/C Ratio	-	-	0.018	-	-	-		
HCM Control Delay (s)	0	-	10.3	0	-	-		
HCM Lane LOS	A	-	B	A	-	-		
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-		

HCM 6th TWSC
5: University Blvd SE & Eastman Crossing SE

07/09/2021

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	68	8	99	171
Future Vol, veh/h	0	41	68	8	99	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	57	94	11	138	238
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	614	100	0	0	105	0
Stage 1	100	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	450	947	-	-	1468	-
Stage 1	917	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	947	-	-	1468	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		2.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	947	1468	-	
HCM Lane V/C Ratio	-	-	0.06	0.094	-	
HCM Control Delay (s)	-	-	9	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

HCM 6th TWSC
6: University Blvd SE & Bobby Foster Rd

07/09/2021

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	21	24	124	106	0
Future Vol, veh/h	20	21	24	124	106	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	29	33	170	145	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	381	145	145	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	615	894	1419	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	599	894	1419	-	-	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	1.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1419	-	721	-	-	
HCM Lane V/C Ratio	0.023	-	0.078	-	-	
HCM Control Delay (s)	7.6	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

HCM 6th TWSC
7: University Blvd SE & Fritts Crossing SE

07/09/2021

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	173	0	24	281
Future Vol, veh/h	0	25	173	0	24	281
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	30	208	0	29	339

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	605	208	0
Stage 1	208	-	-
Stage 2	397	-	-
Critical Hdwy	6.45	6.25	4.15
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.245
Pot Cap-1 Maneuver	456	825	1345
Stage 1	820	-	-
Stage 2	673	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	446	825	1345
Mov Cap-2 Maneuver	446	-	-
Stage 1	820	-	-
Stage 2	658	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1345
HCM Lane V/C Ratio	-	-	0.037	0.021
HCM Control Delay (s)	-	-	9.5	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
8: University Blvd SE & Crick Ave SE

07/09/2021

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	30	219	5	50	293
Future Vol, veh/h	1	30	219	5	50	293
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	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	37	267	6	61	357

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	571	137	0
Stage 1	270	-	-
Stage 2	301	-	-
Critical Hdwy	6.9	7	-
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.55	3.35	-
Pot Cap-1 Maneuver	444	877	-
Stage 1	742	-	-
Stage 2	716	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	423	877	-
Mov Cap-2 Maneuver	423	-	-
Stage 1	742	-	-
Stage 2	682	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	423	877
HCM Lane V/C Ratio	-	-	0.003	0.042
HCM Control Delay (s)	-	-	13.5	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Existing Conditions

PM Peak Hour

HCM 6th TWSC
1: Stryker Rd & University Blvd SE

07/09/2021

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑			↑			↔				
Traffic Vol, veh/h	0	22	0	0	3	0	17	1	0	0	0	0
Future Vol, veh/h	0	22	0	0	3	0	17	1	0	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	24	0	0	3	0	19	1	0	0	0	0
Major/Minor	Minor1		Minor2		Major1							
Conflicting Flow All	-	39	-	-	39	-	0	0	0			
Stage 1	-	39	-	-	0	-	-	-	-			
Stage 2	-	0	-	-	39	-	-	-	-			
Critical Hdwy	-	6.55	-	-	6.55	-	4.15	-	-			
Critical Hdwy Stg 1	-	5.55	-	-	-	-	-	-	-			
Critical Hdwy Stg 2	-	-	-	-	5.55	-	-	-	-			
Follow-up Hdwy	-	4.045	-	-	4.045	-	2.245	-	-			
Pot Cap-1 Maneuver	0	847	0	0	847	0	-	-	-			
Stage 1	0	857	0	0	-	0	-	-	-			
Stage 2	0	-	0	0	857	0	-	-	-			
Platoon blocked, %								-	-			
Mov Cap-1 Maneuver	-	847	-	-	847	-	-	-	-			
Mov Cap-2 Maneuver	-	847	-	-	847	-	-	-	-			
Stage 1	-	857	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	857	-	-	-	-			
Approach	EB		WB		SE							
HCM Control Delay, s	9.4		9.3									
HCM LOS	A		A									
Minor Lane/Major Mvmt	EBLn1WBLn1		SEL		SET		SER					
Capacity (veh/h)	847		847		-		-		-			
HCM Lane V/C Ratio	0.029		0.004		-		-		-			
HCM Control Delay (s)	9.4		9.3		-		-		-			
HCM Lane LOS	A		A		-		-		-			
HCM 95th %tile Q(veh)	0.1		0		-		-		-			

HCM 6th TWSC
2: Stryker Rd & University Blvd SE

07/09/2021

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	44	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	44	0	0	0	0	0	0	0	0	0	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	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	60	0	0	0	0	0	0	0	0	0	0	0
Major/Minor	Minor1		Minor2				Major2					
Conflicting Flow All	0	0	-	-	0	0			0	0	0	
Stage 1	0	0	-	-	0	-			-	-	-	
Stage 2	0	0	-	-	0	-			-	-	-	
Critical Hdwy	7.15	6.55	-	-	6.55	6.25			4.15	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.55	-			-	-	-	
Critical Hdwy Stg 2	6.15	5.55	-	-	-	-			-	-	-	
Follow-up Hdwy	3.545	4.045	-	-	4.045	3.345			2.245	-	-	
Pot Cap-1 Maneuver	-	-	0	0	-	-			-	-	-	
Stage 1	-	-	0	0	-	-			-	-	-	
Stage 2	-	-	0	0	-	-			-	-	-	
Platoon blocked, %										-	-	
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	-	-	
Stage 1	-	-	-	-	-	-			-	-	-	
Stage 2	-	-	-	-	-	-			-	-	-	
Approach	EB		WB				NW					
HCM Control Delay, s					0					0		
HCM LOS					A							
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1							
Capacity (veh/h)	-	-	-	-	-							
HCM Lane V/C Ratio	-	-	-	-	-							
HCM Control Delay (s)	0	-	-	-	0							
HCM Lane LOS	A	-	-	-	A							
HCM 95th %tile Q(veh)	-	-	-	-	-							

HCM 6th TWSC
3: University Blvd SE & Strand Loop SE

07/09/2021

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	43	0	5	1	0	75	2	53	1	34	42	33
Future Vol, veh/h	43	0	5	1	0	75	2	53	1	34	42	33
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	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	48	0	6	1	0	84	2	60	1	38	47	37
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	176	207	42	165	225	31	84	0	0	61	0	0
Stage 1	142	142	-	65	65	-	-	-	-	-	-	-
Stage 2	34	65	-	100	160	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	762	682	1010	776	666	1026	1489	-	-	1519	-	-
Stage 1	838	771	-	929	833	-	-	-	-	-	-	-
Stage 2	969	833	-	887	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	685	664	1010	756	649	1026	1489	-	-	1519	-	-
Mov Cap-2 Maneuver	685	664	-	756	649	-	-	-	-	-	-	-
Stage 1	837	752	-	928	832	-	-	-	-	-	-	-
Stage 2	888	832	-	860	738	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		8.8		0.3		2.3					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1489	-	-	709	1021	1519	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.076	0.084	0.025	-	-				
HCM Control Delay (s)	7.4	-	-	10.5	8.8	7.4	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-				

HCM 6th TWSC
4: University Blvd SE & Avedon Ave SE

07/09/2021

Intersection							
Int Delay, s/veh	0.4						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	1	0	170	2	108	7
Future Vol, veh/h	10	1	0	170	2	108	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	125	-	125	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5
Mvmt Flow	10	1	0	175	2	111	7
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	207	59	118	0	175	-	0
Stage 1	119	-	-	-	-	-	-
Stage 2	88	-	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	6.5	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	2.55	-	-
Pot Cap-1 Maneuver	754	985	1446	-	1094	-	-
Stage 1	884	-	-	-	-	-	-
Stage 2	917	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	752	985	1446	-	1094	-	-
Mov Cap-2 Maneuver	752	-	-	-	-	-	-
Stage 1	884	-	-	-	-	-	-
Stage 2	915	-	-	-	-	-	-
Approach	EB	NB		SB			
HCM Control Delay, s	9.8	0		0.1			
HCM LOS	A						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR	
Capacity (veh/h)	1446	-	769	1094	-	-	
HCM Lane V/C Ratio	-	-	0.015	0.002	-	-	
HCM Control Delay (s)	0	-	9.8	8.3	-	-	
HCM Lane LOS	A	-	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	0	-	-	

HCM 6th TWSC
5: University Blvd SE & Eastman Crossing SE

07/09/2021

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	49	114	0	36	102
Future Vol, veh/h	5	49	114	0	36	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	68	158	0	50	142
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	400	158	0	0	158	0
Stage 1	158	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	600	880	-	-	1403	-
Stage 1	863	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	577	880	-	-	1403	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.7	0	2			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	839	1403	-	
HCM Lane V/C Ratio	-	-	0.089	0.036	-	
HCM Control Delay (s)	-	-	9.7	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

HCM 6th TWSC
6: University Blvd SE & Bobby Foster Rd

07/09/2021

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	38	190	69	6
Future Vol, veh/h	8	10	38	190	69	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	14	52	260	95	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	463	99	103
Stage 1	99	-	-
Stage 2	364	-	-
Critical Hdwy	6.45	6.25	4.15
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.245
Pot Cap-1 Maneuver	552	949	1470
Stage 1	917	-	-
Stage 2	696	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	529	949	1470
Mov Cap-2 Maneuver	529	-	-
Stage 1	879	-	-
Stage 2	696	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	701	-	-
HCM Lane V/C Ratio	0.035	-	0.035	-	-
HCM Control Delay (s)	7.5	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 6th TWSC
7: University Blvd SE & Fritts Crossing SE

07/09/2021

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	25	213	2	8	183
Future Vol, veh/h	2	25	213	2	8	183
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	26	220	2	8	189
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	426	221	0	0	222	0
Stage 1	221	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	580	811	-	-	1329	-
Stage 1	809	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	577	811	-	-	1329	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.7	0		0.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 787		1329	-	
HCM Lane V/C Ratio	-	- 0.035		0.006	-	
HCM Control Delay (s)	-	- 9.7		7.7	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

HCM 6th TWSC
8: University Blvd SE & Crick Ave SE

07/09/2021

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	72	280	3	34	168
Future Vol, veh/h	3	72	280	3	34	168
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	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	4	90	350	4	43	210
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	543	177	0	0	354	0
Stage 1	352	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25	-
Pot Cap-1 Maneuver	463	826	-	-	1180	-
Stage 1	674	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	446	826	-	-	1180	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10	0	1.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 446 826	1180	-		
HCM Lane V/C Ratio	-	- 0.008 0.109	0.036	-		
HCM Control Delay (s)	-	- 13.1 9.9	8.2	-		
HCM Lane LOS	-	- B A	A	-		
HCM 95th %tile Q(veh)	-	- 0 0.4	0.1	-		

2023 with Project

AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	30	0	1	0	0	1	0	0	0	0	1	0
Future Vol, veh/h	30	0	1	0	0	1	0	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	41	0	1	0	0	1	0	0	0	0	1	0
Major/Minor	Minor1			Minor2			Major2					
Conflicting Flow All	2	1	0	-	1	1				0	0	0
Stage 1	0	0	-	-	1	-				-	-	-
Stage 2	2	1	-	-	0	-				-	-	-
Critical Hdwy	7.15	6.55	6.25	-	6.55	6.25				4.15	-	-
Critical Hdwy Stg 1	-	-	-	-	5.55	-				-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	-	-	-				-	-	-
Follow-up Hdwy	3.545	4.045	3.345	-	4.045	3.345				2.245	-	-
Pot Cap-1 Maneuver	1012	889	-	0	889	1075				-	-	-
Stage 1	-	-	-	0	889	-				-	-	-
Stage 2	1013	889	-	0	-	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	1011	889	-	-	889	1075				-	-	-
Mov Cap-2 Maneuver	1011	889	-	-	889	-				-	-	-
Stage 1	-	-	-	-	889	-				-	-	-
Stage 2	1012	889	-	-	-	-				-	-	-
Approach	EB			WB			NW					
HCM Control Delay, s				8.4			0					
HCM LOS	-			A								
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1							
Capacity (veh/h)	-	-	-	-	-	1075						
HCM Lane V/C Ratio	-	-	-	-	-	0.001						
HCM Control Delay (s)	0	-	-	-	-	8.4						
HCM Lane LOS	A	-	-	-	-	A						
HCM 95th %tile Q(veh)	-	-	-	-	-	0						

HCM 6th TWSC
3: University Blvd SE & Strand Loop SE/Ex Gate

Alternative: AM Peak Hour
2023 with Project

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	21	0	0	0	0	49	0	18	1	170	34	21
Future Vol, veh/h	21	0	0	0	0	49	0	18	1	170	34	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	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	24	0	0	0	0	55	0	20	1	191	38	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	442	453	31	422	465	11	62	0	0	21	0	0
Stage 1	432	432	-	21	21	-	-	-	-	-	-	-
Stage 2	10	21	-	401	444	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	492	494	1026	509	487	1057	1517	-	-	1572	-	-
Stage 1	564	573	-	986	871	-	-	-	-	-	-	-
Stage 2	1001	871	-	589	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	423	434	1026	462	428	1057	1517	-	-	1572	-	-
Mov Cap-2 Maneuver	423	434	-	462	428	-	-	-	-	-	-	-
Stage 1	564	503	-	986	871	-	-	-	-	-	-	-
Stage 2	949	871	-	517	497	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14		8.6		0		5.7					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1517	-	-	423	1057	1572	-	-				
HCM Lane V/C Ratio	-	-	-	0.056	0.052	0.122	-	-				
HCM Control Delay (s)	0	-	-	14	8.6	7.6	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.4	-	-				

HCM 6th TWSC
4: University Blvd SE & Avedon Ave SE

Alternative: AM Peak Hour
2023 with Project

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR		SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	1	0	0	22	0	139	1		75	276	7
Future Vol, veh/h	10	0	1	0	0	22	0	139	1		75	276	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0		0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free		Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None		-	-	None
Storage Length	-	-	-	-	-	-	125	-	-		115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-		-	0	-
Grade, %	-	0	-	-	0	-	-	0	-		-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89		89	89	89
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5		5	5	5
Mvmt Flow	11	0	1	0	0	25	0	156	1		84	310	8
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	560	639	159	480	643	79	318	0	0		157	0	0
Stage 1	482	482	-	157	157	-	-	-	-		-	-	-
Stage 2	78	157	-	323	486	-	-	-	-		-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-		4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-		-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-		-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-		2.25	-	-
Pot Cap-1 Maneuver	405	386	849	462	384	956	1217	-	-		1399	-	-
Stage 1	527	544	-	821	760	-	-	-	-		-	-	-
Stage 2	913	760	-	655	542	-	-	-	-		-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	376	363	849	440	361	956	1217	-	-		1399	-	-
Mov Cap-2 Maneuver	376	363	-	440	361	-	-	-	-		-	-	-
Stage 1	527	511	-	821	760	-	-	-	-		-	-	-
Stage 2	889	760	-	615	509	-	-	-	-		-	-	-
Approach	EB		WB		NB		SB						
HCM Control Delay, s	14.4		8.9		0		1.6						
HCM LOS	B		A										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1217	-	-	396	956	1399	-	-					
HCM Lane V/C Ratio	-	-	-	0.031	0.026	0.06	-	-					
HCM Control Delay (s)	0	-	-	14.4	8.9	7.7	-	-					
HCM Lane LOS	A	-	-	B	A	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	-	-					

HCM 6th TWSC
5: University Blvd SE & Eastman Crossing SE

Alternative: AM Peak Hour
2023 with Project

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	115	8	100	333
Future Vol, veh/h	0	41	115	8	100	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	57	160	11	139	463
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	907	166	0	0	171	0
Stage 1	166	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	302	871	-	-	1388	-
Stage 1	856	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	871	-	-	1388	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	871	1388	-	
HCM Lane V/C Ratio	-	-	0.065	0.1	-	
HCM Control Delay (s)	-	-	9.4	7.9	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-	

HCM 6th TWSC
6: University Blvd SE & Bobby Foster Rd

Alternative: AM Peak Hour
2023 with Project

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	21	25	172	267	0
Future Vol, veh/h	20	21	25	172	267	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	29	34	236	366	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	670	366	366	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	418	673	1176	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	404	673	1176	-	-	-
Mov Cap-2 Maneuver	404	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1176	-	508	-	-	
HCM Lane V/C Ratio	0.029	-	0.111	-	-	
HCM Control Delay (s)	8.2	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

HCM 6th TWSC
7: University Blvd SE & Fritts Crossing SE

Alternative: AM Peak Hour
2023 with Project

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	222	0	24	444
Future Vol, veh/h	0	25	222	0	24	444
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	30	267	0	29	535
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	860	267	0	0	267	0
Stage 1	267	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	322	764	-	-	1280	-
Stage 1	771	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	764	-	-	1280	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.9	0	0.4			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	764	1280	-	
HCM Lane V/C Ratio	-	-	0.039	0.023	-	
HCM Control Delay (s)	-	-	9.9	7.9	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 6th TWSC
8: University Blvd SE & Crick Ave SE

Alternative: AM Peak Hour
2023 with Project

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	30	268	5	50	455
Future Vol, veh/h	1	30	268	5	50	455
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	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	37	327	6	61	555
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	730	167	0	0	333	0
Stage 1	330	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25	-
Pot Cap-1 Maneuver	351	839	-	-	1202	-
Stage 1	692	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	333	839	-	-	1202	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.7	0	0.8			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 333 839 1202		-		
HCM Lane V/C Ratio	-	- 0.004 0.044 0.051		-		
HCM Control Delay (s)	-	- 15.9 9.5 8.2		-		
HCM Lane LOS	-	- C A A		-		
HCM 95th %tile Q(veh)	-	- 0 0.1 0.2		-		

2023 with Project PM Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑			↑			↔				
Traffic Vol, veh/h	0	24	0	0	3	0	19	1	0	0	0	0
Future Vol, veh/h	0	24	0	0	3	0	19	1	0	0	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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	27	0	0	3	0	21	1	0	0	0	0

Major/Minor	Minor1		Minor2		Major1					
Conflicting Flow All	-	43	-	-	43	-	0	0	0	
Stage 1	-	43	-	-	0	-	-	-	-	
Stage 2	-	0	-	-	43	-	-	-	-	
Critical Hdwy	-	6.55	-	-	6.55	-	4.15	-	-	
Critical Hdwy Stg 1	-	5.55	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	5.55	-	-	-	-	
Follow-up Hdwy	-	4.045	-	-	4.045	-	2.245	-	-	
Pot Cap-1 Maneuver	0	843	0	0	843	0	-	-	-	
Stage 1	0	853	0	0	-	0	-	-	-	
Stage 2	0	-	0	0	853	0	-	-	-	
Platoon blocked, %										
Mov Cap-1 Maneuver	-	843	-	-	843	-	-	-	-	
Mov Cap-2 Maneuver	-	843	-	-	843	-	-	-	-	
Stage 1	-	853	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	853	-	-	-	-	

Approach	EB		WB		SE	
HCM Control Delay, s	9.4		9.3			
HCM LOS	A		A			

Minor Lane/Major Mvmt	EBLn1WBLn1		SEL	SET	SER
Capacity (veh/h)	843	843	-	-	-
HCM Lane V/C Ratio	0.032	0.004	-	-	-
HCM Control Delay (s)	9.4	9.3	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	47	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	47	0	0	0	0	0	0	0	0	0	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	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	64	0	0	0	0	0	0	0	0	0	0	0
Major/Minor	Minor1		Minor2				Major2					
Conflicting Flow All	0	0	-	-	0	0				0	0	0
Stage 1	0	0	-	-	0	-				-	-	-
Stage 2	0	0	-	-	0	-				-	-	-
Critical Hdwy	7.15	6.55	-	-	6.55	6.25				4.15	-	-
Critical Hdwy Stg 1	-	-	-	-	5.55	-				-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	-	-	-				-	-	-
Follow-up Hdwy	3.545	4.045	-	-	4.045	3.345				2.245	-	-
Pot Cap-1 Maneuver	-	-	0	0	-	-				-	-	-
Stage 1	-	-	0	0	-	-				-	-	-
Stage 2	-	-	0	0	-	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-				-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-				-	-	-
Stage 1	-	-	-	-	-	-				-	-	-
Stage 2	-	-	-	-	-	-				-	-	-
Approach	EB		WB				NW					
HCM Control Delay, s			0				0					
HCM LOS	-		A									
Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1							
Capacity (veh/h)	-	-	-	-	-							
HCM Lane V/C Ratio	-	-	-	-	-							
HCM Control Delay (s)	0	-	-	-	0							
HCM Lane LOS	A	-	-	-	A							
HCM 95th %tile Q(veh)	-	-	-	-	-							

HCM 6th TWSC
3: University Blvd SE & Strand Loop SE

Alternative: PM Peak Hour
2023 with Project

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	43	0	5	2	0	151	2	54	2	67	44	33
Future Vol, veh/h	43	0	5	2	0	151	2	54	2	67	44	33
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	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	48	0	6	2	0	170	2	61	2	75	49	37
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	253	285	43	241	302	32	86	0	0	63	0	0
Stage 1	218	218	-	66	66	-	-	-	-	-	-	-
Stage 2	35	67	-	175	236	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	672	616	1008	685	603	1025	1487	-	-	1516	-	-
Stage 1	756	714	-	928	832	-	-	-	-	-	-	-
Stage 2	968	831	-	801	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	539	585	1008	655	573	1025	1487	-	-	1516	-	-
Mov Cap-2 Maneuver	539	585	-	655	573	-	-	-	-	-	-	-
Stage 1	755	679	-	927	831	-	-	-	-	-	-	-
Stage 2	807	830	-	757	667	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12		9.3		0.3		3.5					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1487	-	-	566	1017	1516	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.095	0.169	0.05	-	-				
HCM Control Delay (s)	7.4	-	-	12	9.3	7.5	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.2	-	-				

HCM 6th TWSC
4: University Blvd SE & Avedon Ave SE

Alternative: PM Peak Hour
2023 with Project

Intersection													
Int Delay, s/veh	2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	1	1	0	67	0	247	1	2	29	142	8
Future Vol, veh/h	10	0	1	1	0	67	0	247	1	2	29	142	8
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	-	-	-	-	125	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	10	0	1	1	0	69	0	255	1	2	30	146	8

Major/Minor	Minor2	Minor1		Major1		Major2	
Conflicting Flow All	342	-	77	393	474	128	154
Stage 1	214	-	-	256	256	-	-
Stage 2	128	-	-	137	218	-	-
Critical Hdwy	7.6	-	7	7.6	6.6	7	4.2
Critical Hdwy Stg 1	6.6	-	-	6.6	5.6	-	-
Critical Hdwy Stg 2	6.6	-	-	6.6	5.6	-	-
Follow-up Hdwy	3.55	-	3.35	3.55	4.05	3.35	2.25
Pot Cap-1 Maneuver	580	0	959	534	481	889	1402
Stage 1	760	0	-	718	687	-	-
Stage 2	854	0	-	843	714	-	-
Platoon blocked, %							
Mov Cap-1 Maneuver	524	-	959	523	468	889	1402
Mov Cap-2 Maneuver	524	-	-	523	468	-	-
Stage 1	760	-	-	718	687	-	-
Stage 2	788	-	-	821	695	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	9.4	0	1.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1402	-	-	547	880	1249	-
HCM Lane V/C Ratio	-	-	-	0.021	0.08	0.026	-
HCM Control Delay (s)	0	-	-	11.7	9.4	8	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	49	257	0	36	165
Future Vol, veh/h	5	49	257	0	36	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	68	357	0	50	229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	686	357	0	0	357	0
Stage 1	357	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	409	680	-	-	1185	-
Stage 1	702	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	389	680	-	-	1185	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	1.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	636	1185	-	
HCM Lane V/C Ratio	-	-	0.118	0.042	-	
HCM Control Delay (s)	-	-	11.4	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	39	334	132	6
Future Vol, veh/h	8	10	39	334	132	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	14	53	458	181	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	749	185	189	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	375	850	1367	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	850	1367	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1367	-	526	-	-	
HCM Lane V/C Ratio	0.039	-	0.047	-	-	
HCM Control Delay (s)	7.7	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	25	357	2	8	247
Future Vol, veh/h	2	25	357	2	8	247
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, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	26	368	2	8	255
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	640	369	0	0	370	0
Stage 1	369	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	435	670	-	-	1172	-
Stage 1	693	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	432	670	-	-	1172	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.8	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	644	1172	-	
HCM Lane V/C Ratio	-	-	0.043	0.007	-	
HCM Control Delay (s)	-	-	10.8	8.1	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	73	425	3	34	231
Future Vol, veh/h	3	73	425	3	34	231
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	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	4	91	531	4	43	289
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	764	268	0	0	535	0
Stage 1	533	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25	-
Pot Cap-1 Maneuver	334	721	-	-	1008	-
Stage 1	544	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	721	-	-	1008	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 320 721 1008	-	-		
HCM Lane V/C Ratio	-	- 0.012 0.127 0.042	-	-		
HCM Control Delay (s)	-	- 16.4 10.7 8.7	-	-		
HCM Lane LOS	-	- C B A	-	-		
HCM 95th %tile Q(veh)	-	- 0 0.4 0.1	-	-		

2023 with Project AM Peak Hour Queuing Report

Queuing and Blocking Report 2023 with Project

AM Peak Hour

Intersection: 3: University Blvd SE & Strand Loop SE/Ex Gate

Movement	EB	WB	SB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	57	56	44
Average Queue (ft)	17	27	4
95th Queue (ft)	47	49	24
Link Distance (ft)	419	168	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: University Blvd SE & Avedon Ave SE

Movement	EB	WB	SB
Directions Served	LTR	LTR	UL
Maximum Queue (ft)	47	55	54
Average Queue (ft)	11	17	11
95th Queue (ft)	37	46	38
Link Distance (ft)	194	78	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0
