Albuquerque Studios Master Plan Development

Traffic Impact Study

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Prepared for:

Confidential Private Client

Prepared by:

Stantec Consulting Services Inc.

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ALBUQUERQUE STUDIOS MASTER PLAN DEVELOPMENT

Revision	Description	Author		Quality Check		Independent Review	

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Executive Summary

This Traffic Impact Study (TIS) was prepared for the Albuquerque Studios Master Plan development (Phase II) and incorporates Phase I traffic at the Albuquerque Studios Site located at (5650 University Blvd) Mesa del Sol (MdS) in Southeast Albuquerque. The study area for the Studio Master Plan development (Phase I plus Phase II) encompasses University Boulevard, Mesa del Sol Boulevard (future), Eastman Avenue, and Crick Avenue adjacent to the site frontage and areas within the boundary. The study area is shown in **Figure 3**.

The Studio Master Plan development is anticipated for build-out, implementation and opening in Quarter four (4) of Year 2023 (two years from present).

Phase I (Northern Phase) consists of an expansion of the existing film studio production operation to the north of existing (approximately 27 acres) as follows:

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

*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 TSF.

Phase II (Eastern Phase) consists of an expansion of the existing and north film studio production operations to the east portion of the site (approximately 82 acres) as follows:

- Production Office 1 Building 75 TSF
- Mills 2 Buildings 120 TSF
- Double Stages, production support with basecamps 5 Units 260 TSF
- Daycare 1 Building 15 TSF
- Total 9 Buildings/units 470 TSF

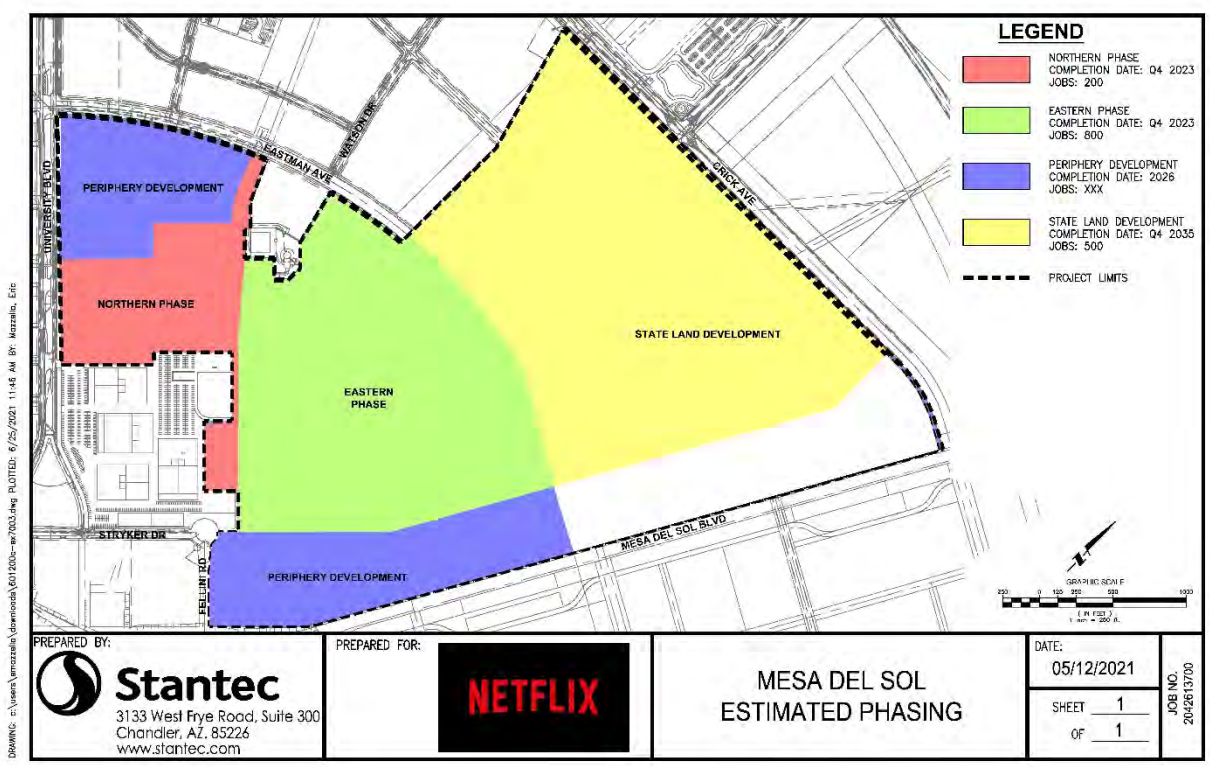
Phase II also consists of vacating a portion of Hawking Drive from Stryker Road to Eastman Avenue and Eastman Avenue from Gate D to Mesa del Sol Boulevard.

Phase III consists of site development (site periphery use) on the north (approximately 22 acres) and south (approximately 59 acres) portions of the site. The following periphery development is anticipated to occur by the end Year 2026.

- Office Headquarters (North) 400 TSF
- Office (South) 400 TSF
- Retail (South) 150 TSF

Additionally, the Owner has leased approximately 114 acres from the State Land Office (SLO) east of the eastern phase for long-term use. This long-term use is excluded from approval request from this TIS. It will be considered at a future time when plans have been more fully developed. Trip Generation estimates for this area were included in this TIS.

Figure 1. Studio Master Plan Phasing Exhibit



The Average Daily Traffic (ADT) on University Blvd is 3,602 vehicles per day (April 2021) with nearly equal directional 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.

Six gates (Gates A-F) are proposed for the Studio Master Plan development area and are labeled on the site plan. Two additional future gates (Gates G and H) are preliminarily planned for the future studio development of the SLO area.

The projected trip generation for each gate is forecasted to be 43 in the AM Peak Hour and 43 for the PM Peak Hour.

The projected trip generation for the north periphery development is 260 in the AM Peak Hour, and 240 in the PM Peak Hour.

The projected trip generation for the south periphery development per driveway is: 78 in the AM Peak Hour and 146 in the PM Peak Hour.

Relative to the approved Level B Master Plan for MdS, this Albuquerque Studios Master Plan development including periphery is estimated at approximately 575 Thousand Square Feet (TSF) less than the current Level B Master Plan. In the AM peak hour, a decrease in overall trips by 739, including a decrease of 812 trips in the critical inbound direction (1071 vs. 1883), is forecasted. In the PM peak hour, a decrease of 202 trips in the critical outbound direction (1269 vs. 1471) is forecasted. During the PM peak hour in the inbound direction, the studio uses generate 112 trips compared to 103 trips for the current Level B Master Plan; however, with periphery development (retail and office), the PM inbound is a total of 775 trips due to retail use, resulting in an increase of 652 trips. The added retail use is complementary to the nearby large employment and residential areas and is not expected to have a regional impact. Future development of the SLO area with similar uses as proposed for the Studio Master Plan area would result in additional traffic reductions.

The traffic composition forecast on Hawking Drive and Eastman Avenue consists of through (background) traffic and site traffic. Upon vacation of Hawking Drive and Eastman Avenue, the traffic will be redistributed from Eastman Avenue and Hawking

Drive to the adjacent roadways of University Boulevard, Mesa del Sol Boulevard, Crick Avenue and Watson Drive.

Figure 2 shows the forecasted ADT volumes for the Study Area based on the current Level B Master Plan with a comparison to the forecasted ADT volumes for the Study Area with the reduced Studio Master Plan trip generation (note: roadway vacations are not included to provide a direct comparison of trip generation effects only).

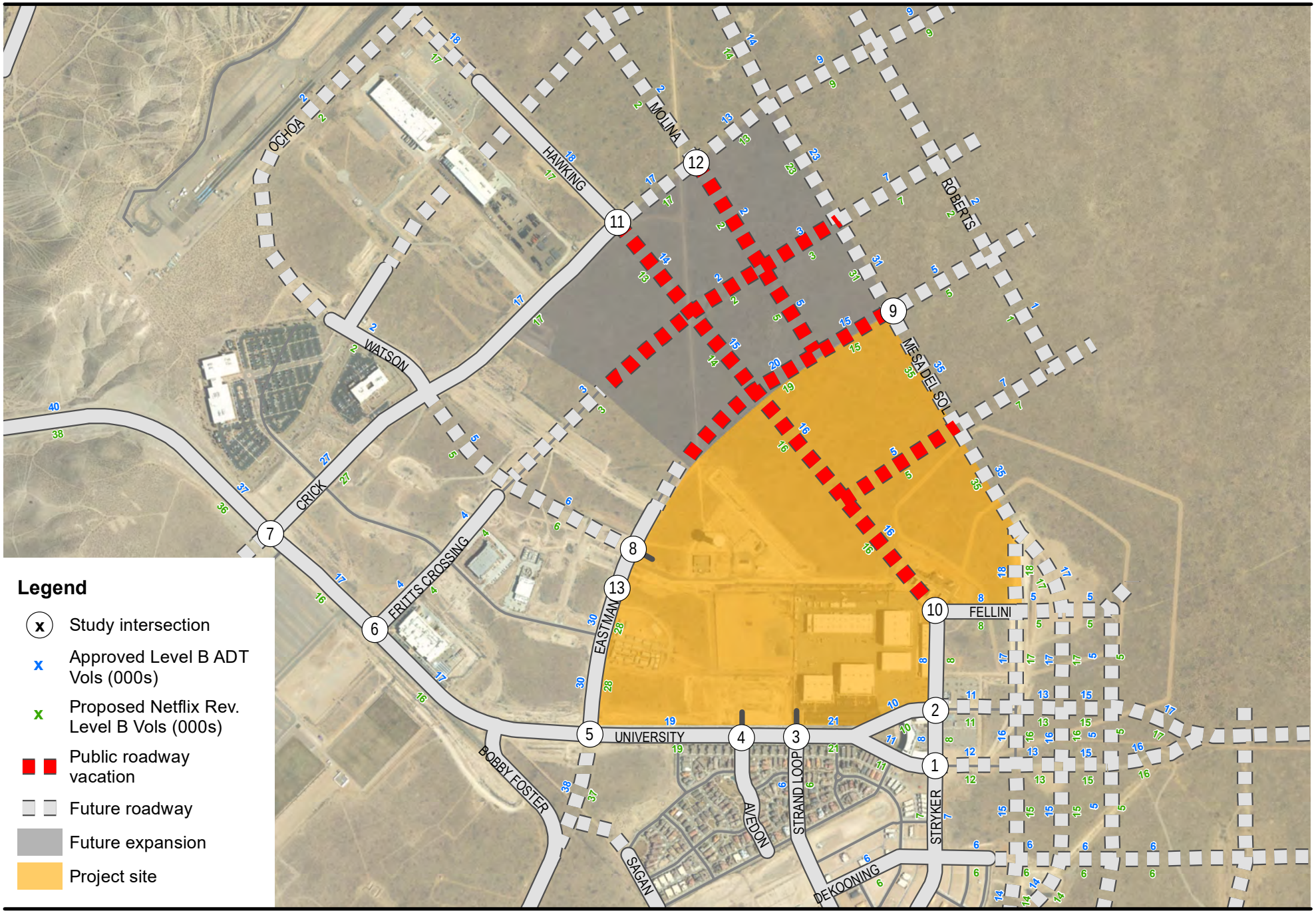


Figure 2

Proposed Level B ADT Volumes

Site Access Recommendations

Site access recommendations include all gates to be constructed with two exit lanes, two enter lanes, and stop-controlled traffic operation. Gates should be constructed similar to Gate A to allow for pedestrian access with ADA accommodations and required queue length of 160 feet (FT) on-site and 100 FT Left Turn bays on public streets where possible. This storage length is beyond the required length needed and analyzed. 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 at each gate.

Adjacent Street Recommendations

- University Boulevard: Minor modifications to accommodate Gate A improvements and Gate B addition.
- Mesa del Sol Boulevard: Construction of ½ street improvements from Fellini Road to Crick Avenue for Master Plan traffic implementation year. Construct full build-out for horizon year traffic.
- Eastman Avenue: Construction of ½ street improvements from University Boulevard to Gate D for Master plan traffic implementation year. Construct build-out for horizon year traffic.
- Crick Avenue: Construction of ½ street improvements to connect Crick Avenue west to Mesa del Sol Boulevard for Master Plan traffic implementation year; Construct full build-out for Horizon Year traffic.
- Watson Drive: Watson Drive is an un-built street that would run N-S east of University. Watson Drive is currently proposed as a two-lane connector street in the Level B Master Plan for MdS. During the long-term horizon year, a four-lane facility should be considered to accommodate the future traffic volumes. It is recommended that a traffic analysis be revisited to assess the growth in MdS to validate this recommendation. As an alternative, a new two-lane connector could be considered along the west side of the SLO parcel (east of Watson Drive) that could accommodate the anticipated traffic flow, leaving Watson Drive as a two-lane street.

Intersection Recommendations

Intersection 5.University Boulevard and Eastman Avenue: Implementation year recommendations include a signalized intersection in the near term when one or more of the following “triggers” occur:

- Mixed-use development growth to the west of the site,
- Athletic Facilities/Complex improvements by Bernalillo County,
- Bobby Foster re-alignment,
- north periphery build-out and/or other development northeast of University and Eastman Avenue that will contribute additional Horizon Year traffic flows at this intersection.

It is also recommended that width for dual lefts for Westbound to Southbound for horizon year traffic conditions be included that can be re-marked as necessary in the future.

Intersection 7. Mesa del Sol and Crick Avenue: Continuous flow Northbound to Westbound and Eastbound to Southbound movements until such time as other MdS development occurs north and east creating the need for additional traffic control for conflicting movements at this intersection. Ultimate build-out for the horizon year is recommended as a signalized intersection. Exclusive lanes (left-turn, through, right-turn) are recommended for horizon year traffic flows.

3. Mesa del Sol Couplets: Recommended for construction and implementation consistent with the Level B Horizon Year time frame.

Periphery Driveway Recommendations

North Driveway: The north periphery driveway is recommended for the office build-out lanes use planned for this tract. Two inbound lanes, two outbound separated by a minimum four (4) FT raised median is recommended. Stop control is recommended for the outbound access lanes. The driveway geometry is recommended to accommodate WB-50 design vehicle.

South Driveways: The south driveways are recommended for the forecasted office and retail use for these parcels. Driveways are recommended to be stop-controlled, 35 FT wide to provide two (2) outbound travel ways, and one inbound travel way. Geometry is to be designed per CABQ Curb Cut ordinance for either the WB-40 or WB 50 design vehicle.

The following two sections in the Executive Summary list agency comments received on the draft TIS submission along with responses provided for this final TIS.

City of Albuquerque comments:

1. Evaluate the LOS on University Blvd. north of Crick Ave. This should include the traffic from the Montage developments and the Bernalillo County athletic fields, if the data is available. If the other development's trip distribution and traffic volume is not available perform the LOS for University using the background and build year traffic from the Netflix development. Provide mitigation suggestion if needed.

*A summary of Level of Service (LOS) (Arterial) for University Blvd. north of Crick Ave. is provided below: *Synchro Analyses report is attached.*

	Implementation Year Peak Hour AM, PM	*Horizon Year Peak Hour AM, PM*
University Blvd	*LOS A, LOS A*	*LOS C, LOS C*

Note: Additional at-grade signalized intersections that may be proposed north of Crick Ave in the future on University Blvd., will reduce the green time available to the major street (University Blvd). Currently University Blvd is operating in an un-interrupted flow condition (no traffic signals). Installation of traffic signals in the future may increase the need for additional approach lanes at the signalized intersection on University Blvd. to maintain/achieve an acceptable delay LOS thru the intersection during the peak hour conditions.

2. The trip distribution on Bobby Fosters Rd. is higher than expected. The Netflix buildout year traffic in the AM peak is 1,016 vehicles per hour (vph) eastbound and 218 vph westbound. The PM peak has 671 vph eastbound and the westbound direction has 1,523 vph. Bobby Foster does not have an interchange. The Mesa del Sol master plan committed to building the Mesa del Sol interchange. A majority of the Bobby Foster traffic should be shifted to University Blvd. As University Blvd. nears capacity the excess traffic should shifted to Mesa del Sol Blvd.

This TIS used Trip Generation estimates provided by others for Montage for contributing traffic on Bobby Foster. ½ of the Montage development traffic was

forecasted to use Bobby Foster toward University. Of that, 70% was assigned to University/Bobby Foster and 15% each to Avedon/University and Strand Loop/University.

3. Provide a justification for the amount of traffic on Bobby Foster. The level of service will need to be evaluated for Bobby Foster.

The traffic analyses conducted on Bobby Foster included access to and from the Montage Development. A review of the preliminary site plan was used to estimate the traffic described above for bobby Foster. An LOS analysis was conducted for Bobby Foster/University and Eastman that included the traffic forecasts. The LOS is for Bobby Foster and University is forecasted at LOS B for the Implementation Year (2026) for both AM Peak Hour and PM Peak Hour (TIS, Pg. 28). The intersection is forecasted to be LOS D (for both AM and PM Peak Hour) for the Horizon Year Analysis Period (Level B Master Plan) (TIS Pg. 29).

4. Evaluate Eastman Crossing Ave. /University Blvd. intersection operations with Montage 6 and athletic fields traffic. Provide the intersection LOS and a traffic signal warrant analysis for the Netflix build year.

This intersection was analyzed (see response above) for the implementation year and horizon year conditions.

A traffic signal is recommended for consideration when one (or more) of the following "Triggers" occur

1. Mixed-use development growth west of the site occurs.
2. Athletic Facilities/Complex Improvements (Bernalillo County)
3. Bobby Foster Re-alignment into Eastman Drive
4. North Periphery build-out or other development northeast of University Boulevard and Eastman Ave that will contribute additional Horizon Year traffic flows as this intersection

A Signal Warrant Analysis (SWA) was conducted for future conditions (Implementation Year). Warrants 1,2,3 (8-hour,4-hour, and Peak Hour) were satisfied for the intersection.

5. The deceleration/turn lanes should be the designed to lengths and style as required in the DPM unless there are reasons to have the length reduced.

Agree. This TIS recommends that deceleration and turn lanes be designed to follow DMP recommendations unless reasonable justification is provided for exception. Statement to be included in final TIS.

6. The turn-around area for gates should address the typical vehicle using the gate. If larger trucks are anticipated the turn-around should be large enough for these vehicles.

Agree. Statement to page 34 of the final TIS

7. ADA connection from the public sidewalk to private development needs to comply with the CABQ DPM requirements.

Agree. Statement added to page 35 of the final TIS.

8. If a traffic signal at University Blvd. and Crick Ave. or other intersection are anticipated a traffic signal warrant will need to be conducted. Alternative intersection control should be considered along with the traffic signals.

University Blvd and Crick Ave. was analyzed in the study. This intersection is recommended for Two-Way-Stop-Control (TWSC) for the implementation year and for a traffic signal for the horizon year, assuming continued growth consistent with the Level B Master Plan.

Modern Roundabout Analysis: This intersection could potentially operate at an acceptable LOS as a roundabout. It is recommended that it be re-considered in the TIS conducted for the Athletic Complex improvements once traffic projections are forecasted for this development. There are several considerations such as special event traffic and peak hour traffic scenarios for consideration. Impacts to adjacent corners of the intersection and geometric footprint of the roundabout should be considered in the decision to proceed with a roundabout traffic control type.

A Signal Warrant Analysis (SWA) was conducted for future conditions (Implementation Year). The applicable warrants 1,2,3 (8-hour,4-hour, and Peak Hour) were not satisfied for the intersection.

9. There are two driveways mentioned, North driveway and South Driveway. Where is the North Driveway and South Driveway?

The North Driveway refers to access to the north periphery area at the SE Corner of University and Eastman Drive. The South Driveways refer to future driveways along the south side of the Albuquerque Studios associated with South side Periphery development. Clarification will be made in the final TIS.

Below are Bernalillo County comments on the subject draft TIS dated 6/18/2021 and submitted electronically 7/12/2021. Please address these comments for the subsequent submittal.

Bernalillo County Comments

- **Relationship to Mesa del Sol Amendment B –** I was under the impression that the TIS would include an update to the MDS Level B Plan. Instead it appears to provide justification that the vacation reasonably conforms to the Level B Transportation Plan and the land use square feet conform to the Level B Plan. It would be very helpful to include a section describing the purpose of the TIS in relation to the Level Transportation B Plan.

  The purpose of this TIS is to provide and assessment and justification for the vacation of Eastman Avenue and Hawking Drive in support of the Albuquerque Studios Site Expansion. Additionally, it was to analyze the traffic impacts for the Albuquerque Studios Expansion for an implementation year of 2026 and future horizon year, considering the potential for periphery uses north and south of Albuquerque Studios. The TIS confirmed that the proposed Albuquerque Studios Site traffic are less than the traffic forecasted in the Level B Master Plan TIS. The purpose of this TIS was not to conduct an update to the Level B Master Plan TIS.

- **Mesa del Sol Amendment B** - Mesa del Sol Amendment B was adopted in 2006. At the time of adoption, an interchange was not planned at Bobby Foster and I-25. In 2016, NMDOT completed the South I-25 Corridor Study that includes and interchange at Bobby Foster and I-25. This is a significant change to the transportation system within Mesa del Sol. TIS provides a comparison to show conformity of the proposed land use with the Level B Transportation Plan. The Level B Transportation Plan is out of date due to the length of time that has

passed, and due to plans that call for an interchange at Bobby Foster. At a minimum, TIS needs to acknowledge the conditions under which the Level B plan was adopted and how the conditions have changed.

It is acknowledged that conditions have changed at MdS since adoption of the Level B Master Plan. This TIS included traffic data collection based upon an updated assessment of existing conditions (2021) and calibrated for the COVID pandemic. Traffic impacts for an implementation year and horizon year were applied to the baseline background traffic volumes for 2021 and forecasted based upon know plans for development at the time of conductance of this TIS.

- **Couplets and Roundabouts** – One of the changes from earlier transportation practices is that one-way couplets are generally discourages and modern roundabouts are encouraged. One portion of the couplets is recommended as two way. If there were descriptions for the reasons for couplets when the plan was adopted it would be helpful to include them as a reminder.

  There are recommendations for signalized intersection at the following intersections in future years. Could any of these be a modern roundabout?

  Some intersections could potentially be roundabouts. The operation, r/w requirements etc., development plans and other conditions, Agency, Stakeholder, and Mds buy-in specific for each intersection would need to be considered into this decision.

  University and Eastman (#5).

  This intersection has build constraints at the corners that would greatly impact the footprint of existing infrastructure on the corners and r/w needed for a roundabout. A roundabout is not recommended for this intersection and is opposed by the Albuquerque Studios site owners.

  Mesa del Sol and Crick (not analyzed) – There are a number of recommendations for this intersection, but it was not included as a study intersection. I keep thinking that it is Crick and University, but it clearly and states Crick and Mesa del Sol.

  The MdS/Crick intersection was studied and should have been identified as such in the TIS. This intersection (two-leg) will operate as in a free flow condition as limited movements are possible under conditions when MdS and Crick terminate

at this location, until such time that either road is extended east or south, creating a "T" or four-leg intersection.

University Blvd and Crick (#7)

This intersection was studied in the TIS. This intersection is recommended as TWSC intersection for the implementation year, and a signalized intersection for the horizon year, or if additional traffic generation west of the intersection justifies (satisfies) signal warrants sooner than the horizon year.

The couplets are planned for as part of the overall Level B Plan at this time. This TIS does not recommend the couplets be converted to two-way streets for the future build-out conditions. During the interim until MdS Boulevard is built, a portion of the Mesa del Sol is proposed as a two-way that is recommended as a one-way street in the future.

- **Intersection Recommendations for University Blvd and Eastman (#5)** – The recommendations include signalization at this intersection for a number of small near-term changes. The body of the text instead recommends a signal warrant analysis. Can current and future traffic flows be accommodated with a modern roundabout?

See City of Albuquerque Comment #4 and BC Comment #3 above with responses.

- **Crick and University Blvd (#7)** – There is an access road immediately south of this intersection. Are there recommendation for this access point to University be relocated, removed, etc.?

It is recommended that this access be reviewed/analyzed based upon the TIS for the Athletic Complex for which it provides ingress/egress to that site. The existing/proposed use for this access is currently unknown.

- **Fritts Crossing and University Blvd (#6)** – There is an access point to the Bernalillo County Sports Complex north of the is intersection. Are there recommendation for this access point to University be relocated, removed, etc.?

This TIS does not provide recommendations for this access because it is currently unknown what the existing and proposed uses are for this access. To

the extent that it could be removed if not needed or could be re-aligned with Fritts Crossing may be preferable to the current configuration.

- **Bobby Foster Rd** – Bobby Foster Rd runs parallel to University Blvd more or less from Eastman Rd to Crossing to Crick Ave. Are there any recommendations related to this road? Or for the purposes for this TIS is it considered a separate drive to the Sports Complex and Amphitheater?

  It is believed that these lanes are intended to be the future lanes for SB University Boulevard at build out. Once Bobby Foster is realigned to intersection with Eastman Drive, these lanes would no longer be needed as currently used for Bobby Foster Road.

- **Nearby Development Traffic** – It appears that Sunport South, the residential development with retail and the school and the Sports Complex traffic was not included in the TIS. Sunport South has a completed TIS with trip distribution. This should be included as background traffic. All the others have not progressed to the point where trip distribution has been developed.

  The traffic analysis was reviewed for this development. A preliminary analysis letter dated 9/12/2019 indicates that traffic is expected to enter/exit to the north of the Albuquerque Studios Site and to/from University to/from the north.

- **Gates and Intersections** – Recommendation: In the narrative include the intersection number when describing gates and intersections.

  Concur. Gates and intersection numbers were added to the narratives (Executive Summary and Recommendations and Mitigation Measures) in the final TIS.

Comment A. Development Review Board (DRB) Comment on Traffic:

I reviewed key portions of the TIS and could not find adequate support for the conclusion that the amendments would result in less traffic (AM Peak -739 trips and PM Peak -202 trips) and congestion than the land uses originally listed in the Level B Plan.

*How do the original land use totals compare to the updated land use totals?

*How was the decrease of 575,000 sf of development calculated?

1) The TIS considered a "worst case" in terms of traffic generated by periphery land uses. The development assumptions consisted of North Area Periphery Office use (400 TSF), South Area Office (400 TSF) and Retail (150 TSF). The analysis accounts for a total land use of 2046 TSF, compared to 1471 TSF from the original Level B plan - a forecasted net increase of 575 TSF. When accounting for the Studio use and worst "traffic" case scenarios, the analysis resulted in a daily change of -956 vehicles, and a peak hour change of -812 (inbound AM), +74 (outbound AM), +652 (inbound PM), -202 (outbound) vehicles.

2) The following narrative/summary provides detail on the traffic analysis of the Master Plan Development (TIS) versus what was originally analyzed in the Level B Master Plan.

Original Level B: 187.66 Acres (Equivalent Acreage to proposed) / Floor Area Ratio (FAR) 0.18 = 1471 TSF. (187.66*43,560/1000)/0.18).*

ABQ Studios Master Plan: 331+295+470=1096 TSF (Existing Studio used to forecast similar traffic based upon similar density for studio development

Periphery: 400 TSF (Office-North) + 400 TSF (Office-South) + 150 TSF (Retail-South) = 950 TSF (Used ITE Land Use Code for Office and Retail use, respectively)

Total Proposed Master Plan Development = 2046 TSF (Studio MP + Periphery uses).

**The floor area ratio (FAR) was calculated to be 0.18 based on information from the Mesa Del Sol Level A Plan Technical Appendices (from Table F-1 and Table F-2). This information included the total acreage of land dedicated to "office" land uses in the Level A Plan (551.8 acres) and the total square footage of "office" land use anticipated in the Level A Plan (4,254,000 SF). After necessary conversions were made, the square footage of "office" land use was divided by the total acreage expected to be occupied by "office" land uses to calculate a FAR of 0.18.*

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition land use code for the area that the Project site now occupies was identified in the Level B Plan Technical Appendices (Table 3D-1) as ITE 750 (Office Park).

Together with the land use rates from ITE 750, the calculated FAR of 0.18, and the acreage of the Project site (187.66 acres), trips were generated for the land use that was originally expected to be built at the Project site in accordance with the Level B Plan.

The existing site use is exclusively a movie studio. Traffic Data were collected at the existing gate and the peak hour trips entering and exiting the access driveway were converted to trip rates. (Lack of available data from ITE for Movie/Studio use were available). We collected data on a high traffic day during filming based on owner input. Therefore, the proposed studio uses have trip rates that were derived from the traffic data collected at the site with its existing 331 TSF of movie studio land use.

Master Plan (Areas I & II) plus Initial Periphery (2026)

	Acres	FAR	Units	AM Peak Hour IB	AM Peak Hour OB	AM Peak Hour Total	PM Peak Hour IB	PM Peak Hour OB	PM Peak Hour Total	ADT
Current Level B Planned Use - Employment Center (1)										
Office Park	187.66	0.18	1471.405 TSF	1883	235	2119	103	1471	1574	16288
Proposed Project Phases I and II										
Existing Studio			331 TSF	85	25	110	34	76	110	1222
Phase 1 Studio Expansion			295 TSF	76	22	98	30	68	98	1089
Studio Master Plan (East)			470 TSF	121	35	156	48	108	156	1733
Phases I & II Studio Subtotal			*1096 TSF*	*282*	*82*	*364*	*112*	*252*	*364*	*4044*
Phase II Periphery Uses (Worst Case)										
North Area Office			400 TSF	274	14	288	7	233	240	3200
South Area Office			400 TSF	274	14	288	7	233	240	3200
South Area Retail			150 TSF	344	229	573	707	679	1386	6367
Phase II Periphery Subtotal			*950 TSF*	*892*	*257*	*1149*	*721*	*1145*	*1866*	*12767*
Internal Capture										
Studios (5%)				*-14*	*-4*	*-18*	*-6*	*-13*	*-18*	*-202*
Office/Retail (10%)				*-89*	*-26*	*-115*	*-72*	*-115*	*-187*	*-1277*
Project Total			2046 TSF	1071	309	1380	755	1269	2025	15332
Net Change (Current Plan to Proposed)			**574.595 TSF**	**-812**	**74**	**-739**	**652**	**-202**	**451**	**-956**
Trip Rates										
Office Park (ITE 750 Office Park)			TSF	1.28	0.16	1.44	0.07	1.00	1.07	11.07
Proposed Project (see "abq studios trip generation master plan 6.4.2021.xlsx")										

(1) primary uses for Employment Center consist of large-scale employment requiring truck access as well as larger format office and research and development uses (Source: Level B Plan Section 2.2)
Assumptions for trip generation: 100% Office Park (ITE 750) per Level B Table 3D-1
Assumptions for FAR: 0.18 for Office per Level A data acreage and square footage calculations (Source: Level A Technical Appendices)

Comment 1. Turning lanes: (CABQ Comment)

Many of the intersections on University meet warrants for right or left turn lanes. Attached to this letter are tables that show which intersection and movement meet turn lane warrants. Evaluate the locations where turn lanes are to be built for available right of way and other geometric restrictions to assure that the improvement can be built.

Auxiliary lanes that are proposed to be shorter than the DPM recommends will require approval by the City Engineer.

A review/analysis of the Auxiliary lanes adjacent to the Albuquerque Studios Expansion is provided below: Two conditions were analyzed: Condition 1. ½ Street Improvements with the project traffic included for Year 2026 and Condition 2. Full Street Improvements with project traffic for the Buildout condition.

Condition 1 Year 2026 with Project (1/2 Street Improvements) Typical Sections

(80 FT r/w) Fellini Drive/Stryker Road 1/2 Street Section (One-11 FT lane each direction, no Bike Lane, no parking: Curb and Gutter, 11 FT buffer, 5 FT sidewalk on one side.

(114 FT r/w) Eastman Avenue 1/2 Street Section (One lane each direction, plus bike lane, parking, curb and gutter, buffer, sidewalk constructed on one side.
(151 FT r/w) Mesa del Sol Boulevard: 72 Feet of construction One-12 FT Transit Lane, twelve ft median, two-12' driving lanes, 8 FT bike lane, 8 FT Landscape, 8 Ft Sidewalk constructed on one side.

(152 FT r/w) University Boulevard Wide median can accommodate LTL, Bike lanes/parking on rt side

Condition 2 Buildout with Project (Full Street Improvements) Typical Sections

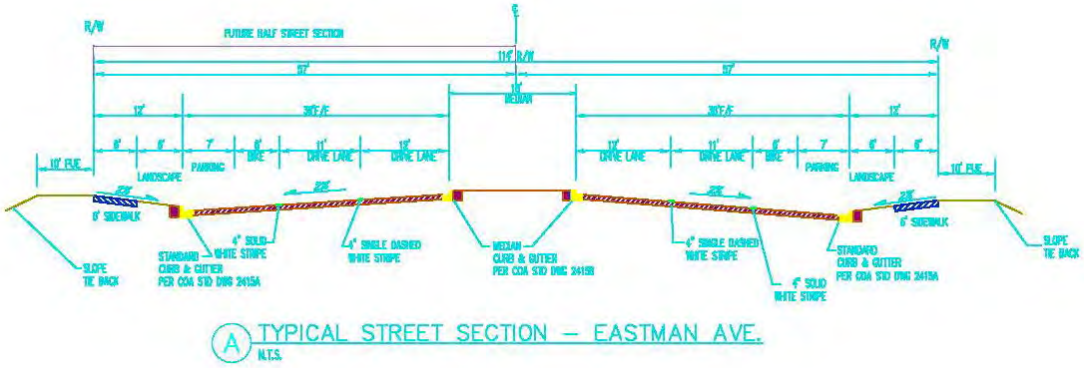
(80 FT r/w) Fellini Drive/Stryker Road: Two-11' Driving Lanes, 5 FT Bike lanes, 8 FT Parking, 11 FT Buffer, 5 FT sidewalk constructed on both sides.

(114 FT r/w) Eastman Avenue: 18 FT Median, two riving lanes each way (One-12 ft, one 11 FT, 6 FT bike lanes, 7 FT parking, 6 FT Landscape buffer, 6 Ft Sidewalk on both sides.

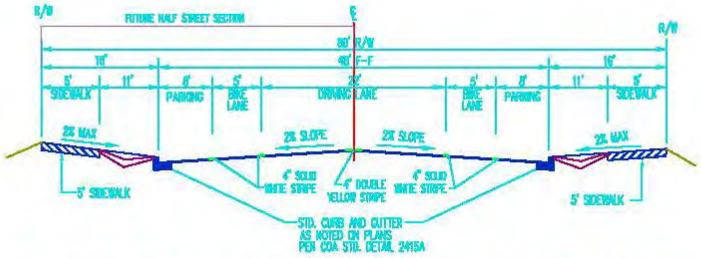
(151 FT r/w) Mesa del Sol Boulevard: two-12 FT Transit Lane Option (Median), 12 FT median separators on right side of transit lane option, two 12 FT Driving lanes, 8FT bike lane, 8 FT Landscape Buffer and 8 FT sidewalk on both sides.

(152 FT r/w) University Boulevard: 48 FT Median, 36 FT Face to Face includes two driving lanes (23 FT), 6 FT bike lane, 7 Ft parking and 14 to 18 FT area behind curb to r/w lane.

Typical Roadway Sections

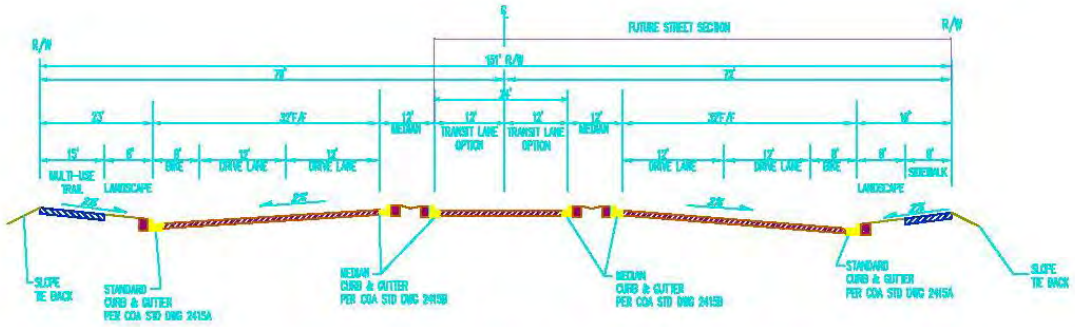


A TYPICAL STREET SECTION – EASTMAN AVE.
N.T.S.

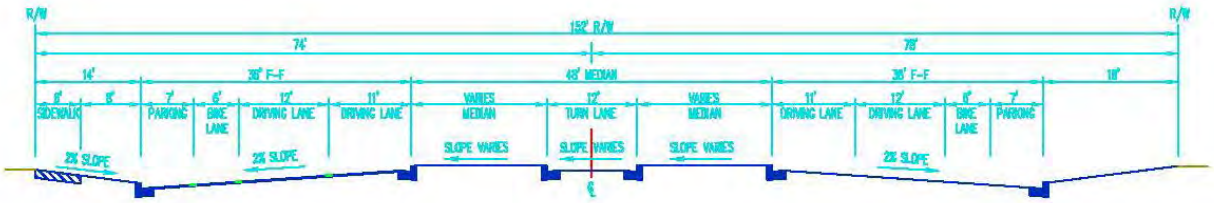


B TYPICAL STREET SECTION – STRYKER RD/ FELLINI DR
N.T.S.

Typical Roadway Sections



Ⓒ TYPICAL STREET SECTION – MESA DEL SOL BLVD
N.T.S.



UNIVERSITY BLVD. – 152' ROW
NOT TO SCALE

**Reference/Courtesy Bohannan-Huston Inc. Typical Section Drawing for Mesa del Sol Albuquerque Studios Expansion*

Condition 1. Analysis Year 2026 with Project

Intersection 1. University Boulevard (SB) and Stryker Road
1) SB to EB LT: A review of this turning movement and conditions indicate that this intersection could accommodate new pavement markings to allow for an exclusive left turn lane.

Intersection 2. University Boulevard (NB) and Stryker Road
1) EB to SB RT: A review of this turning movement indicate significant geometric impacts due to existing infrastructure (bump outs, curb and gutter, sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

1) WB to NB RT: Similar to the EB to SB RT Lane, this movement is constrained with bump outs, sidewalk, ADA ramps, landscaping, buffers and development on both north and south that would make reconstruction of this leg un-feasible without significant impacts to the intersection and adjacent properties.

Intersection 3. University Boulevard and Strand Loop/Gate A)
1) EB to NB LT: This turning movement accommodates primarily Montage Subdivision Traffic exiting that will travel NB on University Boulevard. A review of this location indicates that construction of a left turn lane would have significant impacts at this location. Geometric constraints are prevalent at this location that include bump-outs, ADA sidewalk ramps, landscaping and buffers which make this unfeasible without significant impacts to existing infrastructure at this location.

Intersection 4. University Boulevard and Avedon/Gate B
1) Not required.

Intersection 5. University Boulevard and Eastman Drive/Bobby Foster
1) NB to WB LT
1) EB to SB RT
1) EB to NB LT
1) SB to WB RT
1) SB to EB LT
1) WB to NB RT

Roundabout Traffic Control Option

require additional r/w. The owner on the SE Corner has development and infrastructure planned/constructed at this location that make any r/w expansion to this corner unfeasible.

A roundabout for this intersection is not within the purview of the owners of the Albuquerque Studios site development. Any negative impact to the site plan imposed by a roundabout would be opposed by the owners.

Traffic Signal Intersection Control Option

The r/w available on University Boulevard and proposed typical sections allow for adequately designed Left Turning Lanes for NB and SB movements.

The r/w available on Eastman Avenue (1/2 Street improvements) should allow for adequate Left turning lane design for WB to SB Movement. Further analysis during design is recommended.

During r/w acquisition for Bobby Foster realignment to Eastman Avenue, adequate r/w could be acquired to construct the needed EB to NB Left turning lane improvements and similarly for the EB to SB Right turn lane.

There do not appear to be any conflicts that would prohibit a WB to NB right turn lane from Eastman Avenue (1/2 street improvements) onto University Avenue.

The proposed typical section on University Boulevard in the available r/w with parking, bike lane, buffers, sidewalks make construction of right turn lanes unfeasible for the NB to EB direction.

Intersection 6. University Boulevard and Fritts Crossing
Analysis not required.

Intersection 7. University Boulevard and Crick Avenue
Analysis not required.

Intersection 8. Eastman Avenue /Gate D
Analysis not required.

Intersection 9. Mesa del Sol Boulevard and Gate E/Eastman Avenue
1) NB to WB LT: The proposed typical section width (24 Feet Driving Lane width) does not allow for construction of a left turn lane at this location.

1) EB to SB RT: An exclusive right turn lane is proposed out of Gate E for this movement.

Intersection 10. Fellini Drive & Stryker Road /Gate F
1) NB to WB LT: The proposed Typical Section (24 FT Driving Lanes) does not allow for an exclusive left turn lane to be constructed.

1) EB to SB RT: A Right turn lane is proposed for this movement exiting Gate F.

Intersection 11. Hawking Drive /Gate G & Crick Avenue
Analysis not required.

Intersection 12. Molina/Gate H & Crick Avenue
Analysis not required.

Intersection 13. Gate C & Eastman Avenue
Analysis not required.

Condition 2. Analysis Buildout with Project

Intersection 1. University Boulevard (SB) and Stryker Road
2) EB to SB RT: A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

2) SB to EB LT: A review of this turning movement and conditions preliminarily indicate that this intersection could be included with new pavement markings to allow for an exclusive left turn lane.

2) WB to SB LT: A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

Intersection 2. University Boulevard (NB) and Stryker Road

2) NB to EB LT: The proposed typical Section would allow for an exclusive Left Turn Lane on the NB couplet

2) WB to NB RT: A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

Intersection 3. University Boulevard and Strand Loop/Gate A
2) NB to WB LT: An exclusive left turn lane exists for this movement . It is recommended to remain.

2) EB to SB RT: A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

2) EB to NB LT: A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

Intersection 4. University Boulevard and Avedon/Gate B
2) NB to WB LT An exclusive left turn lane exists for this movement . It is recommended to remain.

2) EB to SB RT A review of this turning movement indicate significant impacts to due to existing infrastructure (curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

2) EB to NB LT A review of this turning movement indicate significant impacts to due to existing infrastructure (bump outs, curb and gutter, and sidewalks, bike lane, ADA sidewalk ramps and parking lot on the adjacent northeast corner of the intersection) that make construction of this lane unfeasible without significant impacts to existing infrastructure.

Intersection 5. University Boulevard and Eastman Drive/Bobby Foster

Roundabout Traffic Control Option

The Montage TIS is studying the feasibility of a roundabout at this intersection. With a Roundabout, exclusive left turn lanes would not be required. The inscribed circle diameter for a roundabout required at this location is anticipated to be large and may require additional r/w. The owner on the SE Corner has development and infrastructure planned/constructed at this location that make any r/w expansion to this corner unfeasible.

A roundabout for this intersection is not within the purview of the owners of the Albuquerque Studios site development. Any negative impact to the site plan imposed by a roundabout would be opposed by the owners.

Traffic Signal Intersection Control Option

2) NB to EB RT: A right turn lane will conflict with bike lane, parking, ex-cg, ADA ramps at this corner with limited r/w on the SE corner.

2) NB to WB LT: A left turn lane can be accommodated for this movement.

2) EB to SB RT: A Right turn lane for this movement could potentially be accommodated with the acquisition of r/w in conjunction with Bobby Foster alignment.

2) EB to NB LT: A Left turn lane is recommended for this movement as part of the Bobby Foster Re-alignment.

2) SB to WB RT: A right turn lane may conflict with parking/bike lanes that may be contemplated associated with the athletic facility development.

2) SB to EB LT: A left turn lane can be accommodated in the median typical section for University Boulevard.

2) WB to NB RT: A right turn lane may conflict with bike lanes, parking, sidewalks, landscape buffer for this movement within the available r/w and typical section.

2) WB to SB LT: A left turn lane may be accommodated for this movement in the proposed typical section and r/w for Eastman Avenue.

It is recommended that this intersection be analyzed in more detail for Auxiliary lanes during conceptual and design of improvements at this location.

Intersection 6. University Boulevard and Fritts Crossing
Analysis not required.

Intersection 7. University Boulevard and Crick Avenue
Analysis not required.

Intersection 8. Eastman Avenue /Gate D
2) EB to NB LT: The proposed typical section on Eastman Ave will allow for an exclusive Left turning lane in the proposed median for this turning movement.

2) SB to WB RT: A preliminary review of the r/w at this location indicates that a right turn lane may be feasible/ constructed at this location. Further analysis is recommended at the conceptual/design stage.

Intersection 9. Mesa del Sol Boulevard and Gate E/Eastman Avenue
2) NB to EB RT: It does not appear that the east leg is proposed for construction at this time and would not require construction of a right turn lane.

2) SB to EB LT: It does not appear that the east leg is proposed for construction at this time and would not require construction of a left turn lane.

2) WB to NB RT: It appears that this leg is not anticipated for construction. It is recommended that the need for this lane be re-considered in the future at the time this is developed, and r/w is determined.

2) WB to SB LT: It appears that this leg is not anticipated for construction. It is recommended that the need for this lane be re-considered in the future at the time this is developed, and r/w is determined.

Note: It is noted that transit lanes are proposed as an option for the median of MdS. Transit lanes would conflict with construction of left turn lanes: For right turn lanes, the available r/w, bike lanes, buffer, landscaping, and sidewalk make right turn lanes not feasible.

Intersection 10. Fellini Drive & Stryker Road /Gate F
2) NB to WB LT: The available driving lanes in the typical section for Fellini Drive do not provide enough width to construct a left turn lane at this location.

2) EB to SB RT: The available driving lanes in the typical section for Stryker Road do not provide enough width to construct a right turn lane at this location.

Intersection 11. Hawking Drive /Gate G & Crick Avenue
The feasibility of auxiliary lanes on Hawking Drive or Crick Avenue will depend upon the approved typical sections and available r/w. If the median of these two streets is 18 Feet approximately then exclusive left turn lanes would likely be feasible. Construction of right turning lanes would likely conflict with bike lanes, on-street parking, sidewalks, landscape buffers etc. Additional r/w width would be necessary to construct all amenities and right turning lanes.

2) EB to NB LT
2) SB to EB LT
2) WB to NB RT

Intersection 12. Molina/Gate H & Crick Avenue
The feasibility of auxiliary lanes on Molina and Crick Ave will depend upon the approved typical sections and available r/w. If the median of these two streets is 18 Feet approximately then exclusive left turn lanes would likely be feasible. Construction of right turning lanes would likely conflict with bike lanes, on-street parking, sidewalks, landscape buffers etc. Additional r/w width would be necessary to construct all amenities and right turning lanes.

2) EB to NB LT
2) SB to WB RT
2) WB to NB RT

Intersection 13. Gate C & Eastman Avenue
Analysis not required.

Comment 2. Sidewalks: (CABQ Comment)

Stryker Rd. to have sidewalks built along both side of the street. Build sidewalk on University Blvd. from Stryker Rd. to Strand loop on the east side of University.

It is recommended that sidewalks be built on University Boulevard from Stryker Road to Strand Loop on the east side of University Boulevard. This recommendation is being added to the Civil Design plans being developed by Bohannan-Huston Inc. for the Albuquerque Studios Expansion.

Comment 3. Other development traffic: (CABQ Comment)

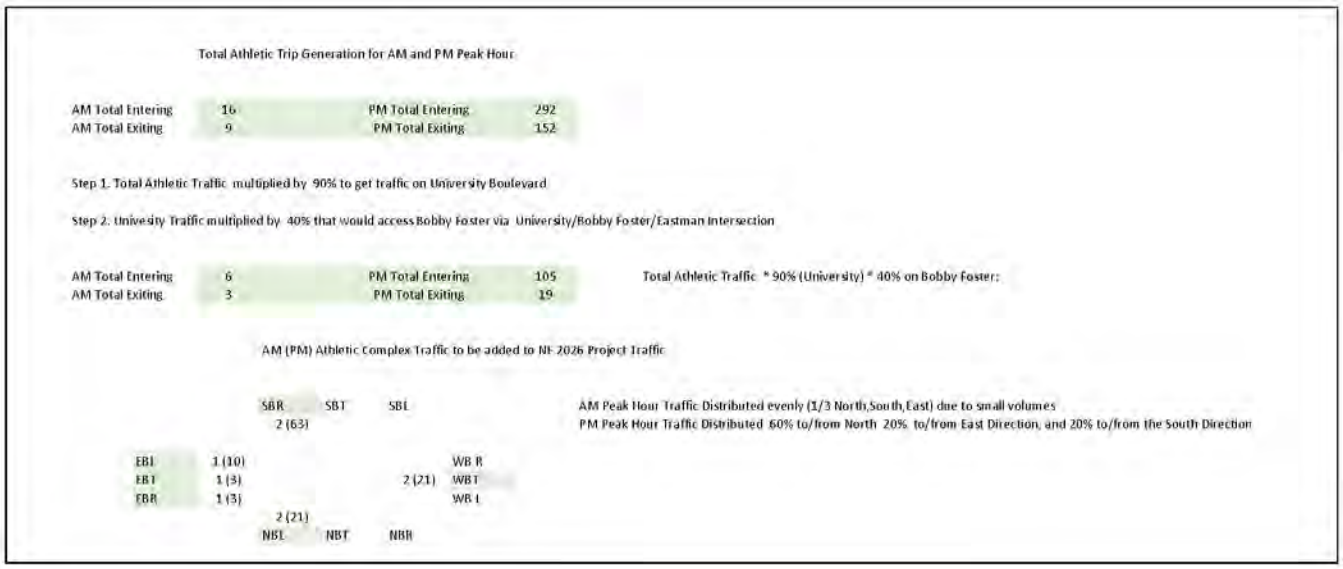
Include the Bernalillo County Athletic Field traffic if it coincides with the normal peak hours of weekdays 7:00 to 9:00 AM and 4:00 to 6:00 PM. Intersection control for Eastman/University/Bobby Foster intersection should consider a roundabout as first choice over a traffic signal. The Montage study is investigating the use of a roundabout and the ROW required.

Bernalillo County Athletic Field Traffic was added to the analysis for the AM and PM Peak Period Analysis periods. Trip Generation for this development was obtained from the Montage Traffic Impact Study data August 25, 2021. (Table 5. Page 16). This traffic was analyzed and distributed as follows: LOS Reports for this intersection have been updated/replaced in the appendix.

Table 5 – Bernalillo County Regional Outdoor Sports Complex Peak Hour Generated Trips, Land Use Codes 488 and 490

Development		Fields/Courts	Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Public Parks/Fields (Code 488)	AM Peak	24	24	61%	15	39%	9
	PM Peak		369	66%	243	34%	126
Indoor Practice Facility (Code 488)	AM Peak	1	1	61%	1	39%	0
	PM Peak		49	66%	32	34%	17
Sports Lifestyle Center (Code 490)	AM Peak	6*	0	61%**	0	39%**	0
	PM Peak		26	66%**	17	34%**	9
TOTAL		AM Peak	25	61%	16	39%	9
		PM Peak	444	66%	292	34%	152

*Converted SF of Sports Lifestyle Center to # of Courts.
** Assumed directional distribution similar to Land Use Code 488.



Level of Service (LOS) Summary for Eastman Avenue/University Boulevard/Bobby Foster Drive

2026 AM without Project LOS B
2026 PM without Project LOS B
2026 AM With Project LOS B
2026 PM With Project LOS B

It is recommended that the Intersection control for Eastman/University/Bobby Foster consider a roundabout as first choice over a traffic signal. The Montage study is investigating the use of a roundabout and the ROW required.

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
AWSC	All-way Stop Control
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
PHF	Peak Hour Factor
SLO	State Land Office

SF	Square Feet
TAQA	Traffic Analysis and Querying Application
TIS	Traffic Impact Study
TMC	Turning Movement Count
TWSC	Two-Way Stop Control
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 the Albuquerque Studios Master Plan and MdS Level B Master Plan amendment approval (including Partial Street Vacation for Hawking Street and Eastman Drive) for the expansion of the Albuquerque Studios site located at 5650 University Blvd in Mesa del Sol Planned Community in the City of Albuquerque. This TIS scope encompasses/includes the North Development Phase I TIS submitted on June 2, 2021, additional development for Phase 2 (East Studio Development) and includes a traffic assessment for site periphery uses described herein.

1.1 STUDY PURPOSE

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

1.2 STUDY PROCEDURES

The TIS procedures follow the current edition of the Development Process Manual (DPM), 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 the Albuquerque Studios proposed site, exterior adjacent streets, and interior future streets considered for vacation (Hawking Drive and Eastman Avenue). Exterior streets include University Boulevard, Eastman Avenue, Mesa del Sol Boulevard (Future), and Crick Avenue (future) adjacent to the site. A total of eight (8) proposed gated access locations are proposed. Gate A is an existing gate for the stie. Gate B is proposed for Phase I, Gates C-F are proposed for Phase II, and Gates G and H are anticipated for future development of the SLO area. Up to eleven (11) proposed driveways are proposed, ten (10) onto future Mesa del Sol Boulevard/Fellini Road and one (1) onto Eastman Drive for future "Periphery" site uses contemplated for mixed-use of Office and Retail by year 2026.

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
Arterial at Employment Center (EC)	LOS 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.

The study area is shown in **Figure 3.** The Site Plan is shown in **Figure 4.**

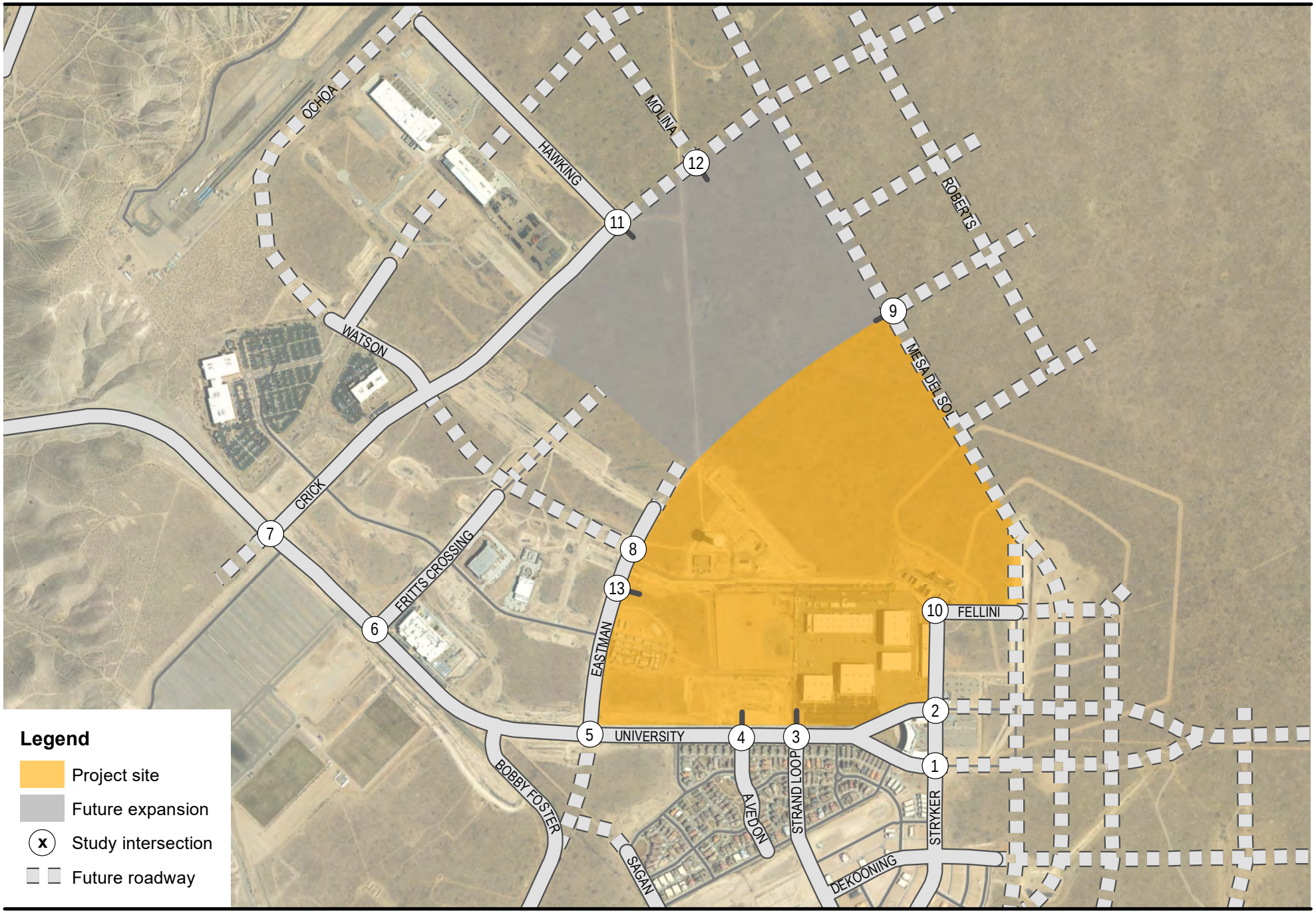


Figure 3

Study Area

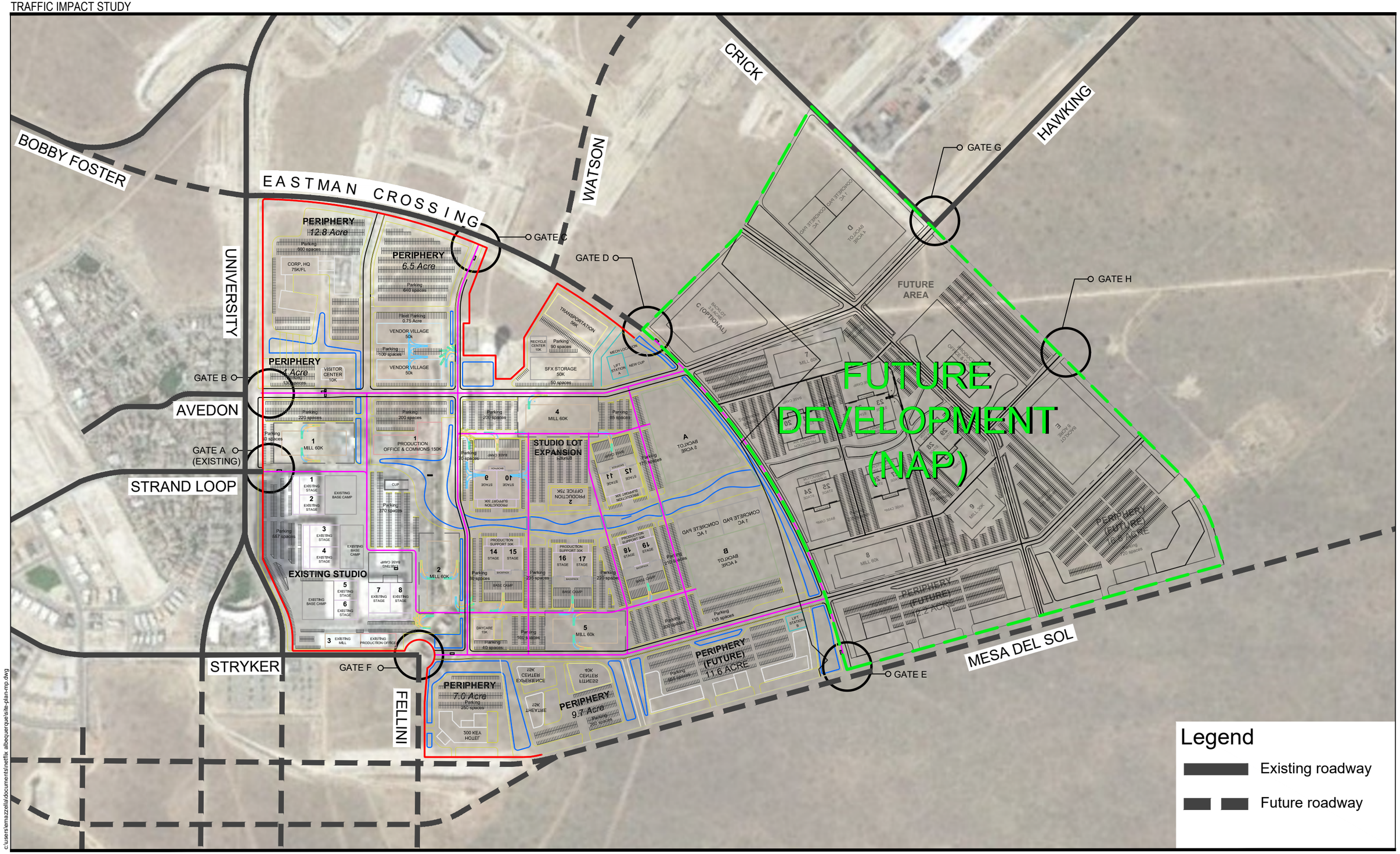


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Figure 4
Project Site Plan
5

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 5. Southbound University Boulevard 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*	PM Peak Hour*
1. University (SB) and Stryker	69 (7:30 AM – 8:30 AM)	43 (3:45 PM – 4:45 PM)
2. University (NB) and Stryker	32 (8:45 AM – 9:45 AM)	44 (3:45 PM – 4:45 PM)
3. University and Gate A/Strand Loop	200 (7:45 AM – 8:45 AM)	286 (4:15 PM – 5:15 PM)
4. University and Avedon	320 (7:45 AM – 8:45 AM)	299 (4:15 PM – 5:15 PM)
5. University and Eastman Crossing	387 (7:45 AM – 8:45 AM)	308 (3:00 PM – 4:00 PM)
6. University and Bobby Foster	295 (7:45 AM – 8:45 AM)	322 (3:00 PM – 4:00 PM)
7. University and Fritts	504 (7:45 AM – 8:45 AM)	433 (3:00 PM – 4:00 PM)
8. University and Crick	597 (7:45 AM – 8:45 AM)	560 (3:00 PM – 4:00 PM)

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

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%		

Table 4. Summary of Intersection TMCs

Intersection	AM Peak Hour*,**	PM Peak Hour*,**
1.Bobby Foster and Los Picaros	97 (7:45 AM – 8:45 AM)	82 (3:45 PM – 4:45 PM)
2. Bobby Foster and Broadway	882 (6:30 AM – 7:30 AM)	1118 (3:45 PM – 4:45 PM)
3.University and Rio Bravo	1,072 (7:45 AM – 8:45 AM)	976 (3:00 PM – 4:00 PM)
4.Rio Bravo and Broadway	3,769 (6:45 AM – 7:45 AM)	4,519 (3:00 PM – 4:00 PM)
5. 2nd Street and Rio Bravo	3,750 (7:45 AM – 8:45 AM)	4,774 (3:00 PM – 4:00 PM)

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

**Traffic Data Collected by others for use in MdS Mixed-use development project April 2021. Calibrated by Albuquerque Studios TIS team for inclusion and use in this study.

Traffic data calibration limits of 52% increase/decrease for Bobby Foster Road, 19% increase/decrease for Broadway, 39% increase/decrease for Rio Bravo Boulevard, and 47% increase/decrease for 2nd Street were developed and used in this study when calibrating the TMCs.

2.4 EXISTING LEVELS OF SERVICE (LOS)

Table 5. Summary of Existing LOS

Intersection	Traffic Control	AM Peak Hour Delay (sec), LOS	PM Peak Hour Delay (sec), LOS
1. University (SB) & Stryker	TWSC	0, A	9.3, A
2. University (NB) & Stryker	TWSC	8.3, A	0.0, A

3. University & Ex Gate/Strand Loop	TWSC	10.8, B	10.3, B
4. University & Future Gate B/Avedon	TWSC	10.1, B	9.8, A
5. University & Eastman Crossing	TWSC	8.8, A	9.3, A
6. University & Bobby Foster	TWSC	9.8, A	9.8, A
7. University & Fritts Crossing	TWSC	9.4, A	9.8, A
8. University & Crick	TWSC	9.2, A	9.7, A

The existing storage length for ingress traffic is 150 feet at the gate 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 three (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 Boulevard is the closest facility with transit service at the present time. Future transit service to MdS is currently being planned for. The nearest transit stop/service is from Rio Bravo Boulevard 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 6. 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

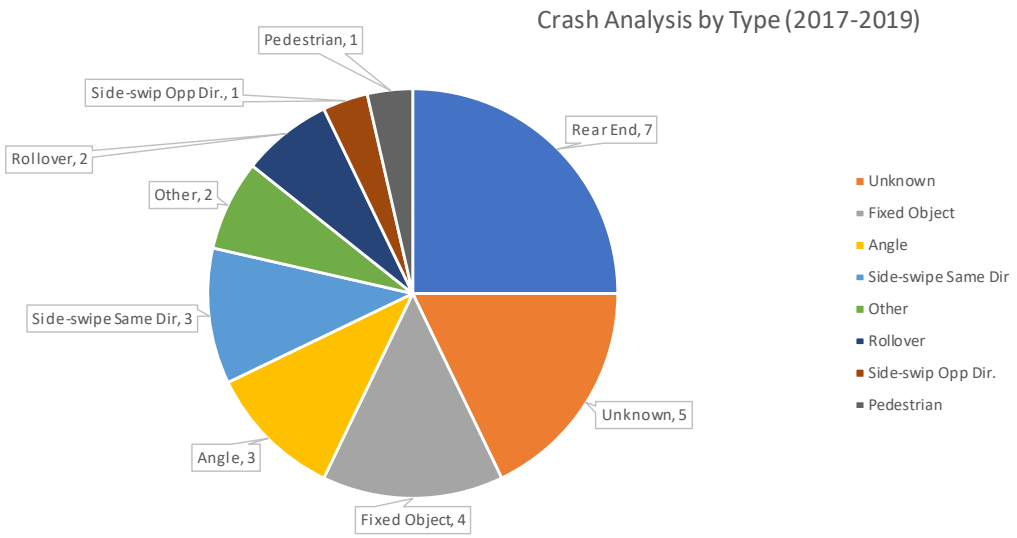
7. University and Fritts Crossing (9-hour)	4	2
8. University and Crick (9-hour)	1	0

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 was 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 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) and East Development (Phase II) are anticipated for implementation, build-out, and opening in Quarter 4 of 2023 (two years from present). The implementation year for the periphery development is year 2026.

3.2 SITE TRAFFIC

Site traffic is traffic attributable to the site development at time of implementation and opening (Q4, Year 2023).

The site traffic forecasted for the Studio development traffic (North and East Phases) during the AM and PM Peak hours for each gate are as follows:

- AM Peak Hour - Total of 43 Trip Ends
- PM Peak Hour - Total of 43 Trip Ends

The total traffic forecasted for the Periphery areas (North (1 driveway)) and South (up to 10 driveways) during the AM, and PM Peak hours for each driveway are as follows:

- North AM Peak Hour - Total of 260 Trip Ends
- North PM Peak Hour - Total of 216 Trip Ends
- South AM Peak Hour - Total of 88 Trip Ends
- South PM Peak Hour - Total of 146 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.

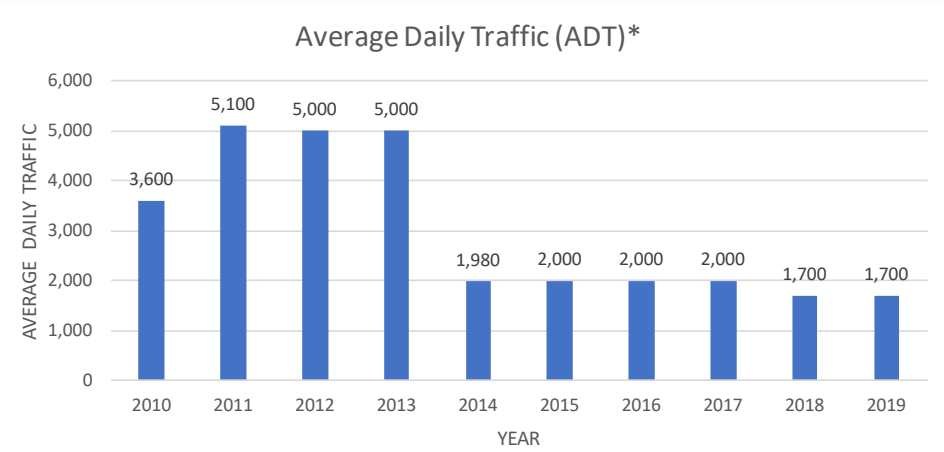
Internal Capture rates of 5% were used between residential and office and 10% for office to Retail. ITE Internal Capture data were reviewed. Upon review of the ITE data, engineering judgement was used to select the internal capture rates used in this analysis.

future traffic conditions and analysis years

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.

The ADT forecasts for the current Level B Master Plan for MdS, amended for the Project and necessary roadway vacations are shown in **Figure 8**.

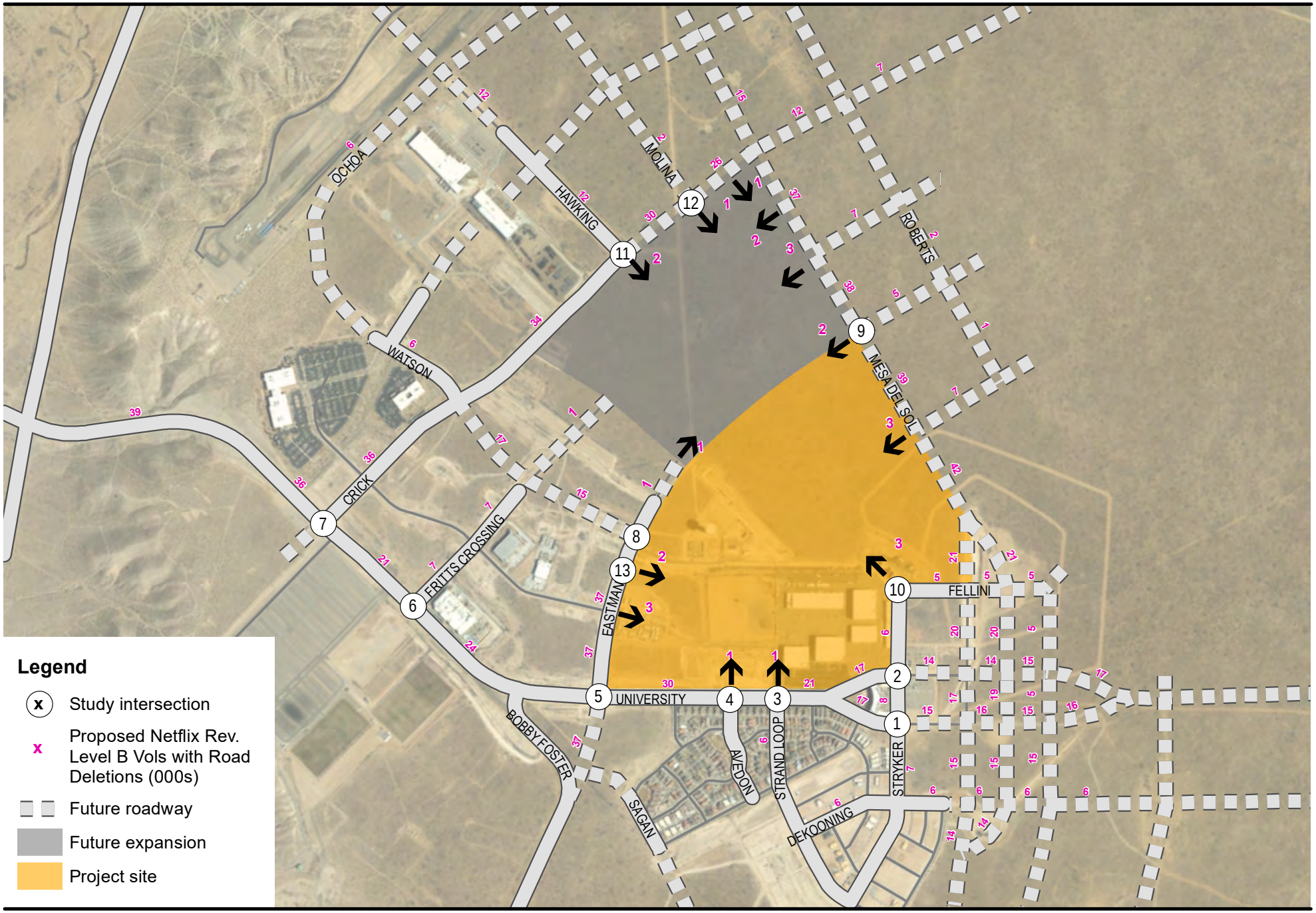


Figure 8

Amended Level B ADT Volumes with Roadway Deletions

future traffic conditions and analysis years

3.4 OTHER PLANNED DEVELOMENT

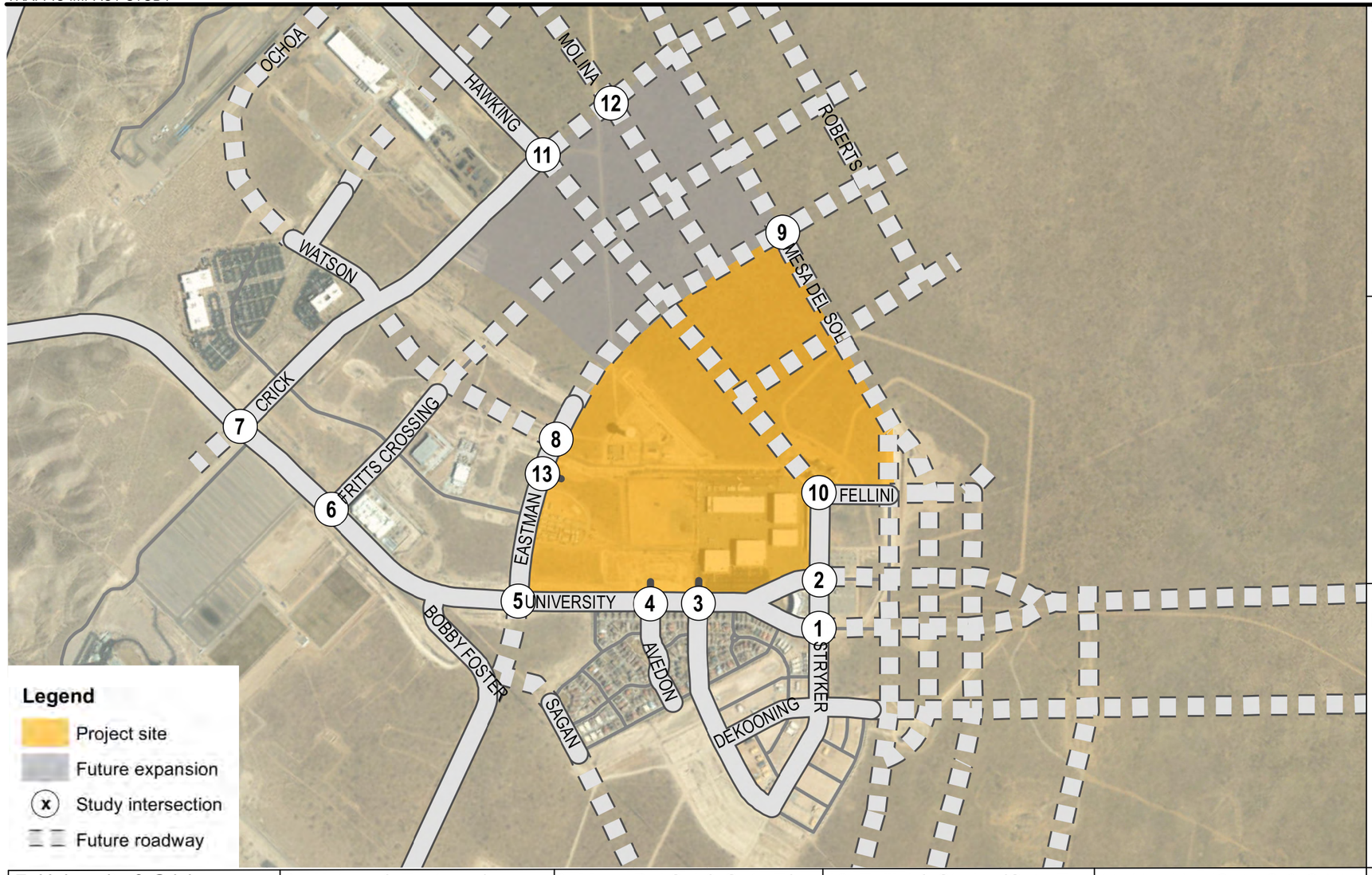
There is ongoing development at MdS. The projects have been coordinating traffic data for existing conditions and proposed conditions for this study. This coordination is anticipated to continue with future master planning for this Albuquerque Studios Site. Other known planned development consists of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

Trip Generation provided to the Albuquerque Studios Project Development team for the MdS Mixed-use development is summarized as follows:

AM Peak Hour Enter	271
AM Peak Hour Exit	496
PM Peak Hour Enter	534
PM Peak Hour Exit	336

This site is located west of the Mesa del Sol residential area, south of Bobby Foster Road and west of University Boulevard. Based upon a review of the site, a trip distribution of 50% is forecasted to/from the west (Bobby Foster Road) and 50% is forecasted to/from University Boulevard. The implementation year for this TIS distributes the University Boulevard portion of the traffic 70% (University Boulevard & Bobby Foster Road/Eastman Avenue), 15% (University Boulevard & Avedon Avenue), and 15% (University Boulevard and Strand Loop SE):

Figures 9 and 10 show the AM and PM Peak Hour for 2026 without the Project based on the current MdS Level B Master Plan.



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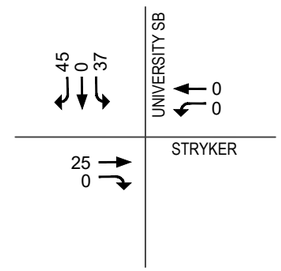

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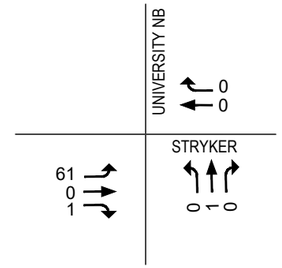
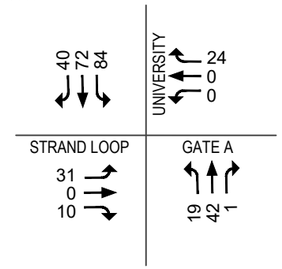
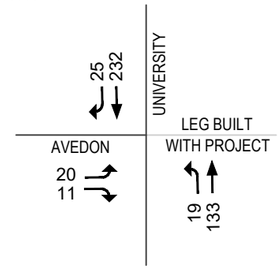


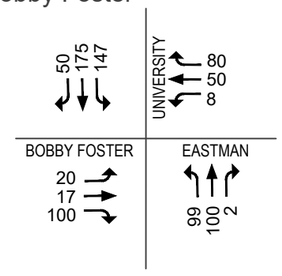
3. University & Strand Loop/ Gate A



4. University & Avedon/ Gate B



5. University & Eastman/ Bobby Foster



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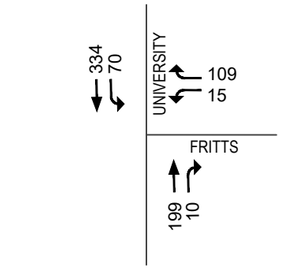
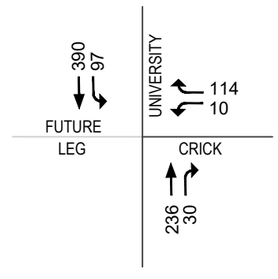
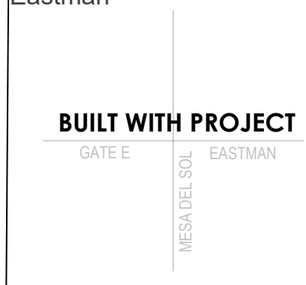


7. University & Crick



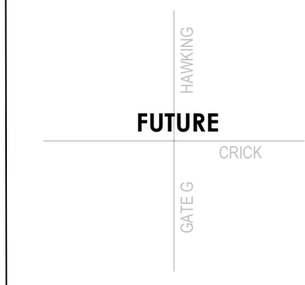
8. Watson & Eastman/ Gate D

9. Mesa Del Sol & Gate E/ Eastman

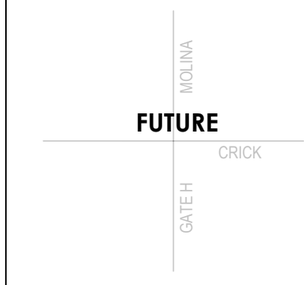


10. Fellini & Stryker/Gate F

11. Hawking/Gate G & Crick



12. Molina/Gate H & Crick



13. Gate C & Eastman

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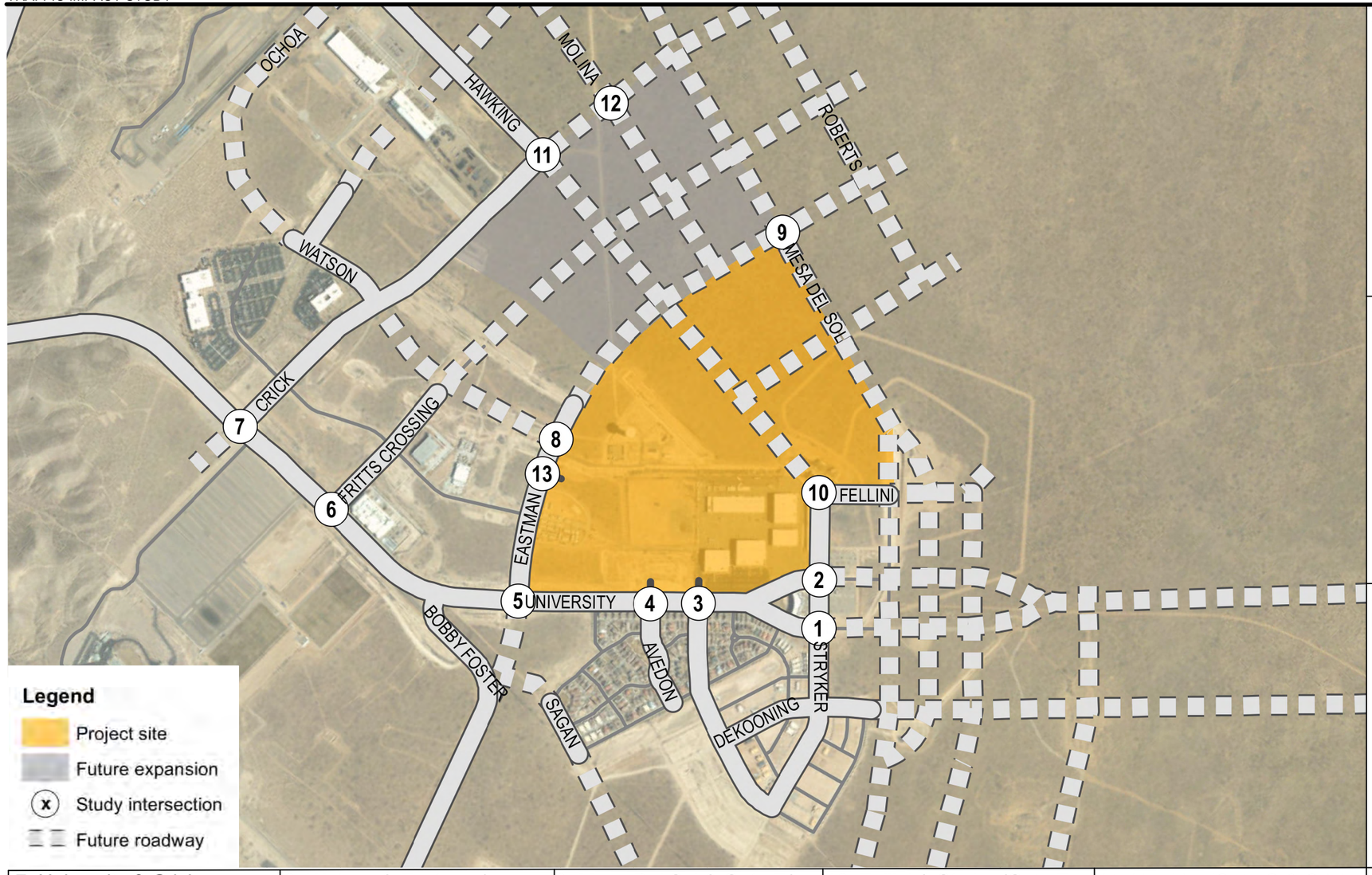
Figure 9
Implementation Year (2026) No-Project AM Peak Hour Volumes



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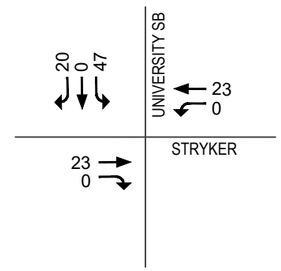

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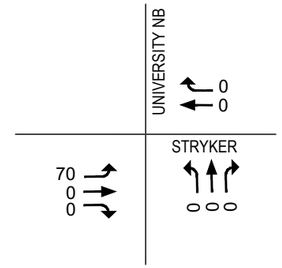
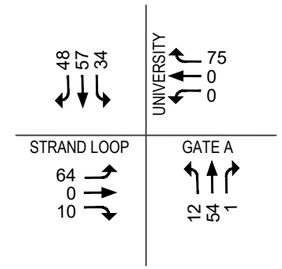
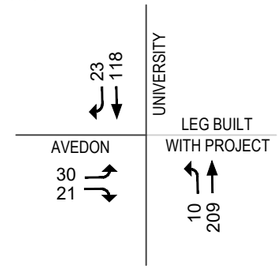


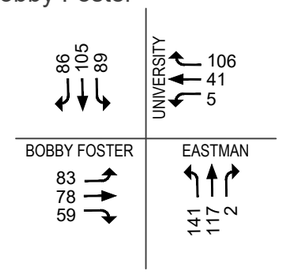
3. University & Strand Loop/ Gate A



4. University & Avedon/ Gate B



5. University & Eastman/ Bobby Foster



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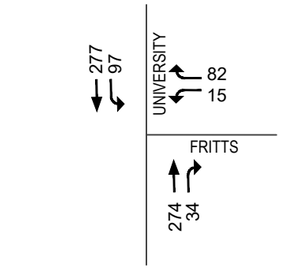

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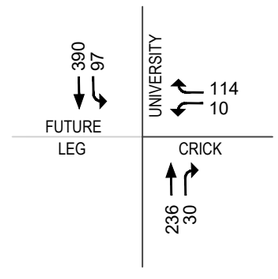
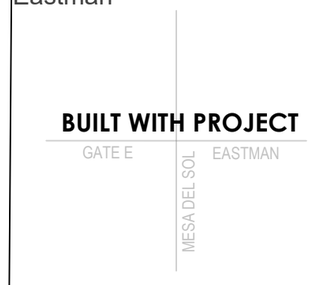


8. Watson & Eastman/ Gate D

9. Mesa Del Sol & Gate E/ Eastman



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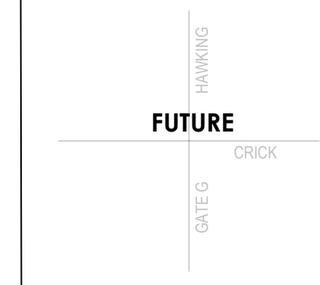

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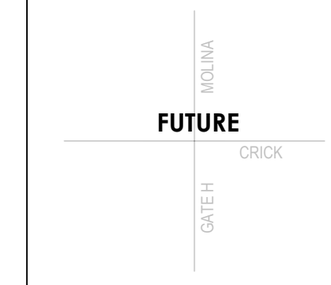

13. Gate C & Eastman

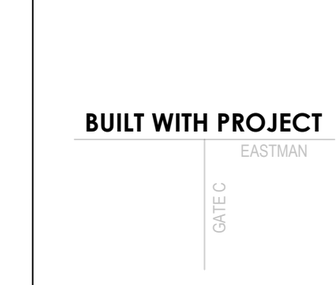

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Figure 10

Implementation Year (2026) No-Project PM Peak Hour Volumes

3.5 CONSIDERATION OF PROGRAMMED ROADWAY IMPROVEMENTS

Public stakeholders include the CABQ, BC, MRCOG, and NMDOT. Currently there are localized improvements planned 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 DEVELOMENT CHARACTERISTICS

The North and East Development phases are 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	

proposed site traffic characteristics

Table 8. Proposed Northern Development (Phase I)

Development Summary	Quantity and Size
Vendor Village	2 @ 50 TSF
Mill *	1 @ 50 TSF
Production Offices	1 @ 145 TSF
Total	4 @ 295 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

Table 9. Proposed Eastern Development (Phase II)

Development Summary	Quantity and Size
Production Office	1 @ 75 TSF
Mills	2 @ 60 TSF
Double Stage Units with basecamp and support space	5 @ 52 TSF Average
Daycare	1 @ 15 TSF
Total	9= 470 TSF
TSF – Thousand square feet	

Table 10. Proposed Phase III Periphery Development

Development Summary	Quantity and Size
Office (North)	4 @ 100 TSF
Office (South)	4 @ 100 TSF
Retail (South)	3 @ 50 TSF
Total	11 = 1,250 TSF
TSF – Thousand square feet	

State Land Office (Phase IV) future long-term development to year 2035 with similar supporting uses for the studio operations business is a future project. The SLO uses are excluded from the project evaluated by this TIS but the traffic generation is included in the horizon year background conditions.

proposed site traffic characteristics

4.2 TRIP GENERATION

Trip Generation for the Studios Expansion 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. The Eastern Development is approximately 40% larger than the existing Albuquerque Studios site operations.

The periphery traffic was projected based upon the most conservative combinations of land-use contemplated for these areas, Office for the North Periphery, and Office and Retail for the South Periphery use. The ITE Trip Generation Manual was used for the periphery Traffic projections.

Table 11. Peak Hour Trip Generation Projection by Access Type for Albuquerque Studios Expansion and Periphery Development

Each Gate	Each Proposed Gate Total Proposed Gates = 8	North Proposed Periphery Driveway One Driveway Proposed	Each South Proposed Periphery Driveway Ten (10 Proposed Driveways
– Enter – AM Peak Hour – PM Peak Hour	Enter 33 13	Enter 247 6	Enter 56 64
– Exit – AM Peak Hour – PM Peak Hour	Exit 10 30	Exit 13 210	Exit 22 82

proposed site traffic characteristics

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

Phase I (North)

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

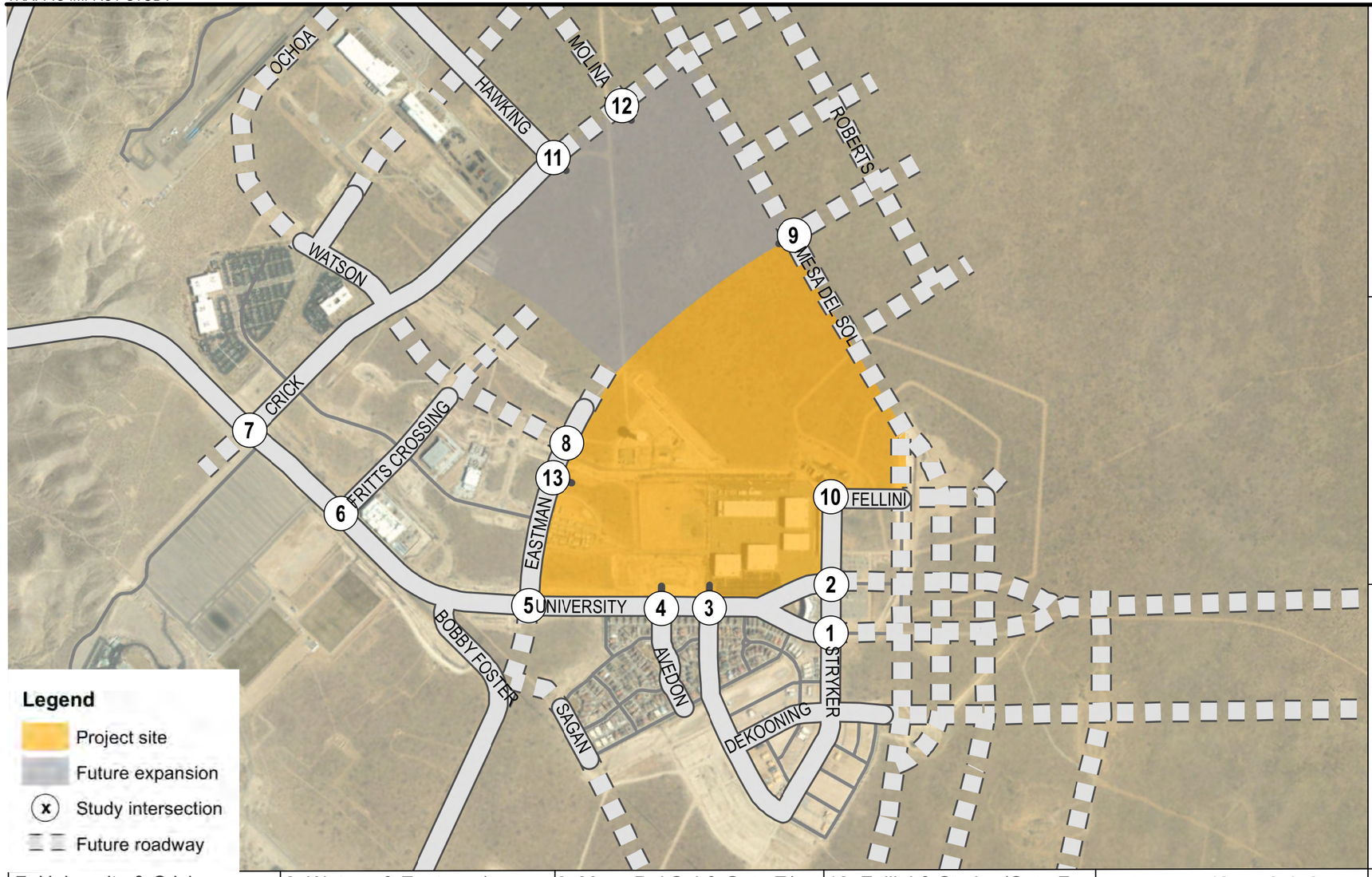
Phase II (East)

Mill (16%) of the Trips Generated	53	53
Production office (26%) of the Trips Generated	90	90
Stages (55%) of the Trips Generated	189	189
Day Care (3%) of the Trips Generated	10	10

Phase III Periphery

North Office (18%) of Periphery Trips Generated	260	217
South Office/Retail	780	1,460
(82%) of the Periphery Trips Generated)		

Figure 11 and **Figure 12** show the AM and PM Peak Hour 2026 with Project traffic volumes for the site. **Figure 13** and **Figure 14** show the Buildout year with Project AM and PM peak hour volumes.



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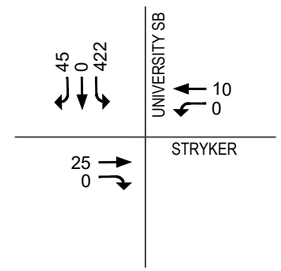

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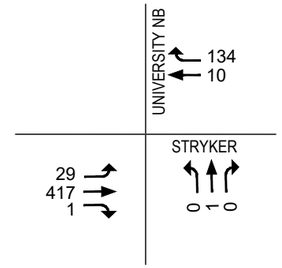

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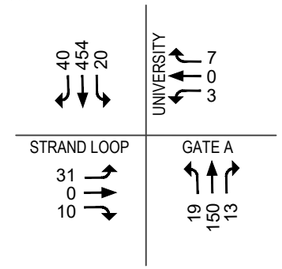

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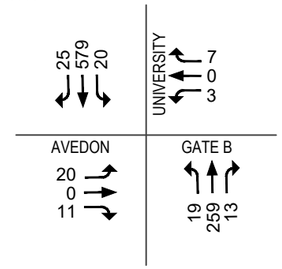

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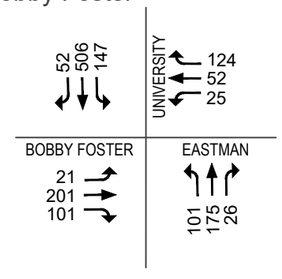

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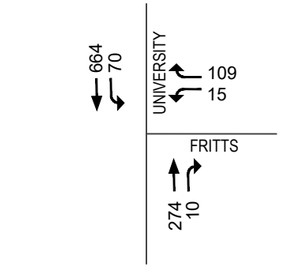

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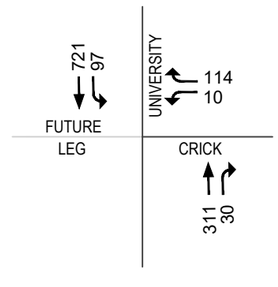

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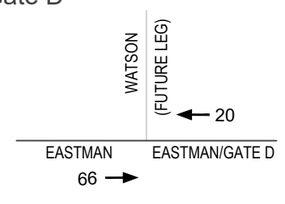

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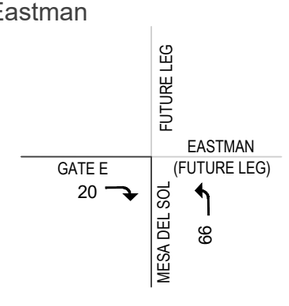

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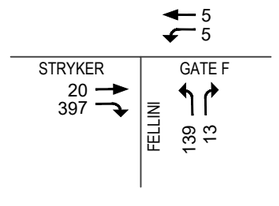

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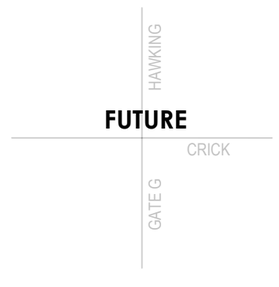

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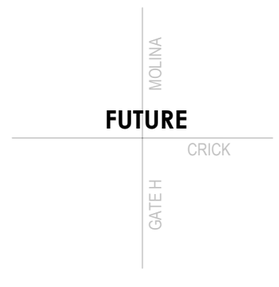

13. Gate C & Eastman

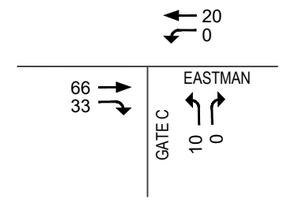

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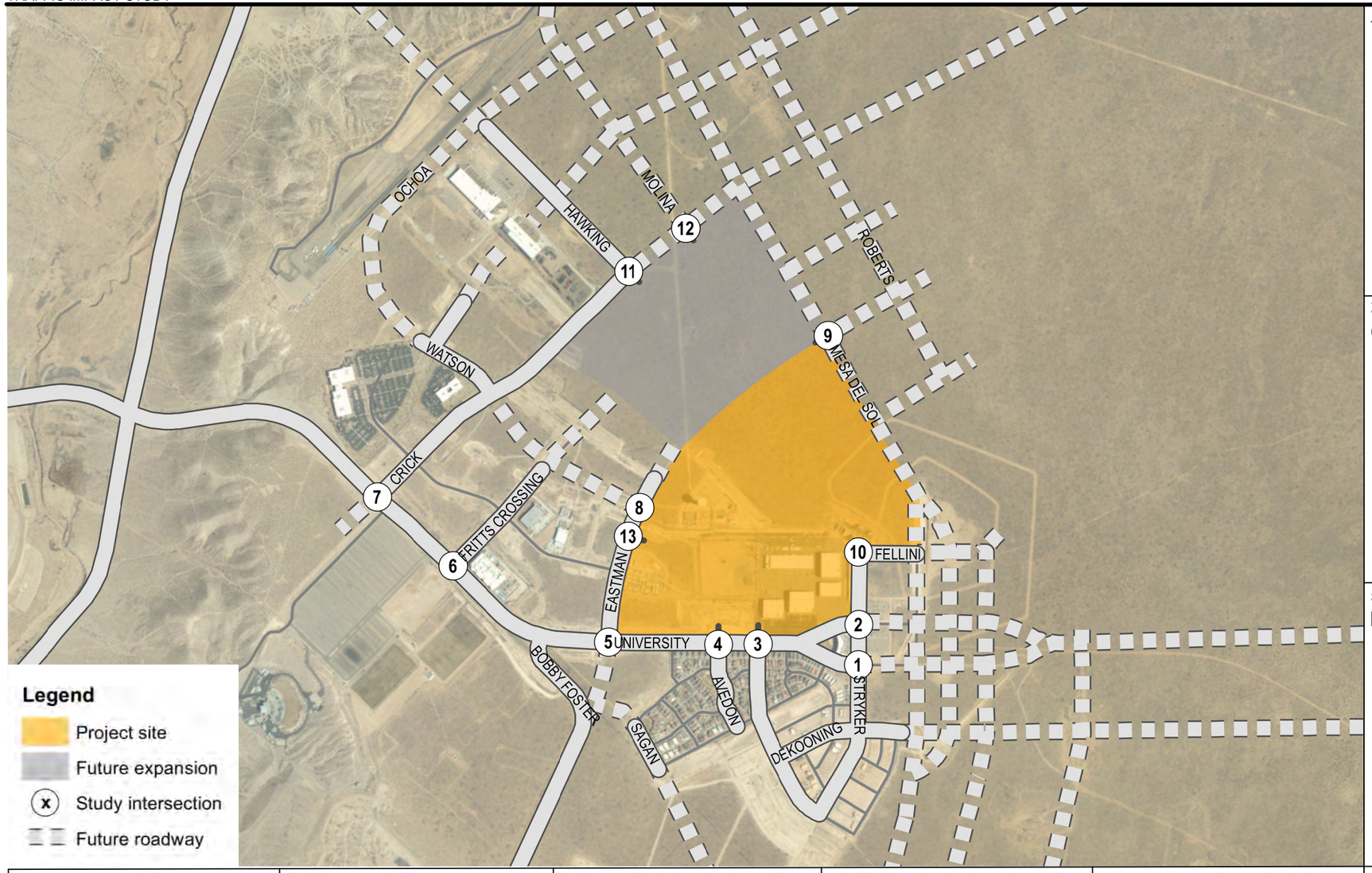
Figure 11
2026 With Project AM Peak Hour Volumes



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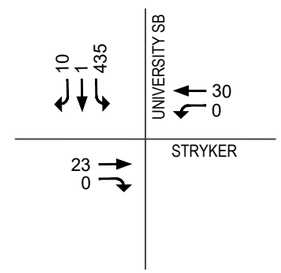
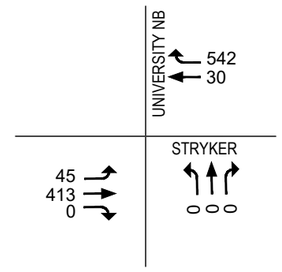
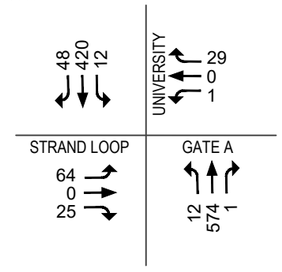


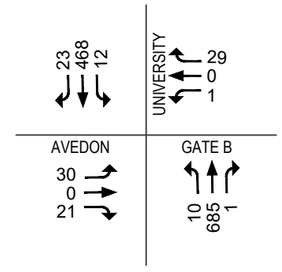
2. University NB & Stryker



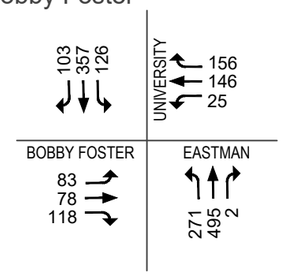
3. University & Strand Loop/ Gate A



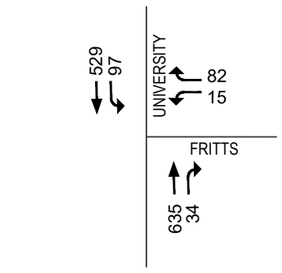
4. University & Avedon/ Gate B



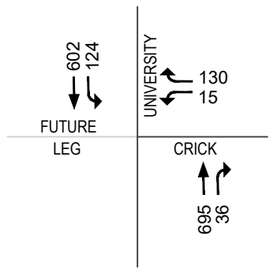
5. University & Eastman/ Bobby Foster



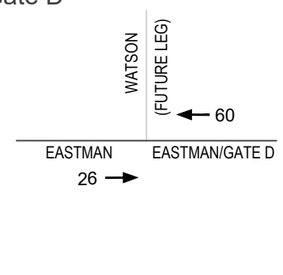
6. University & Fritts



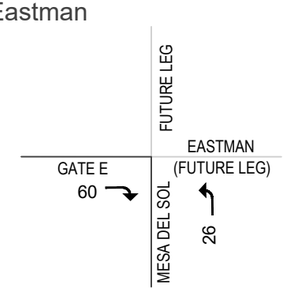
7. University & Crick



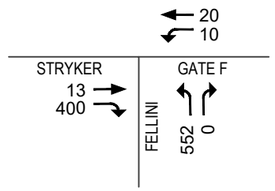
8. Watson & Eastman/ Gate D



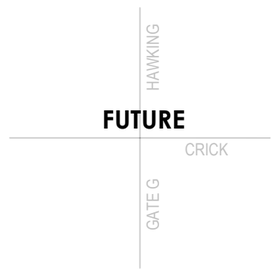
9. Mesa Del Sol & Gate E/ Eastman



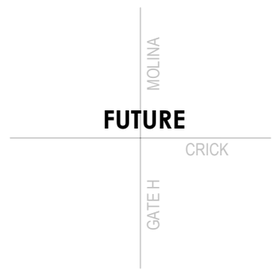
10. Fellini & Stryker/Gate F



11. Hawking/Gate G & Crick



12. Molina/Gate H & Crick



13. Gate C & Eastman

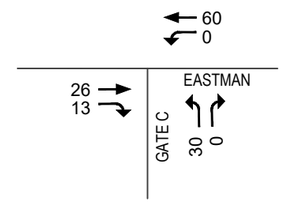


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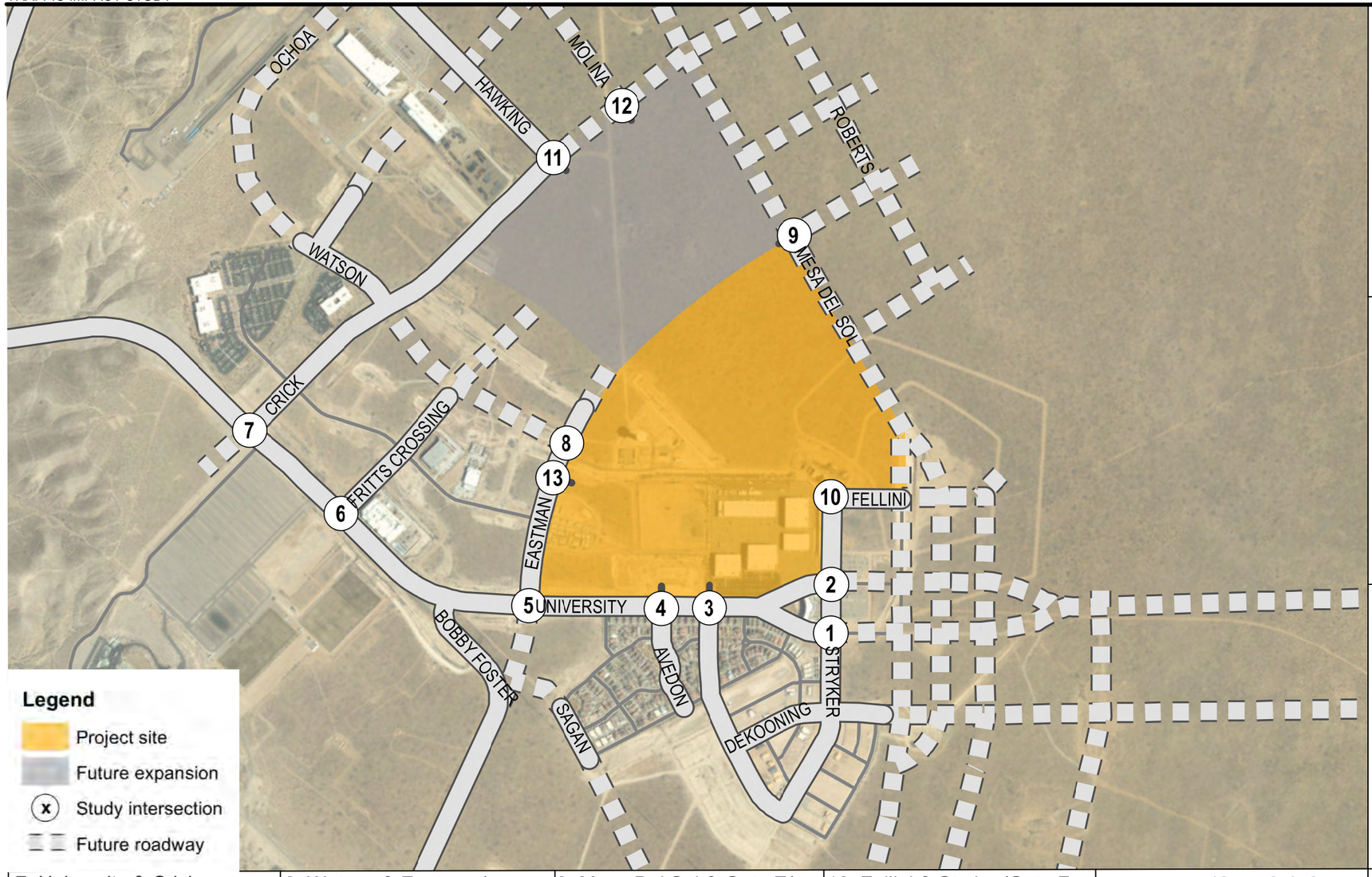
Figure 12

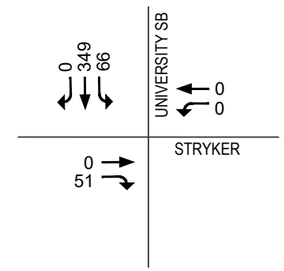
Implementation Year (2026) With Project PM Peak Hour Volumes



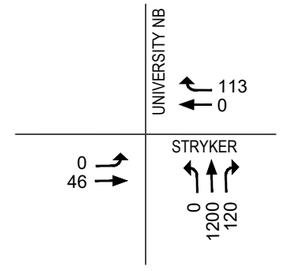
Legend

- Project site
- Future expansion
- (x) Study intersection
- Future roadway

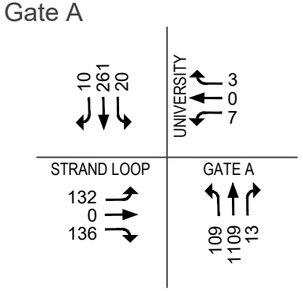
1. University SB & Stryker



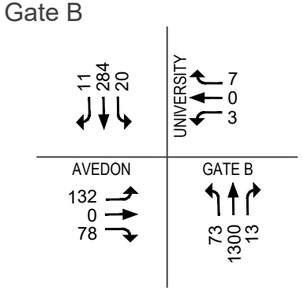
2. University NB & Stryker



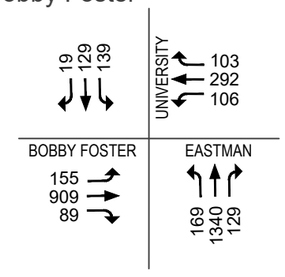
3. University & Strand Loop/ Gate A



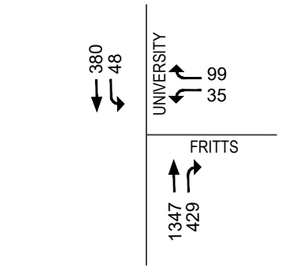
4. University & Avedon/ Gate B



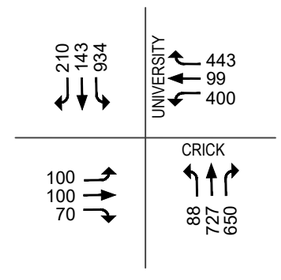
5. University & Eastman/ Bobby Foster



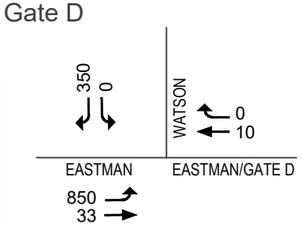
6. University & Fritts



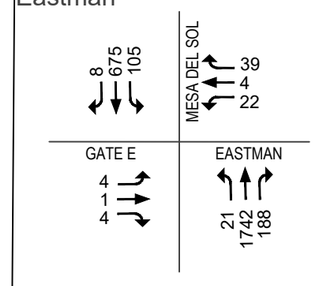
7. University & Crick



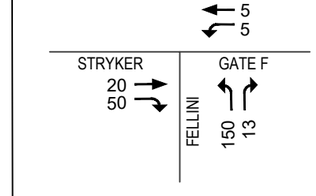
8. Watson & Eastman/ Gate D



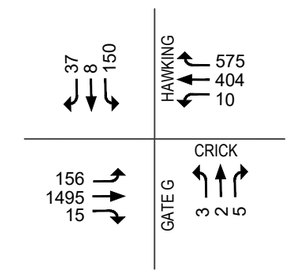
9. Mesa Del Sol & Gate E/ Eastman



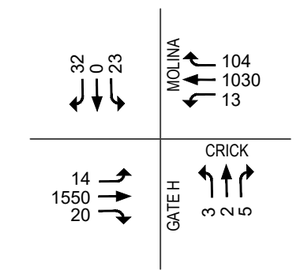
10. Fellini & Stryker/Gate F



11. Hawking/Gate G & Crick



12. Molina/Gate H & Crick



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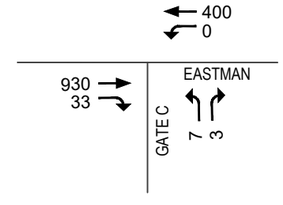

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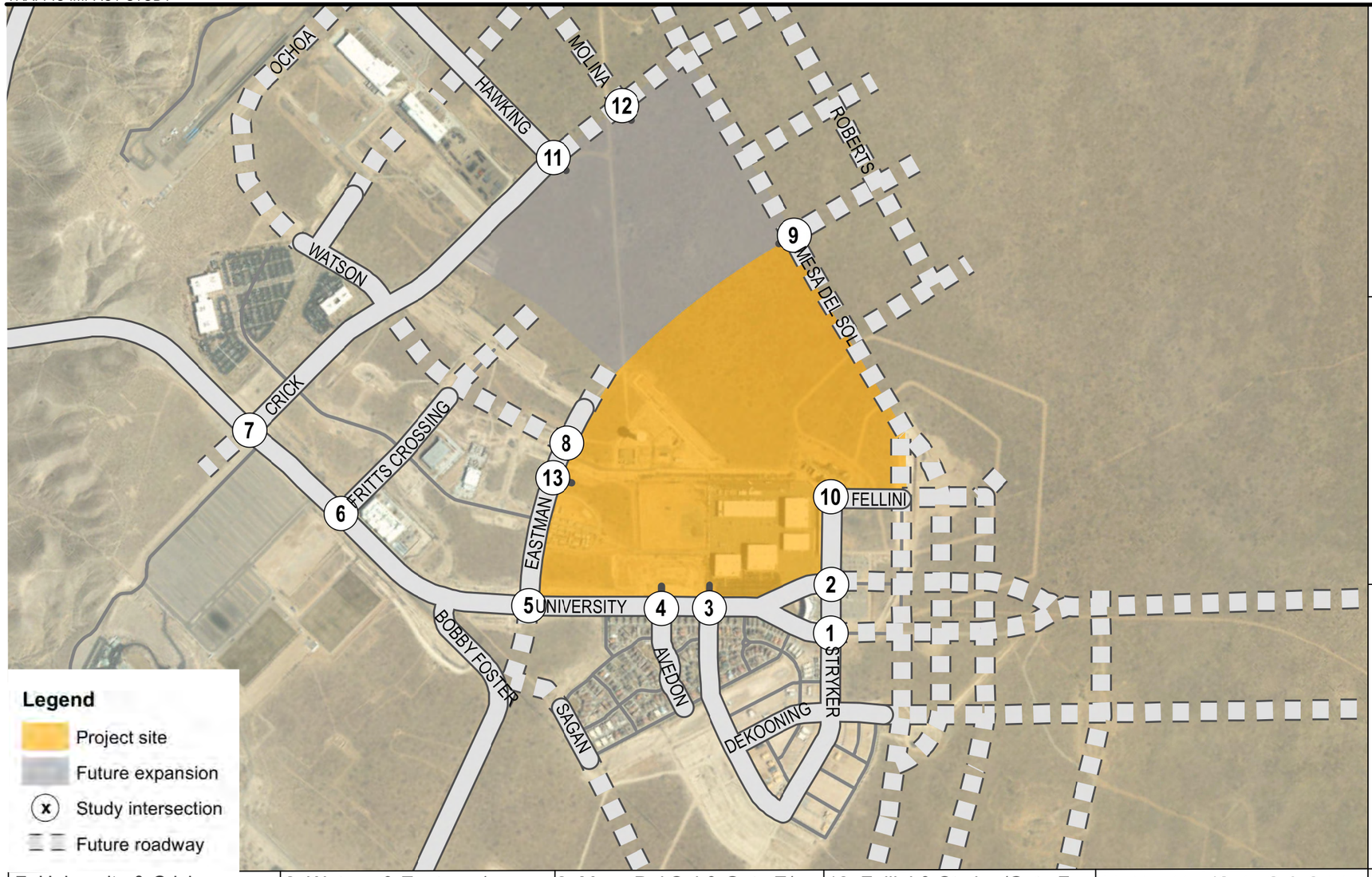
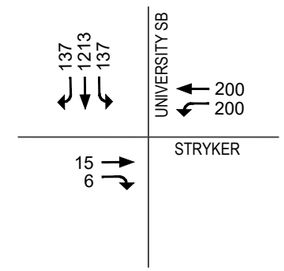
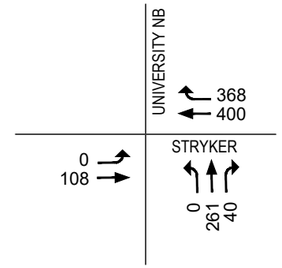
Figure 13
Buildout With Project AM Peak Hour Volumes



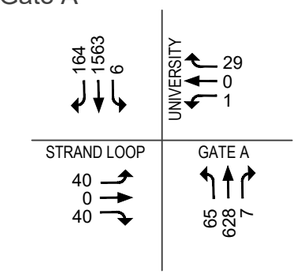
1. University SB & Stryker



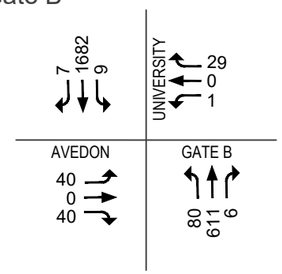
2. University NB & Stryker



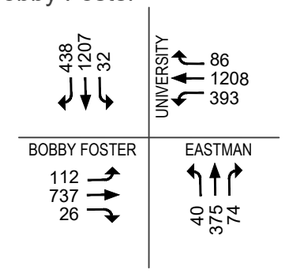
3. University & Strand Loop/ Gate A



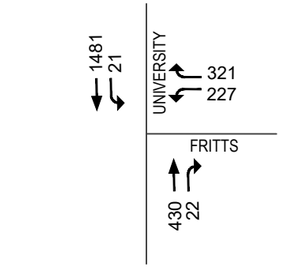
4. University & Avedon/ Gate B



5. University & Eastman/ Bobby Foster



6. University & Fritts



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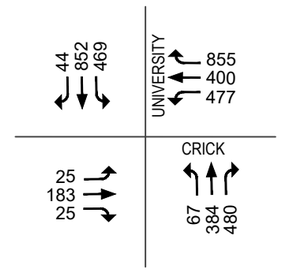
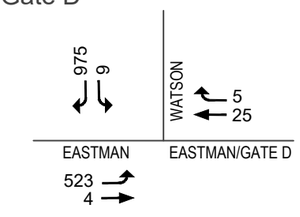
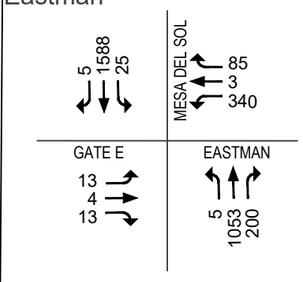


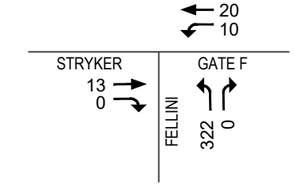
8. Watson & Eastman/ Gate D



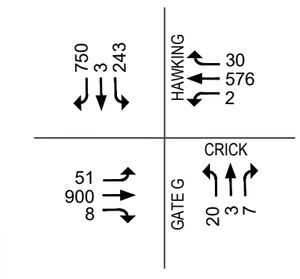
9. Mesa Del Sol & Gate E/ Eastman



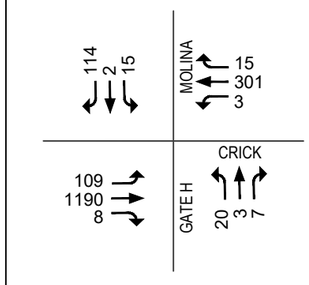
10. Fellini & Stryker/Gate F



11. Hawking/Gate G & Crick



12. Molina/Gate H & Crick



13. Gate C & Eastman

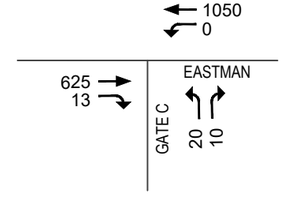


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Figure 14
Buildout With Project PM Peak Hour Volumes

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 is expected to use University Boulevard. This may change in the future, lessening the traffic on University and re-distributing to I-25 and MdS, and/or I-25 and Bobby Foster if future interchanges are constructed. Traffic was distributed taking account existing distribution and balancing of traffic for the future Implementation and horizon year study conditions.

Figures 13 and 14 show the forecasted traffic re-distributed to adjacent roadways upon vacation of Hawking Drive and Eastman Avenue and other connectors shown in the Level B circulation plan.

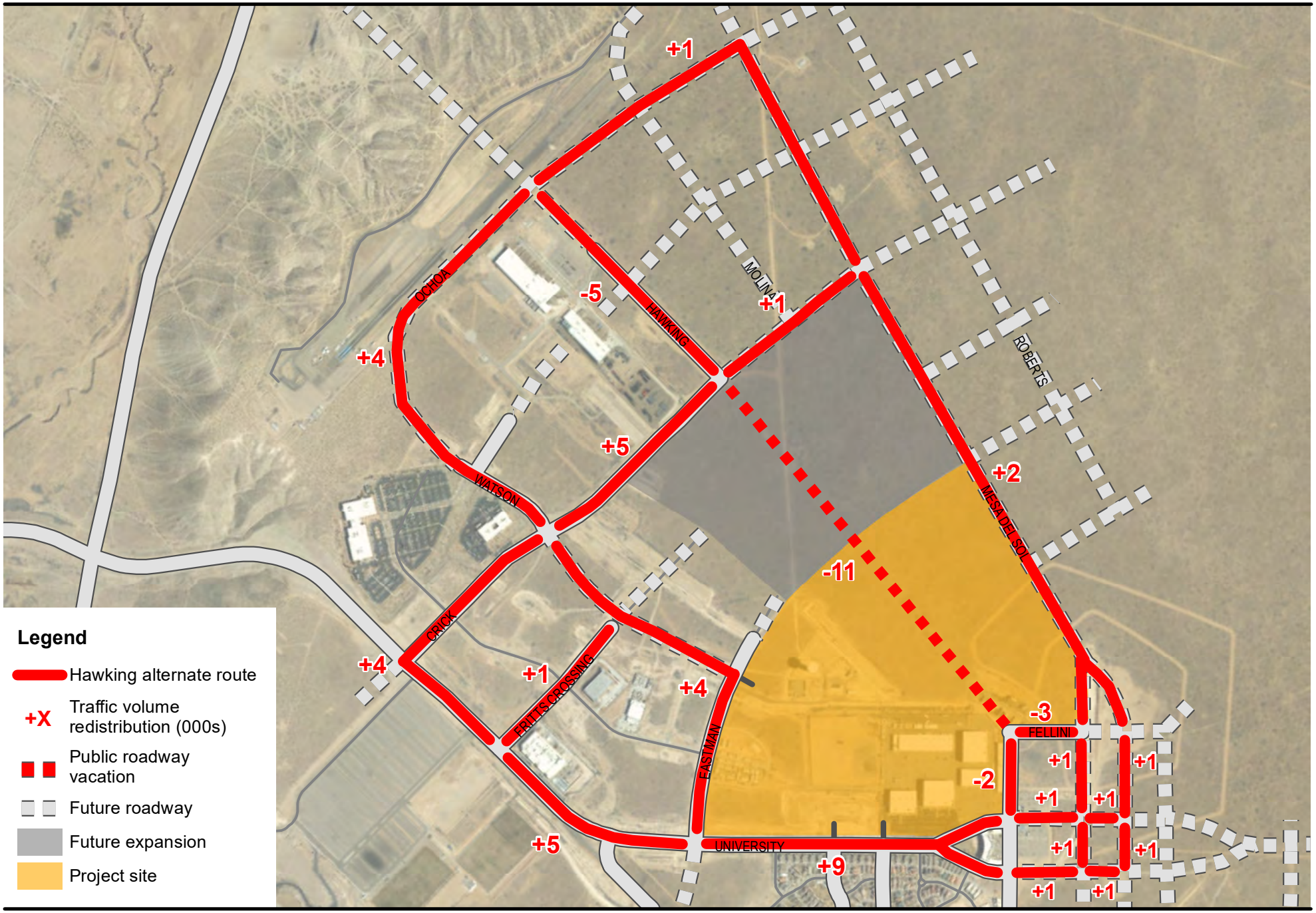


Figure 15

Hawking Vacation Redistribution

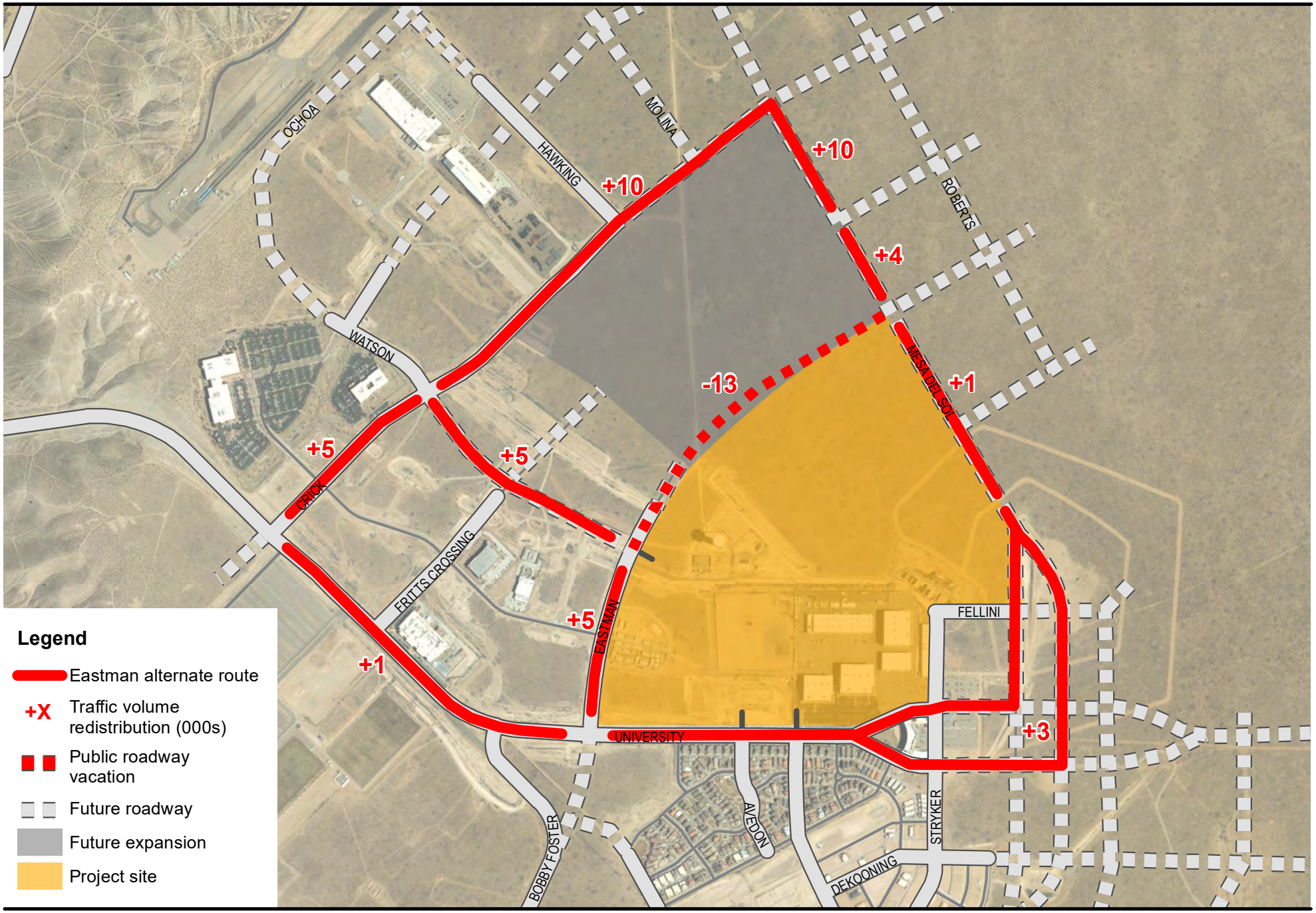


Figure 16

Eastman Vacation Redistribution

4.5 TRAFFIC ASSIGNMENT

Forecasted traffic was balanced for the Master Plan among each of the access points. Each gate is anticipated to generate roughly the same traffic flows for the AM and PM peak hours.

5.0 TRAFFIC ANALYSIS

Synchro traffic engineering analysis software was used to conduct intersection and access operational analyses. Existing, build-out, and horizon year LOS were determined for each of the peak periods for the proposed gate accesses and study area intersections. Figure 9 and Figure 10 illustrate the forecasted traffic conditions for implementation year (2026) during the AM and PM Peak Hour analysis periods, respectively.

5.1 INTERSECTION AND ROADWAY ANALYSES

Below in Table 12, a summary of the Intersection LOS is provided for the implementation year scenario:

Table 12. Summary of Implementation Year (2026) LOS

Intersection	Traffic Control	2026 without Project				2026 with Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. University (SB) & Stryker	TWSC	9.9	A	9.9	A	24.5	C	22.1	C
2. University (NB) & Stryker	TWSC	0.0	A	0.0	A	9.2	A	-	-
3. University & Ex Gate/Strand Loop	TWSC	11.5	B	10.5	B	16.2	C	21.0	C
4. University & Future Gate/Avedon	TWSC	10.9	B	9.9	A	19.2	C	19.2	C
5. University & Bobby Foster/Eastman	Signal	12.3	B	14.1	B	18.1	B	18.9	B
6. University & Fritts Crossing	TWSC	11.9	B	12.0	B	15.3	C	20.7	C
7. University & Crick	TWSC	11.9	B	16.1	C	14.3	B	33.5	D
10. Fellini & Stryker/Gate F	AWSC	-	-	-	-	10.5	B	31.6	D
13. Gate C & Eastman	TWSC	-	-	-	-	9.2	A	9.2	A

Table 13 provides a summary of the Intersection LOS for the Level B long-range horizon year scenario:

Table 13. Summary of Horizon Year MdS Level B Master Plan LOS

Intersection	Traffic Control	Horizon Year with Project			
		AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. University (SB) & Stryker	Signal	1.9	A	24.0	C
2. University (NB) & Stryker	Signal	7.2	A	13.9	B
3. University & Ex Gate/Strand Loop	Signal	13.6	B	11.4	B
4. University & Future Gate/Avedon	Signal	11.3	B	6.1	A
5. University & Bobby Foster/Eastman	Signal	53.2	D	47.6	D
6. University & Fritts Crossing	Signal	8.7	A	23.0	C
7. University & Crick	Signal	51.7	D	41.1	D
8. Eastman & Gate D/Watson	Signal	6.0	A	7.5	A
9. Mesa Del Sol & Gate E/Eastman	Signal	14.4	B	22.7	C
10. Fellini & Stryker/Gate F	AWSC	8.1	A	10.0	A
11. Gate G/Hawking & Crick	Signal	14.3	B	25.8	C
12. Gate H/Molina & Crick	Signal	6.7	A	6.2	A
13. Gate C & Eastman	TWSC	23.1	C	23.9	C

5.2 IDENTIFY ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

Ingress and egress are proposed through two travel lanes in each direction for each of the Gate accesses. 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.

Two alternatives (Typical) were identified in this TIS, one alternative for Implementation year conditions, and one alternative for horizon year conditions. For the implementation year conditions, design and construction of adjacent ½ street improvements (side along site frontage) was identified. For the horizon year conditions, full Level B build-out improvements were identified with some minor modifications such as auxiliary lane configurations, left turning bays/lanes and potential expansion of Watson Drive if determined as need through future traffic analysis.

5.3 EVALUATE ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

The alternatives for Gate B-H are like the existing intersection configuration at Gate A. Minor modifications described in Chapter 6 are proposed at each gate to accommodate the site plus background traffic.

Alternative intersection and roadway designs were explored and evaluated for the Implementation year and horizon year conditions. Generally, ½ street improvements with auxiliary lanes to support implementation year traffic flows were evaluated and recommended for the implementation year conditions to attain the required LOS during the peak hours. Full-build-out of the streets and intersections are recommended for the Horizon Year conditions to attain the required LOS during the peak hours

5.4 PERFORM SIGNALIZATION AND STOP SIGN WARRANT ANALYSES

Traffic data for University Boulevard and Strand Loop/Gate A was reviewed and 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.

Eastman Avenue and University Boulevard: The traffic forecasts for the North and East Phases (Implementation Year) are well below the thresholds to satisfy any of the applicable traffic signal warrants. There are several potential future triggers that may contribute traffic that may satisfy one or more of the signal warrants. A signal warrant review should be re-visited when one or more of the triggers occur:

1. Multi-use development at MdS west of the site and University in combination with a realignment of Bobby Foster into the Eastman Avenue/University Boulevard intersection.

2. North Periphery Implementation with office space land-use

3. Athletic Facilities/Complex Development northwest of the site in combination with a realignment of Bobby Foster into Eastman Avenue/University Boulevard intersection.

4. Other background traffic or development north of Eastman Avenue and east of University Boulevard, or in the vicinity of the intersection that will access through the intersection.

6.0 SITE ACCESS REQUIREMENTS

Gate Access

Access to the site is proposed through Gates A thru Gates F. Gate A is existing, Gates B-F are proposed site access gates. Two additional gates (Gates G and H) are preliminarily anticipated on future Crick Avenue for future development in the SLO area.

Minor roadway improvements are proposed to accommodate the Gate access design. Gate configuration and design are proposed to be similar to Gate A.

Installation of standard stop signs for exiting traffic are proposed for each Gate egress.

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 initial access to 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.

Proposed Gate 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 each of the gates are 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.

Periphery Access

Access to the North periphery uses is proposed thru a stop-controlled driveway onto Eastman Avenue, aligning with Turing Drive to the north.

Access for the South periphery uses are proposed thru up to ten (10) access points on the south perimeter of the stie (Fellini Road and Mesa del Sol Boulevard). As periphery uses gets more defined, the access plan should be revisited to verify traffic operations and access recommendations.

A 35 FT wide driveway is recommended to provide two exiting movements and one lane for entering movements.

It is recommended that the curb cuts be constructed following the CABQ Curb-cut ordinance (6-5-4) with max design radii of (30 FT) for WB-40 and 35 FT for WB 50 design vehicle.

7.0 SUMMARY OF FINDINGS

A summary of the TIS findings are provided below:

Site Development: A decrease of 575 TSF of development from the Level B Master Plan

Site Development AM Peak Hour Traffic: A decrease of -739 Trips from the Level B Master Plan

Site Development PM Peak Hour Traffic: A decrease of -202 Trips from the Level B Master Plan in the critical outbound direction (due to retail uses in the periphery development, the PM inbound traffic volume increases by 652 Trips).

For the implementation year conditions, ½ street construction provides the required capacity and LOS for the site development and background traffic in the study area.

For the horizon year conditions, full buildout consistent with the Level B Master Plan with some modifications were found to achieve the acceptable LOS within the study area.

LOS for Implementation Year was found to be acceptable at all locations.

LOS for Horizon Year was found to be acceptable at all locations with implementation of recommended improvements.

The proposed storage length of 160 FT (for each lane) on-site at each gate is adequate for the peak conditions. It is recommended that additional left turn storage length of 100 ft be provided from the public street where possible and appropriate.

8.0 RECOMMENDATIONS AND MITIGATION MEASURES

The following recommendations and mitigation measures are proposed for the Albuquerque Studios Masterplan Expansion (North and East Development).

Access Gate Implementation Year Recommendations:

- Gate A Existing Gate on University Boulevard/Strand Loop Southeast
- Gate B Proposed Gate on University Boulevard/Avedon Avenue
- Gate C Proposed Gate on Eastman Avenue
- Gate D Proposed Gate on Eastman Avenue
- Gate E Proposed Gate on Mesa del Sol Boulevard
- Gate F Proposed Gate on Fellini Road/Stryker Road

- Recommendations specific to each gate are as follows: Gate A: Addition of an additional exiting lane is recommended to consist of two ingress lanes and two egress lanes.

- Gate B: Open (remove) existing temporary curb for the University Boulevard SB Left Turn Lanes to accommodate SB to EB left turning movements into the site.

- Gate B: Align Gate B with Avedon Avenue (West leg)

- Gate F: The Fellini/Striker Gate is recommended to be a three-way stop-controlled access.

- All Gates: Install typical standard stop sign for exiting gate traffic. All gates are recommended to be stop-controlled in the Implementation Year.

- All Gates: 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.

- All Gates, intersections, and streets: Provide ADA and bicycle related accommodations at all gate access locations.

- All Gates: Proposed lane configuration to consist of two-ingress lanes and two egress lanes.
- All Gates: Just prior to the access gates, it is recommended that pull-out, drop off areas be provided for ridesharing operations.
- All Gates: It is recommended that all gates be provided with a turn-around area, similar to the configuration at Gate A.
- All Gates: Intersections and streets are recommended to have retro-reflective pavement markings as appropriate for each of the access gates, intersections, and street modifications.
- All Gates: Removals or relocation of existing infrastructure may be necessary for some of the gate accesses. These items include minor pavement marking removals, landscaping (NB University Boulevard), street lighting pole, signing, curb and gutter, and sidewalk, etc.
- All Gates: It is recommended that pedestrian access/accommodations be incorporated through sidewalks and ADA ramps. Bicycle lanes should remain un-changed on University Boulevard in the NB and SB directions. Future accommodations for transit/bus stops are contemplated as Mesa del Sol grows and develops.

Public Street Recommendations:

- University Boulevard: Minor modifications to accommodate Gate A improvements and Gate B addition for Implementation Year conditions.

  Horizon Year: Build out University Boulevard at Eastman Avenue in conjunction with University Boulevard/Eastman Avenue/Bobby Foster Road realignment and signalization improvements (identified below in Public Intersection recommendations).

- Mesa del Sol Boulevard Construction of ½ street improvements from Fellini Road to Crick Avenue for Masterplan traffic implementation year. Construct full build-out for horizon year traffic.
- Eastman Avenue Construction of ½ street improvements from University to Gate D for Master plan traffic implementation year. Construct build-out for horizon year traffic.

- Crick Avenue Construction of ½ street improvements to connect Crick Avenue west to Mesa del Sol Boulevard for Masterplan traffic implementation year; Construct Crick Avenue full build-out for Horizon Year traffic.
- Watson Drive: Future horizon year recommendation: Construct Watson Drive initially as a two-lane street for horizon year traffic conditions. A four-lane Street is recommended for consideration in the future. An alternate would be to construct a new two-lane roadway parallel to the west side of the SLO Parcel from Eastman Avenue to Crick Avenue. It is recommended to re-evaluate the growth and traffic in a future analysis to further justify that this additional capacity is needed.
- ADA: Connections from the public sidewalk to the private development area need to comply with the CABQ DPM requirements
- Auxiliary Lanes: Deceleration lanes and turn lanes should be designed to lengths and style as required in the CABQ DPM unless there are reasons to have the lengths reduced.

Public Intersection recommendations:

Intersection 5. University and Eastman Avenue; Implementation year recommendations include a signalized intersection in the near term when one or more of the following “triggers” occur:

- Mixed-use development growth to the west of the site
- Athletic Facilities/Complex improvements by Bernalillo County
- Bobby Foster Road re-alignment
- north periphery build-out and/or other development northeast of University Boulevard and Eastman Avenue that will contribute additional Horizon Year traffic flows at this intersection.

It is recommended that width for dual lefts for WB to SB for horizon year traffic conditions be included that can be re-marked as necessary in the future.

Intersection 14.Mesa del Sol and Crick Avenue: Continuous flow northbound to eastbound and southbound to westbound until such time as other MdS development occurs north and east creating the need for additional traffic control for conflicting

movements at this intersection. Ultimate build-out for the horizon year is recommended as a signalized intersection.

3. Mesa del Sol Couplets

Recommended as two-way adjacent to the site from Fellini Roade, east to the location where they come together as one street at Mesa del Sol Boulevard. (Approximately 800-900 FT).

Recommended for construction per Level B Plan for Horizon Year conditions as a network roadway.

Intersection 7.University Boulevard and Crick Avenue: Intersection as constructed to accommodate the implementation year traffic.

Recommend traffic signal for horizon year conditions as a key network intersection.

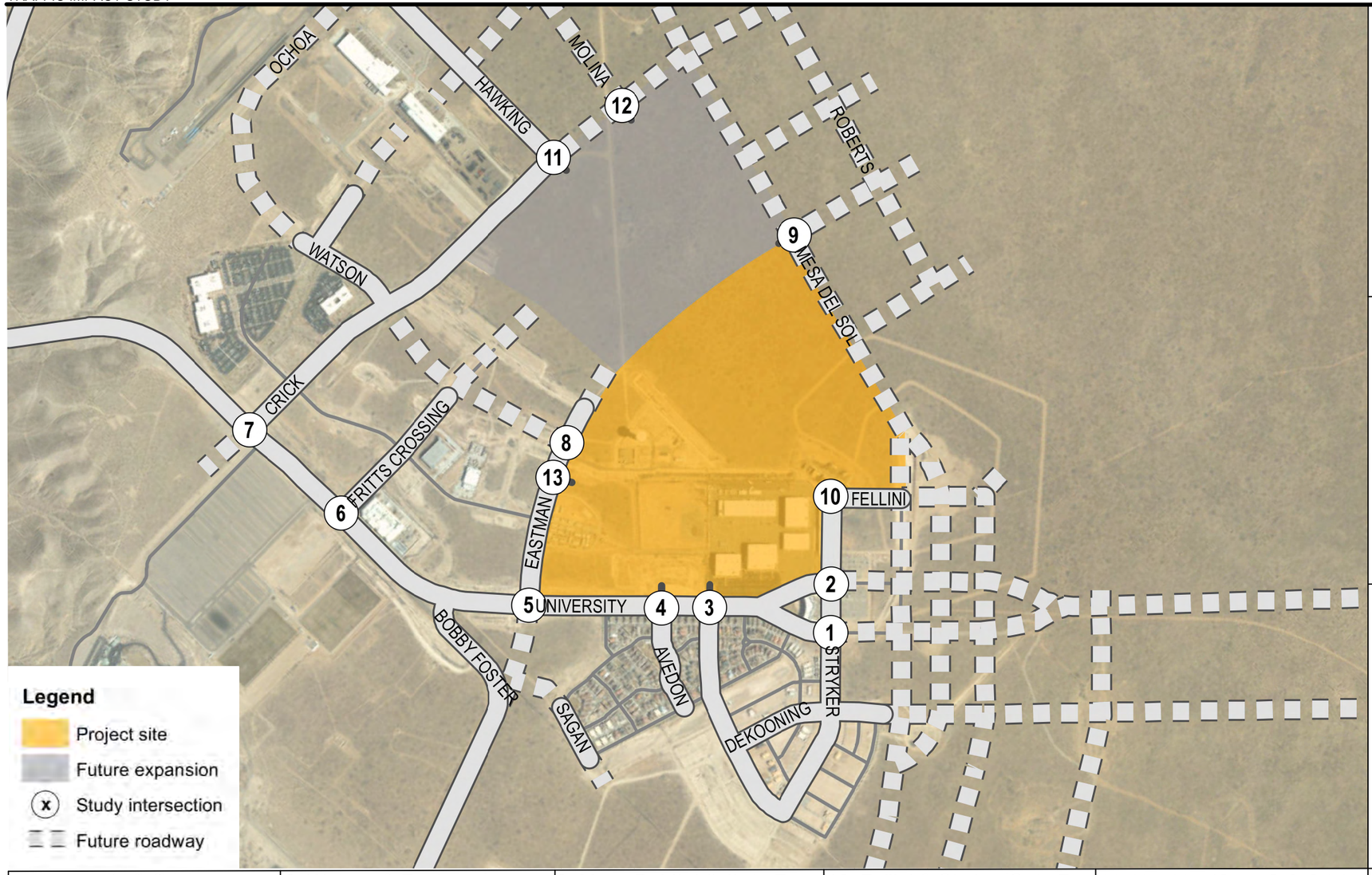
Periphery Driveway Recommendations (Implementation Year)

North Driveway: The north periphery driveway is recommended for the office build-out lanes use planned for this tract. Two inbound lanes, two outbound separated by a minimum four (4) FT. raised median is recommended. Stop control is recommended for the outbound access lanes. Access geometry to be designed to accommodate WB-50 design vehicle.

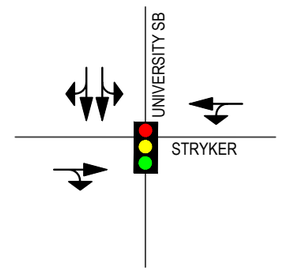
South Driveways: The south driveways are recommended for the forecasted office and retail use for these parcels. Driveways are recommended to be stop-controlled, 35 FT wide to provide two (2) outbound travel ways, and one inbound travel way. Geometry is to be designed per CABQ Curb Cut ordinance for the appropriate design vehicle, either the WB-40 or WB 50 design vehicle.

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, future traffic should be accommodated in a safe and efficient manner.

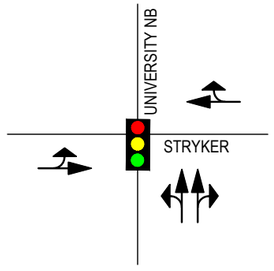
Figure 17 summarizes the recommendations for traffic control and lane configurations for the Implementation (Buildout) Year.



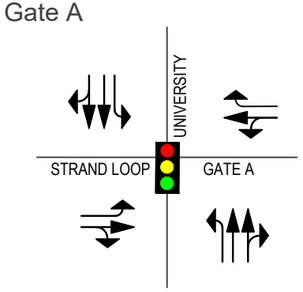
1. University SB & Stryker



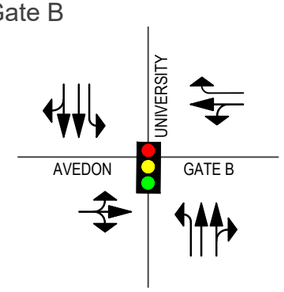
2. University NB & Stryker



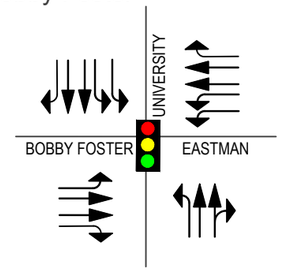
3. University & Strand Loop/ Gate A



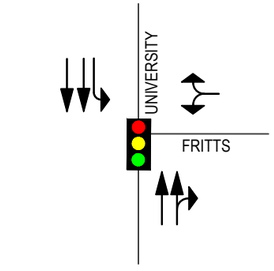
4. University & Avedon/ Gate B



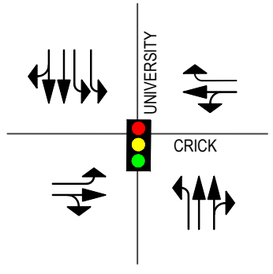
5. University & Eastman/ Bobby Foster



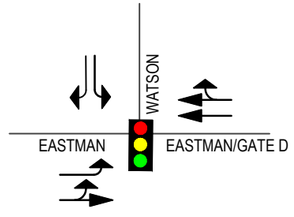
6. University & Fritts



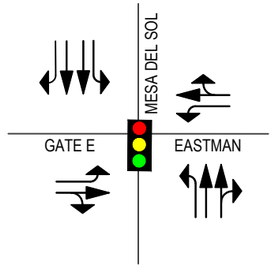
7. University & Crick



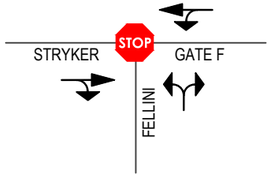
8. Watson & Eastman/ Gate D



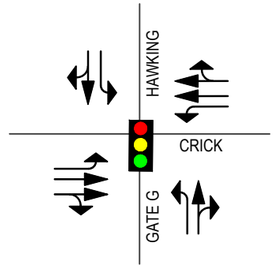
9. Mesa Del Sol & Gate E/ Eastman



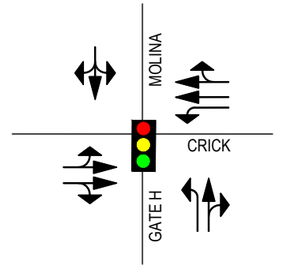
10. Fellini & Stryker/Gate F



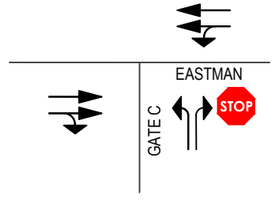
11. Hawking/Gate G & Crick



12. Molina/Gate H & Crick



13. Gate C & Eastman



c:\users\emazzella\documents\netfile albequerque\site-plan-mp.dwg

Figure 17
Buildout Year Lane Configurations and Traffic Control

9.0 REFERENCES

Development Process Manual (DPM) City of Albuquerque September 4, 2020 7-158 to 7-172

MRCOG Website www.mrcog-nm.gov

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 and Trip Generation Spreadsheet

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
- 2026 no-Project Conditions AM Peak Hour
- 2026 no-Project Conditions PM Peak Hour
- 2026 with Project Conditions AM Peak Hour

2026 with Project Conditions PM Peak Hour

Buildout with Project Conditions AM Peak Hour

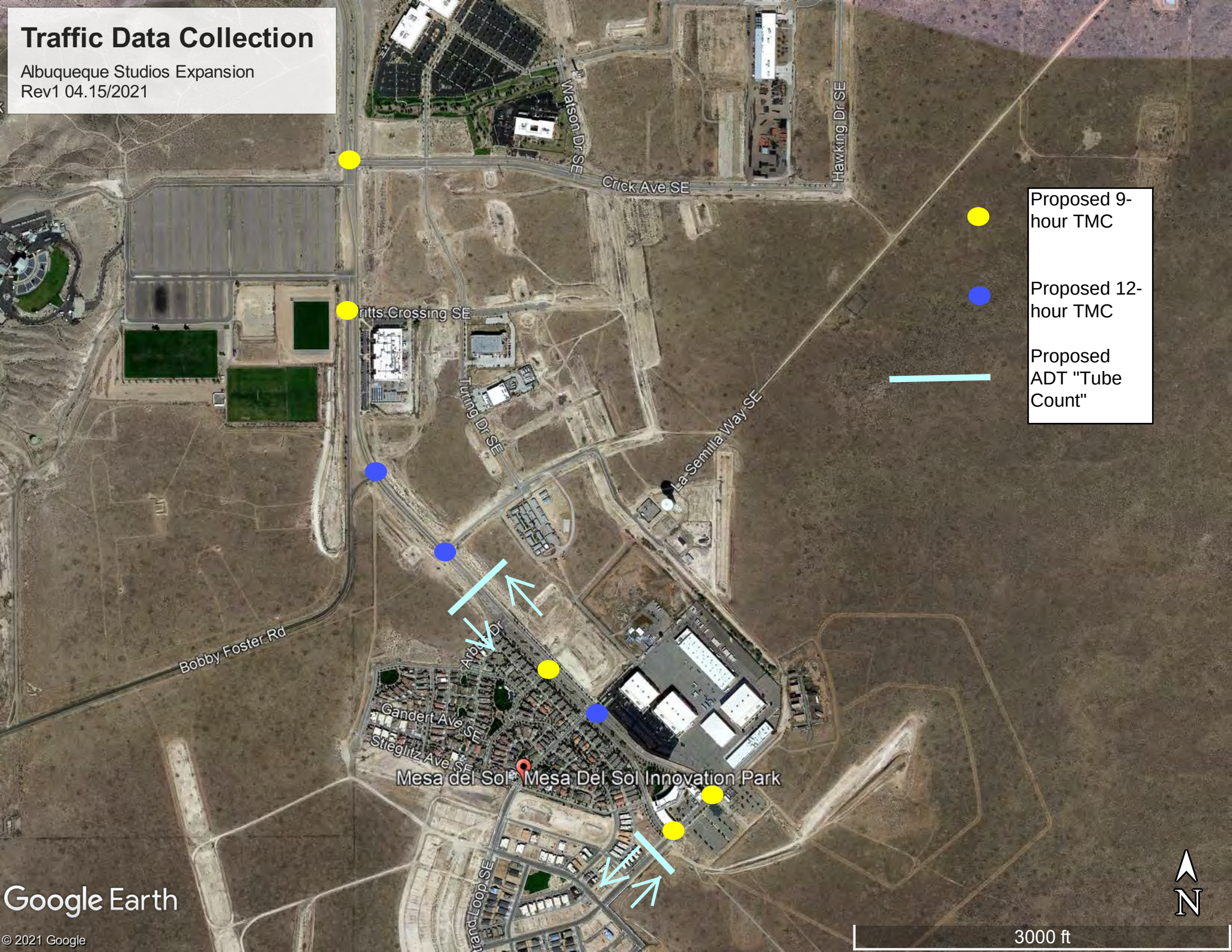
Buildout with Project Conditions PM Peak Hour

TRAFFIC DATA

April 2021 TMCs and ADT

Traffic Data Collection

Albuqueque Studios Expansion
Rev1 04.15/2021



Albuquerque Studios Expansion Traffic Data Calibration Summary

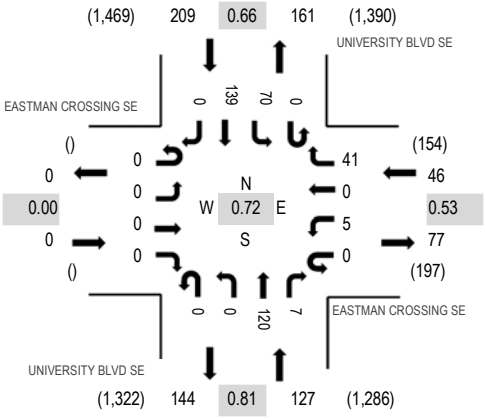
	AM Peak Hour							PM Peak Hour				
	2019	2020	Adjust	2021	**2021**			2019	2020	Adjust	2021	**2021**
	Pre-COVID	COVID	Factor	Actual	**Calibrated**			Pre-COVID	COVID	Factor	Actual	**Calibrated**
Intersection	April	April		April	April			April	April		April	April
9 Hour TMC												
Bobby Foster & Los Picaros				7:45 AM							3:30 PM	
NB Left	33	23	1.43	24	**34**			171	53	1.52	30	**46**
NB Thru	0	0		3	**3**			0	0		1	**1**
NB Right	0	0		0	**0**			0	0		0	**0**
SB Left	0	0		0	**0**			0	0		0	**0**
SB Thru	0	0		1	**1**			0	23	0.00	3	**3**
SB Right	6	15	0.48	18	**9**			61	45	1.36	40	**54**
WB Left	0	0		0	**0**			0	0		0	**0**
WB Thru	0	0		0	**0**			0	0		0	**0**
WB Right	0	0		0	**0**			0	0		0	**0**
EB Left	60	0		33	**33**			48	0		21	**21**
EB Thru	0	0		0	**0**			0	0		0	**0**
EB Right	183	36	1.52	34	**52**			35	0		3	**3**
				113	**97**						**98**	**82**
9 Hour TMC												
Bobby Foster & Broadway				6:30 AM							3:30 PM	
NB Left	0	0		2	**2**			0	0		0	**0**
NB Thru	757	515	1.47	371	**545**			330	345	0.96	334	**319**
NB Right	158	39	1.52	16	**24**			27	27	1.00	17	**17**
SB Left	94	87	1.08	36	**39**			45	29	1.52	41	**62**
SB Thru	331	333	0.99	249	**248**			732	589	1.24	467	**580**
SB Right	0	0		5	**5**			0	0		1	**1**
WB Left	0	4	0.00	9	**9**			86	20	1.52	44	**67**
WB Thru	0	0		0	**0**			0	0		0	**0**
WB Right	0	8	0.00	7	**7**			127	73	1.52	46	**70**
EB Left	0	0		3	**3**			0	0		1	**1**
EB Thru	0	0		0	**0**			0	0		0	**0**
EB Right	0	0		0	**0**			0	0		0	**0**
				698	**882**						**951**	**1118**
9 Hour TMC												
University and Rio Bravo				7:45 AM							3:00 PM	
EB Left	444	100	1.42	238	**338**			129	108	1.19	180	**215**
EB Thru	0	0		0	**0**			0	0		0	**0**
EB Right	337	141	1.42	206	**293**			110	72	1.42	92	**131**
WB Left	0	0		0	**0**			0	0		0	**0**
WB Thru	0	0		0	**0**			0	0		0	**0**
WB Right	0	0		0	**0**			0	0		0	**0**
NB Left	188	80	1.42	148	**210**			585	66	1.42	186	**264**
NB Thru	105	63	1.67	35	**58**			91	51	1.42	35	**50**
NB Right	0	0		0	**0**			0	0		0	**0**
SB Left	0	0		0	**0**			0	0		0	**0**
SB Thru	278	40	1.42	38	**54**			104	51	1.42	35	**50**
SB Right	55	9	1.42	84	**119**			337	93	1.42	188	**267**
				749	**1072**						**716**	**976**
9 Hour TMC												
Rio Bravo and Broadway				6:45 AM							3:00 PM	
NB Left	54	45	1.20	91	**109**			108	96	1.13	197	**222**
NB Thru	449	217	1.39	138	**192**			151	166	0.91	177	**161**
NB Right	382	238	1.39	228	**317**			413	271	1.39	338	**470**
EB Left	455	182	1.39	160	**222**			196	88	1.39	118	**164**
EB Thru	1425	866	1.39	1185	**1647**			556	457	1.22	674	**820**
EB Right	46	120	0.61	110	**67**			58	77	0.75	126	**95**
SB Left	20	30	0.67	54	**36**			59	20	1.39	99	**138**
SB Thru	201	153	1.31	101	**133**			311	298	1.04	282	**294**
SB Right	79	79	1.00	63	**63**			400	288	1.39	258	**358**
WB Left	260	254	1.02	287	**294**			402	284	1.39	286	**398**
WB Thru	430	313	1.37	476	**654**			955	650	1.39	995	**1383**
WB Right	39	38	1.03	34	**35**			31	47	0.66	25	**16**
				2927	**3769**						**3575**	**4519**
9 Hour TMC												
2nd Street and Rio Bravo				7:15 AM							4:00 PM	
NB Left	112	104	1.08	147	**158**			347	161	1.47	365	**537**
NB Thru	418	62	1.47	67	**98**			411	127	1.47	79	**116**
NB Right	72	19	1.47	47	**69**			758	68	1.47	63	**93**
EB Left	584	115	1.47	189	**278**			98	92	1.07	97	**103**
EB Thru	1483	988	1.47	1327	**1951**			541	436	1.24	780	**968**
EB Right	203	132	1.47	157	**231**			131	90	1.46	148	**215**
SB Left	138	23	1.47	70	**103**			105	74	1.42	114	**162**
SB Thru	24	65	0.53	43	**23**			184	64	1.47	87	**128**
SB Right	90	4	1.47	52	**76**			540	200	1.47	270	**397**
WB Left	62	60	1.03	76	**79**			32	66	0.53	62	**33**
WB Thru	420	324	1.30	486	**630**			1672	1141	1.47	1340	**1964**
WB Right	91	91	1.00	54	**54**			124	34	1.47	40	**59**
				2715	**3750**						**3445**	**4774**

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

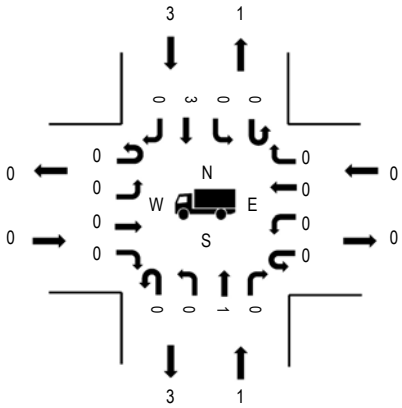
Location: 4 UNIVERSITY BLVD SE & EASTMAN CROSSING SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

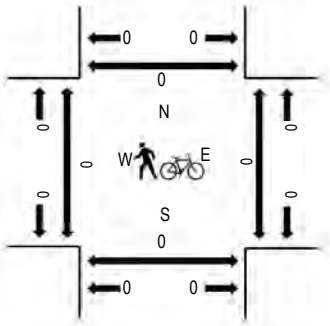
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	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 Eastbound				EASTMAN CROSSING SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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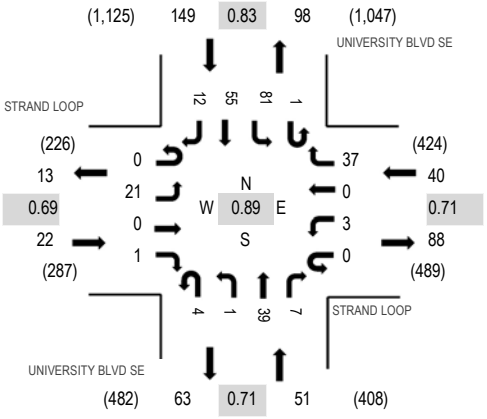
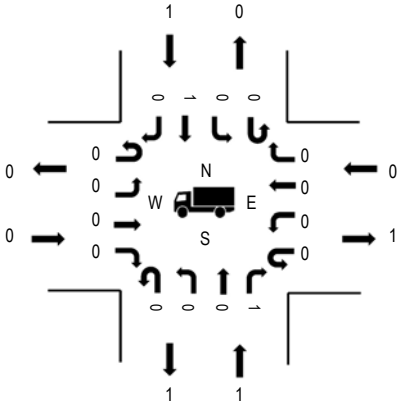
Location: 5 UNIVERSITY BLVD SE & STRAND LOOP AM
Date: Wednesday, April 21, 2021
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

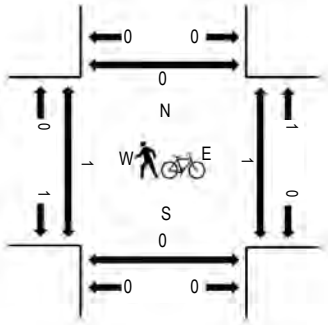
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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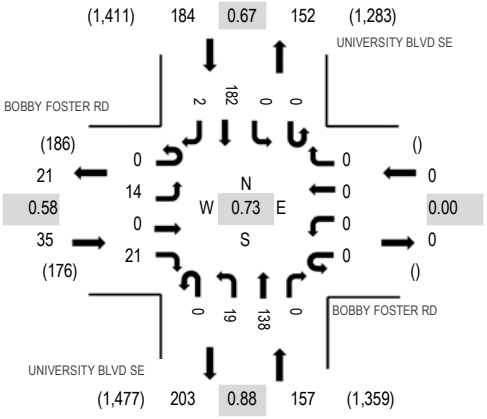
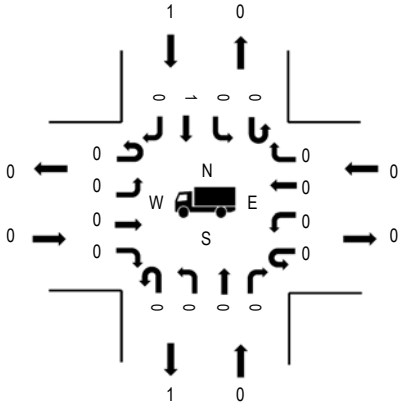
Location: 10 UNIVERSITY BLVD SE & BOBBY FOSTER RD AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

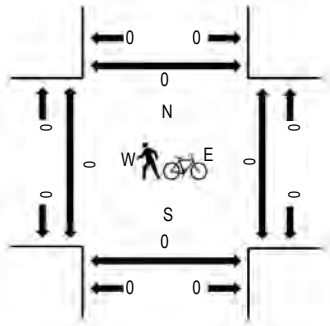
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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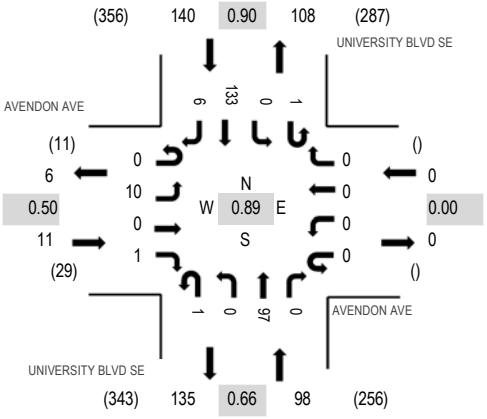
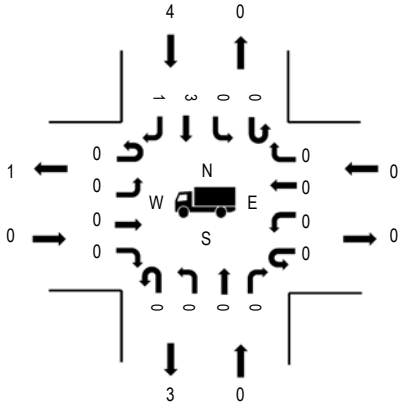
Location: 1 UNIVERSITY BLVD SE & AVENDON AVE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour

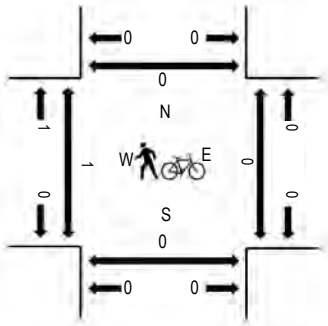
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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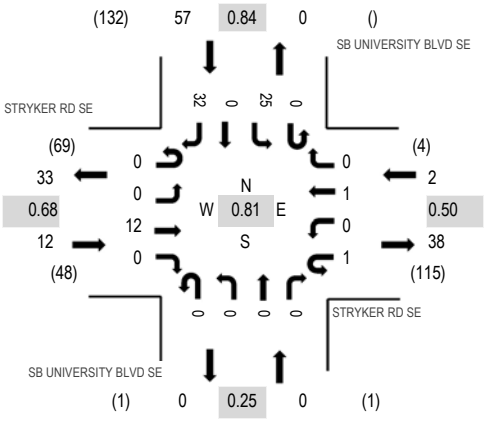
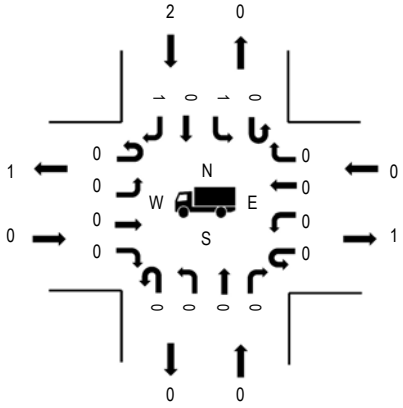
Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

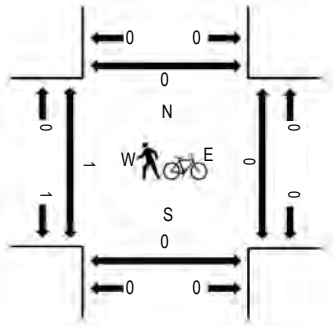
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

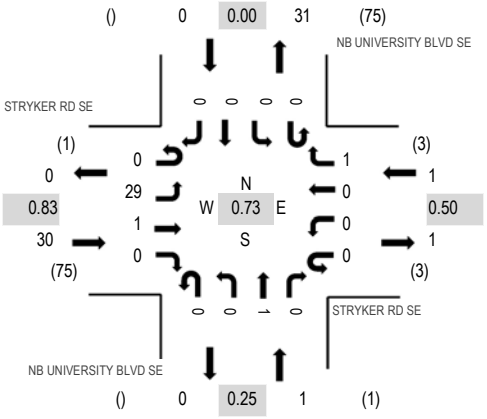
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	1	0	1	1	3
Count Total	1	0	0	3	4	Count Total	2	3	1	2	8
Peak Hour	0	0	0	2	2	Peak Hour	1	0	0	0	1

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

Peak Hour

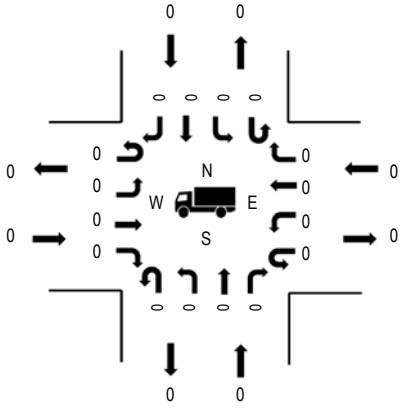
Motorized Vehicles



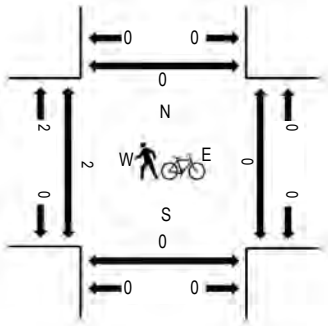
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.83
WB	0.0%	0.50
NB	0.0%	0.25
SB	0.0%	0.00
All	0.0%	0.73

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	18
7:15 AM	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0	8	22
7:30 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	20
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26
8:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	30
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28
8:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	30
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	32
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	31
9:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
9:30 AM	0	8	1	0	0	0	0	1	0	0	1	0	0	0	0	0	11	
9:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Count Total	0	72	3	0	0	0	1	2	0	0	1	0	0	0	0	0	79	
Peak Hour	0	29	1	0	0	0	0	1	0	0	1	0	0	0	0	0	32	

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	1	0	0	0	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	2	0	0	0	2
9:00 AM	0	0	0	0	0	9:00 AM	0	0	0	0	0

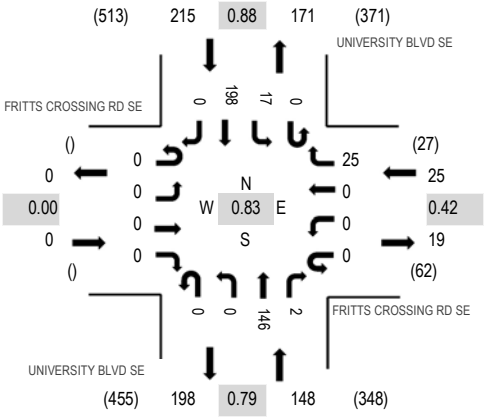
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
Count Total	1	0	0	0	1	Count Total	2	0	0	0	2
Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

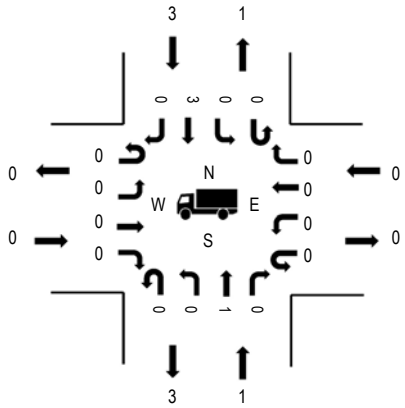
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

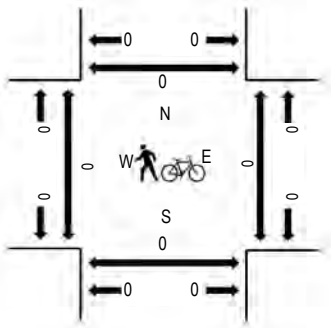
Motorized Vehicles



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 Eastbound				FRITTS CROSSING RD SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

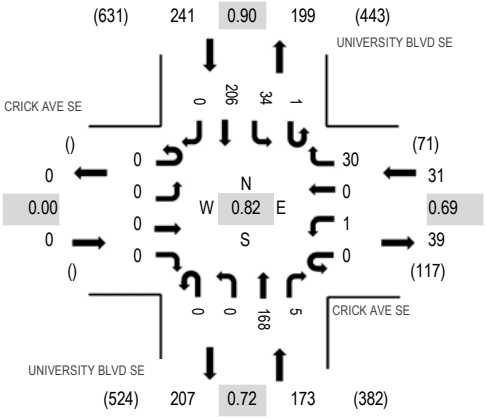
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	1	1	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
Count Total	0	3	0	4	7	Count Total	0	0	0	0	0
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

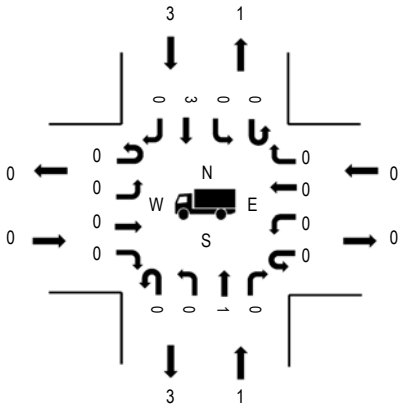
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

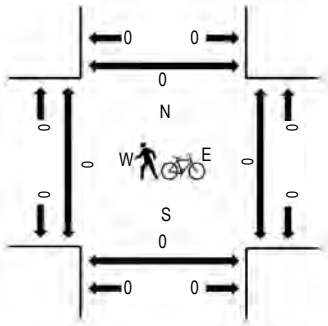
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

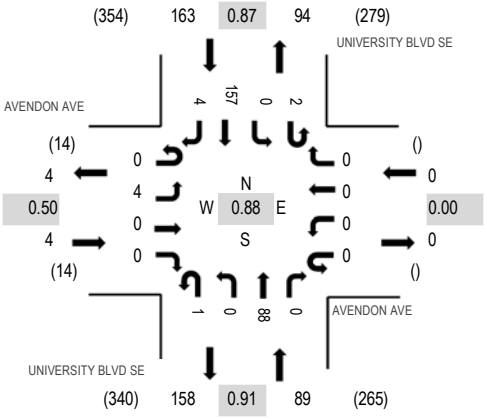
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	1	1	2	9:45 AM	0	0	0	0	0
Count Total	0	3	1	6	10	Count Total	0	0	0	0	0
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

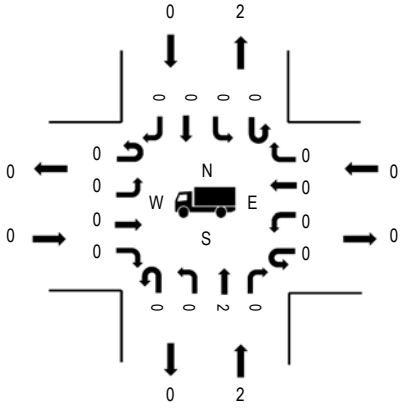
Motorized Vehicles



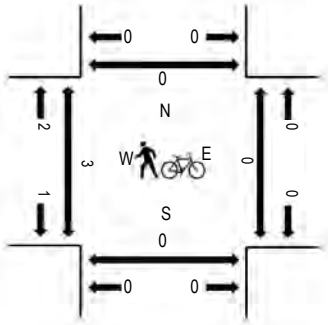
Note: Total study counts contained in parentheses.

	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

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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

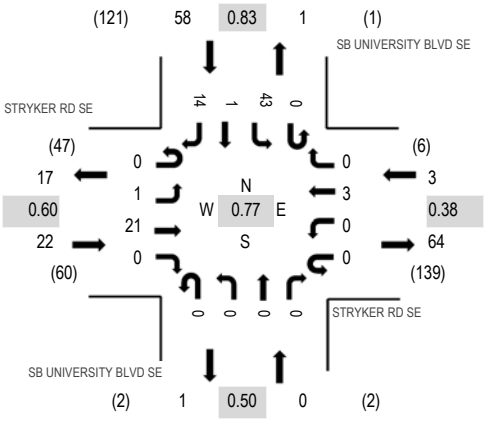
1:15 PM	0	0	0	0	0	1:15 PM	1	0	0	0	1
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	2	0	0	0	2
Count Total	0	3	0	3	6	Count Total	6	0	0	0	6
Peak Hour	0	2	0	0	2	Peak Hour	3	0	0	0	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

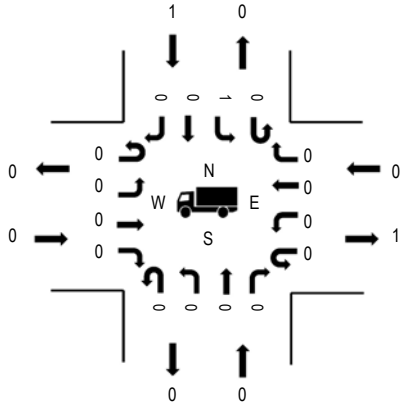
Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour

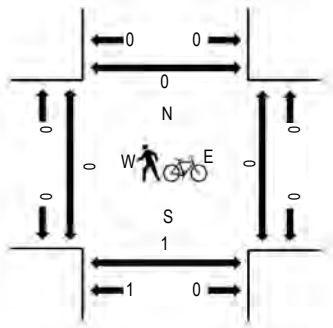
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.60
WB	0.0%	0.38
NB	0.0%	0.50
SB	1.7%	0.83
All	1.2%	0.77

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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
11:00 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	3	0	4	12	59
11:15 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	5	0	3	18	72
11:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0	3	13	69
11:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	9	0	3	16	83
12:00 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	14	0	4	25	82
12:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	6	0	4	15	69
12:30 PM	0	1	8	0	0	0	0	0	0	0	0	0	0	14	1	3	27	69
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	7	15	53
1:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	6	1	2	12	48
1:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	5	0	6	15	
1:30 PM	0	0	7	0	0	0	0	0	0	0	0	1	0	2	0	1	11	
1:45 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	2	0	1	10	
Count Total	0	1	59	0	0	0	6	0	0	0	0	2	0	78	2	41	189	
Peak Hour	0	1	21	0	0	0	3	0	0	0	0	0	0	43	1	14	83	

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	1	1
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	1	0	0	1
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	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

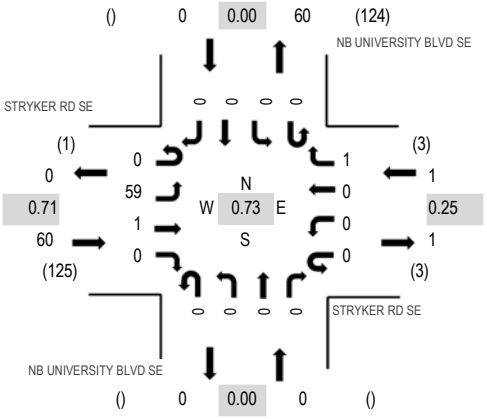
1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	1	1
1:30 PM	0	0	0	0	0	1:30 PM	0	2	2	0	4
1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	2	2
Count Total	1	0	0	1	2	Count Total	0	3	2	4	9
Peak Hour	0	0	0	1	1	Peak Hour	0	1	0	0	1

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

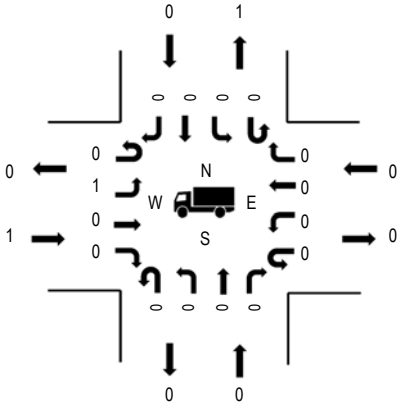
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour

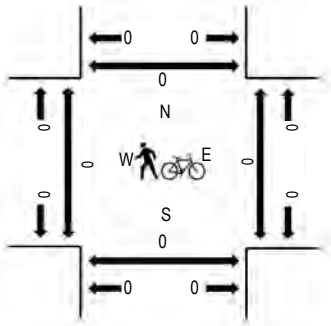
Motorized Vehicles



Heavy Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

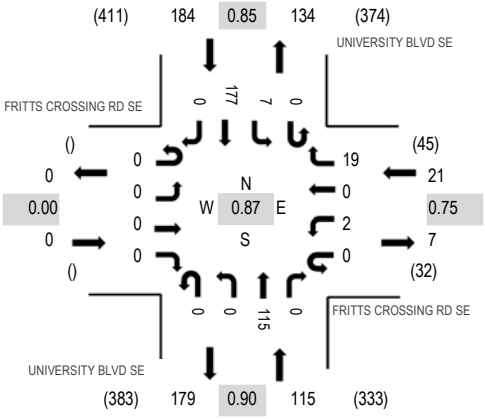
1:15 PM	0	0	0	0	0	1:15 PM	0	0	0	0	0
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
Count Total	2	0	0	0	2	Count Total	0	0	0	0	0
Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

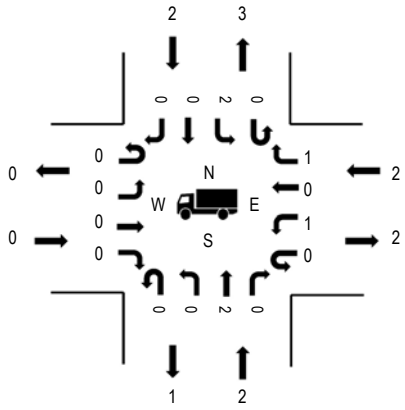
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

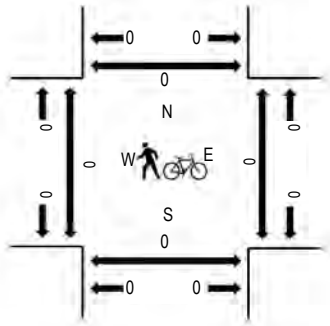
Motorized Vehicles



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 Eastbound				FRITTS CROSSING RD SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

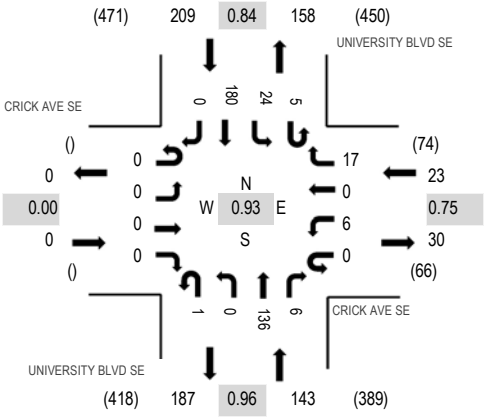
1:15 PM	0	0	0	0	0	1:15 PM	0	0	1	0	1
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	1	0	1
Count Total	0	2	3	4	9	Count Total	0	0	2	0	2
Peak Hour	0	2	2	2	6	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

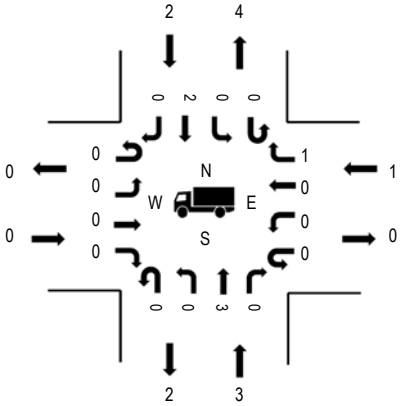
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:30 AM - 12:30 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

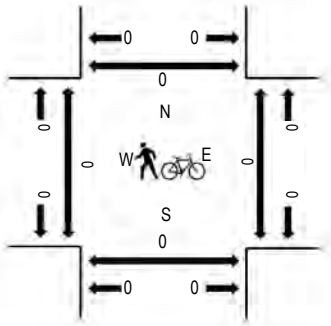
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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

Traffic Counts - Motorized Vehicles

Interval Start Time	CRICK AVE SE Eastbound				CRICK AVE SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

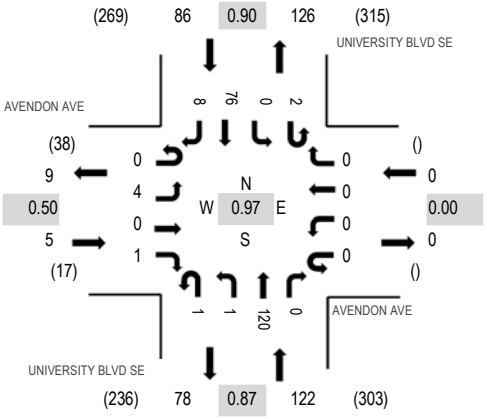
1:15 PM	0	0	0	1	1	1:15 PM	0	0	0	0	0
1:30 PM	0	0	2	1	3	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0	0
Count Total	0	4	4	7	15	Count Total	0	0	0	0	0
Peak Hour	0	3	1	2	6	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

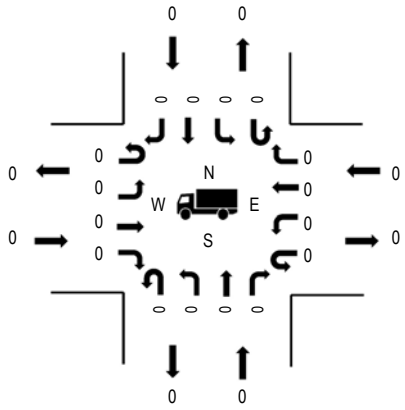
Motorized Vehicles



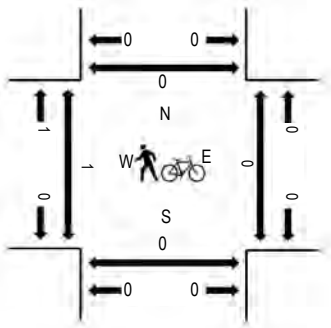
Note: Total study counts contained in parentheses.

	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

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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

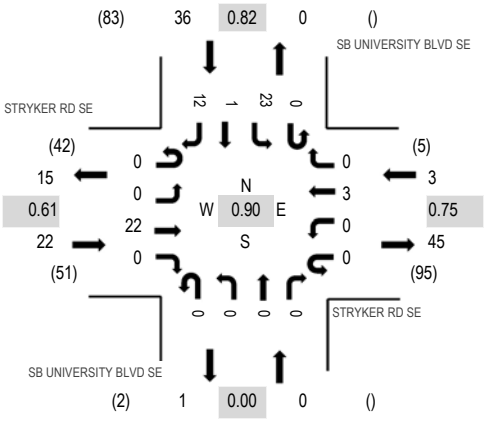
5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	3	0	0	3	6
5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	0	0	1	1	Count Total	9	4	0	8	21
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

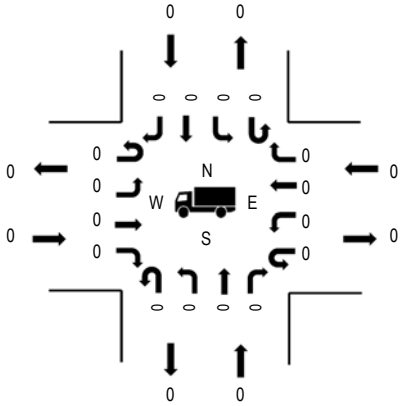
Motorized Vehicles



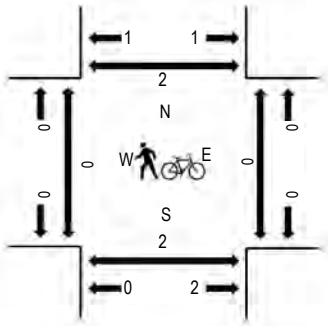
Note: Total study counts contained in parentheses.

	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

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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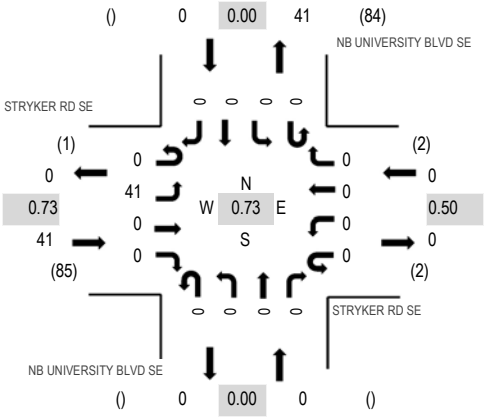
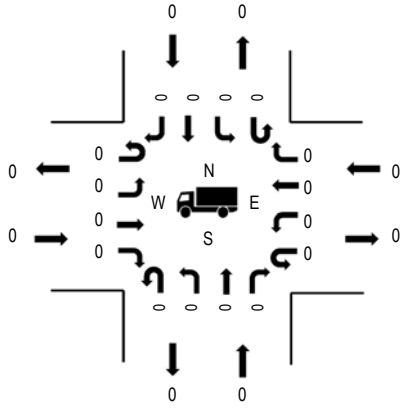
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour

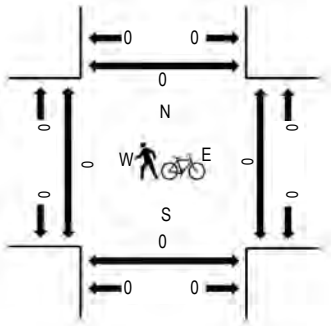
Motorized Vehicles



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					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
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

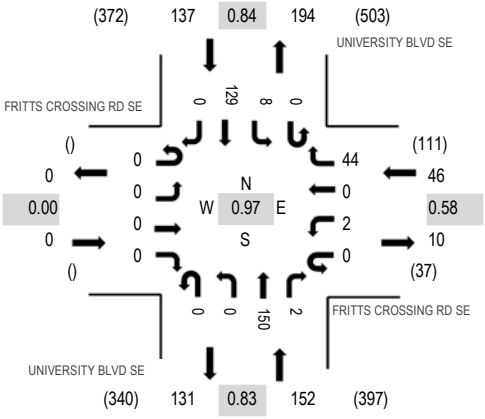
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

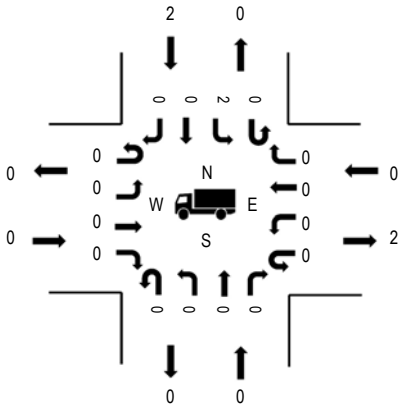
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour

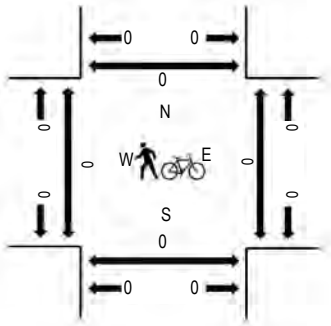
Motorized Vehicles



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 Eastbound				FRITTS CROSSING RD SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Rolling Hour
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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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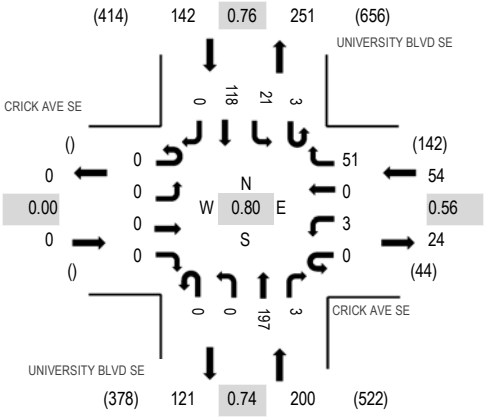
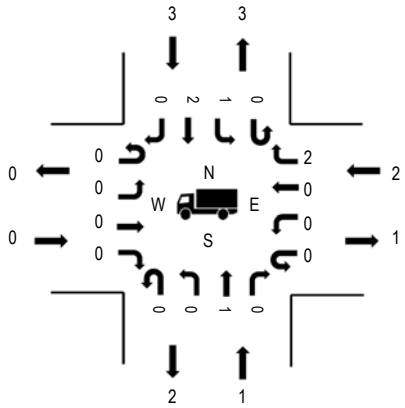
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour

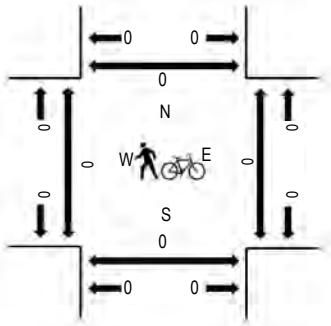
Motorized Vehicles



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

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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

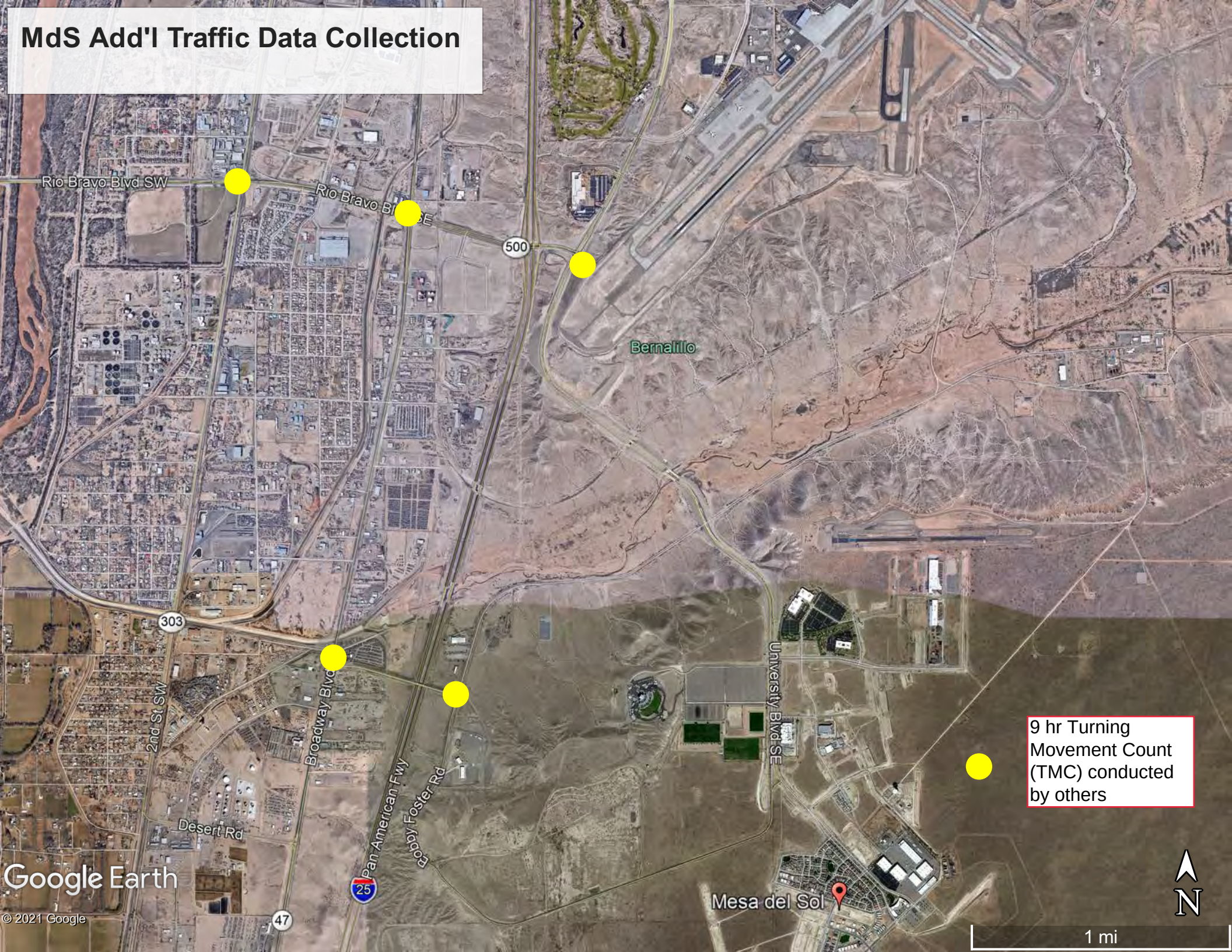
All Traffic Data Services
www.alltrafficdata.net

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						

							AM Peak	AM Peak	PM Peak	PM Peak
				Units	Existing	Permanent	Trip Gen	Trip Gen	Trip Gen	Trip Gen
			Facility		Size X 1000	Jobs/Employees	Entering	Exiting	Entering	Exiting
Existing			***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					
			Total SF Building		331		**85**	**25**	**34**	**76**
					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 3 Demo and replacement with Mill 2	1	--					
			Total SF Building (89% of Exisitng size)		295		76	22	30	68
Phase II			**Masterplan (East)**							
Buildout (2023)										
Studio Modules										
			Production Office 2	1	75					
			Mill 4	1	60					
			Mill 5	1	60					
			Stage 9 & 10 with basecamp	1	60					
			Stage 11 & 12 with basecamp	1	50					
			Stage 14 & 15 with basecamp	1	50					
			Stage 16 & 17 with basecamp	1	50					
			Stage 18 & 19 with basecamp	1	50					
			Daycare	1	15					
			Subtotal (1.42 X Size of existing)		470		121	35	48	108
			Other (Transp.,/Waste Mgt/Recycle/Storage)							
			Other Backlots and Concrete Pads (A&B)	4	11 Ac					
			Subtotal Existing				85	25	34	76
			Subtotal North				76	22	30	68
			Subtotal Master Plan (Additional)				121	35	48	108
			Total Trip Generation for the Studios				281	83	113	252
			Total Incl IC				267	79	107	239
			Per Gate				35	10	14	31
			Per Gate incl IC				33	10	13	30
					SF X 1000					
Phase III (2026)			**Periphery (with North and East) No SLO**							
			Periphery (NW1) 12.8 acres (Corp HQ) "Office Code"	4	400		274	14	7	233
			Periphery (NW2) 6.5 Acres (Parking)							
			Periphery 3 (NW3) 4 Acres Visitor Center "Business Services Code"	1	10		3	1	1	4
			Periphery (S1) 7.0 Ac Hotel (200 Rooms)	1	100		55	39	61	71
			Periphery (S2) 9.7 Ac, Theater (1,000 Seats)	1	15		0	0	50	41
			Experience Center "Business Services"	1	10		3	1	1	4
			Fitness/Wellness "Gym Code"	1	45		30	29	88	67
			Consumer Center "Retail Code"	1	5		11	8	24	23
			Periphery (S3) Retail (Mixed) "Retail Code"	3	150		344	229	707	679
			Total Periphery (NW and S) to Eastman		735					
	Scenario 1 (North)		Periphery North (Office) 1 Driveway				274	14	7	233
	Scenario 5 (South)		Periphery South (Office) & Retail (5 Driveways)				618	243	714	912
			Periphery North (Office) 1 Driveway Incl IC				247	13	6	210
			Periphery South Total SLO including Internal Capture at 10%				556	219	643	821
			Periphery South Per Driveway Incl IC				111	44	129	164
	Phase IV. SLO Piece (2035)		Studio							
			Stage 20 &21 with basecamp	1	50					
			Stage 22 & 23 with basecamp	1	50					
			Stage 24 & 25 with basecamp	1	50					
			Stage 26 & 27 with basecamp	1	50					
			Stage 28 & 29 with basecamp	1	50					
			Mill 7	1	60					
			Mill 8	1	60					
			Mill 9	1	30					
			Production Office and Commons	1	70					
			(Same size as East Studio Development Phase)		470		121	35	48	108
Phase IV SLO Periphery (2035)			Periphery (29 acres) 2.5% larger than Development Periphery S.				570	224	659	841
			Montage Development (Background Traffic)				AM Peak	AM Peak	PM Peak	PM Peak
							Trip Gen	Trip Gen	Trip Gen	Trip Gen
							Entering	Exiting	Entering	Exiting
			Residential				123	373	422	245
			Multi-Fam				13	38	56	35
			School				66	43	15	9
			Com. Dev				69	42	41	47
			Total Trip Generation				271	496	534	336
			*Source Huitt-Zollars Trip Generation Analysis May 2021							
			1/2 of Trips to Avedon, Strand Loop, and Bobby Foster				136	248	267	168

MdS Add'l Traffic Data Collection



Huitt-Zollars, Inc.

333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124

ADVANCEDESIGN

Weather: Overcast
Serial Number: 3082
Collected By: DPitts
Other:

File Name : Bobby Foster - Los Picaros 04282021 DP
Site Code : 00000000
Start Date : 4/28/2021
Page No : 1

Groups Printed- Passenger Vehicles - Trucks

	Los Picaros From North			Los Picaros From South			Bobby Foster From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
06:30 AM	0	0	0	0	3	0	5	5	0	13
06:45 AM	4	0	0	0	8	0	6	9	0	27
Total	4	0	0	0	11	0	11	14	0	40
07:00 AM	2	0	0	0	5	0	3	14	0	24
07:15 AM	5	0	0	0	1	0	4	5	0	15
07:30 AM	1	0	0	0	1	0	4	9	0	15
07:45 AM	3	0	0	0	2	0	10	7	0	22
Total	11	0	0	0	9	0	21	35	0	76
08:00 AM	3	0	0	1	3	0	11	7	0	25
08:15 AM	3	1	0	2	10	0	8	11	0	35
08:30 AM	9	0	0	0	9	0	5	8	0	31
08:45 AM	6	0	0	0	5	0	6	3	0	20
Total	21	1	0	3	27	0	30	29	0	111
09:00 AM	3	0	0	0	1	0	4	3	0	11
09:15 AM	4	0	0	0	0	0	4	8	0	16
09:30 AM	0	0	0	0	1	0	0	1	0	2
*** BREAK ***										
Total	7	0	0	0	2	0	8	12	0	29
*** BREAK ***										
11:00 AM	6	1	0	0	3	0	4	2	0	16
11:15 AM	5	0	0	0	5	0	2	4	0	16
11:30 AM	13	0	0	0	2	0	2	7	0	24
11:45 AM	8	0	0	0	2	0	5	8	0	23
Total	32	1	0	0	12	0	13	21	0	79
12:00 PM	13	0	0	0	1	0	3	7	0	24
12:15 PM	9	0	0	2	2	0	8	7	0	28
12:30 PM	8	0	0	0	1	0	3	5	0	17
12:45 PM	7	0	0	1	2	0	0	8	0	18
Total	37	0	0	3	6	0	14	27	0	87
01:00 PM	3	0	0	0	1	0	3	14	0	21
01:15 PM	6	0	0	0	1	0	2	9	0	18
01:30 PM	8	0	0	0	1	0	2	6	0	17
01:45 PM	5	0	0	1	2	0	3	11	0	22
Total	22	0	0	1	5	0	10	40	0	78
02:00 PM	4	2	0	1	5	0	1	9	0	22
02:15 PM	2	0	0	0	2	0	0	4	0	8
*** BREAK ***										
Total	6	2	0	1	7	0	1	13	0	30
03:00 PM	6	0	0	0	3	0	4	10	0	23
03:15 PM	6	0	0	0	6	0	7	4	0	23

Huitt-Zollars, Inc.
333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124
ADVANCEDESIGN

File Name : Bobby Foster - Los Picaros 04282021 DP
Site Code : 00000000
Start Date : 4/28/2021

Groups Printed- Passenger Vehicles - Trucks

	Los Picaros From North			Los Picaros From South			Bobby Foster From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
03:30 PM	11	3	0	0	20	0	1	5	0	40
03:45 PM	4	0	0	0	2	0	0	5	0	11
Total	27	3	0	0	31	0	12	24	0	97
04:00 PM	13	0	0	1	3	0	1	5	0	23
04:15 PM	12	0	0	0	5	0	1	6	0	24
04:30 PM	8	0	0	0	5	0	1	6	0	20
04:45 PM	8	0	0	0	4	0	1	3	0	16
Total	41	0	0	1	17	0	4	20	0	83
05:00 PM	11	0	0	0	6	0	2	2	0	21
05:15 PM	3	0	0	0	2	0	4	2	0	11
05:30 PM	9	0	0	1	0	0	1	5	0	16
05:45 PM	3	0	0	0	2	0	6	3	0	14
Total	26	0	0	1	10	0	13	12	0	62
Grand Total	234	7	0	10	137	0	137	247	0	772
Apprch %	97.1	2.9	0	6.8	93.2	0	35.7	64.3	0	
Total %	30.3	0.9	0	1.3	17.7	0	17.7	32	0	
Passenger Vehicles	173	6	0	8	127	0	131	191	0	636
% Passenger Vehicles	73.9	85.7	0	80	92.7	0	95.6	77.3	0	82.4
Trucks	61	1	0	2	10	0	6	56	0	136
% Trucks	26.1	14.3	0	20	7.3	0	4.4	22.7	0	17.6

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File Name : Bobby Foster - Los Picaros 04282021 DP
Site Code : 00000000
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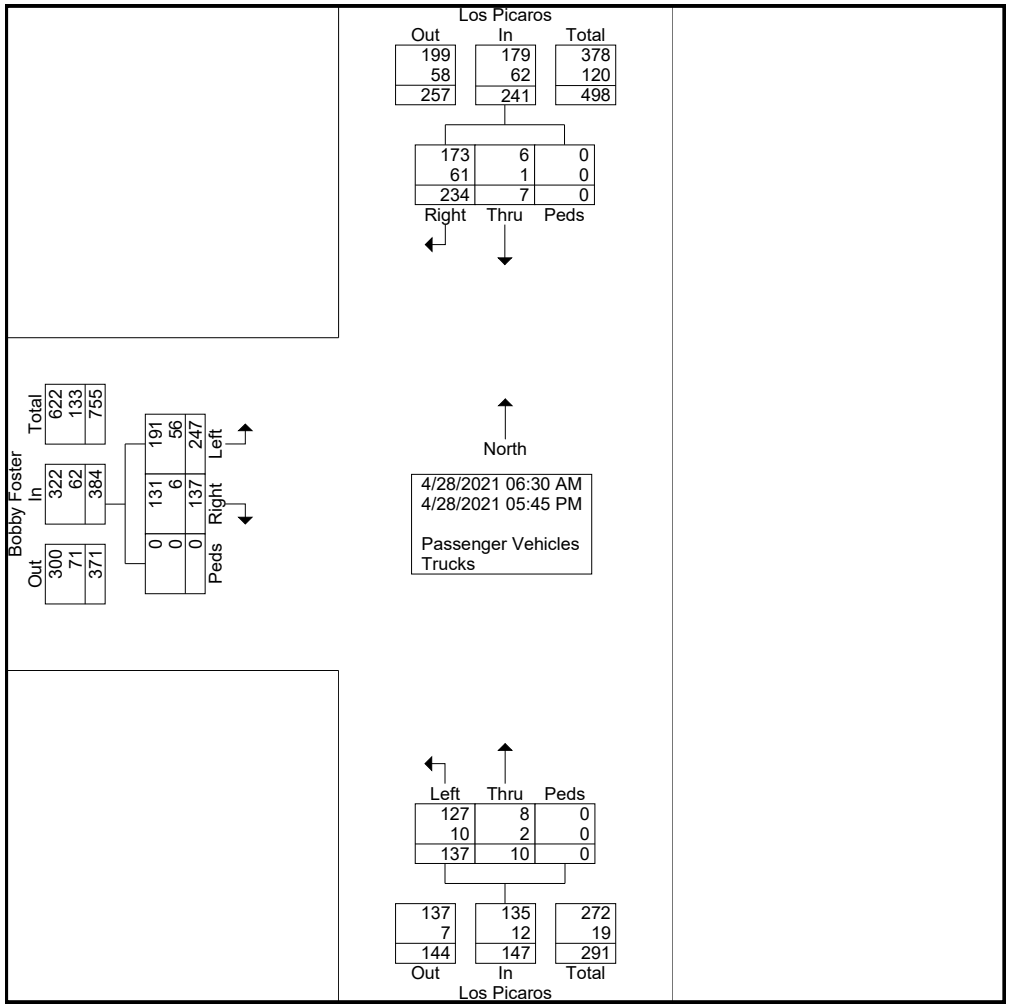

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File Name : Bobby Foster - Los Picaros 04282021 DP
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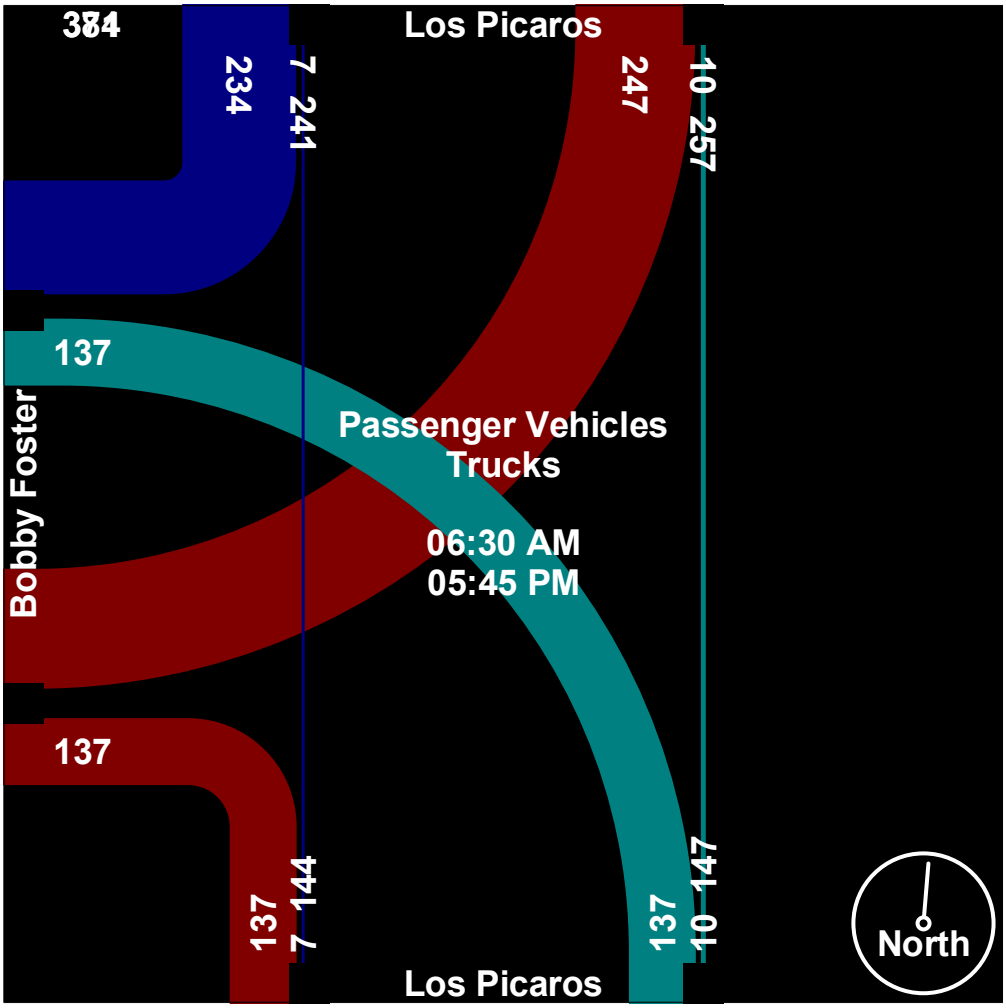

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File Name : Bobby Foster - Los Picaros 04282021 DP
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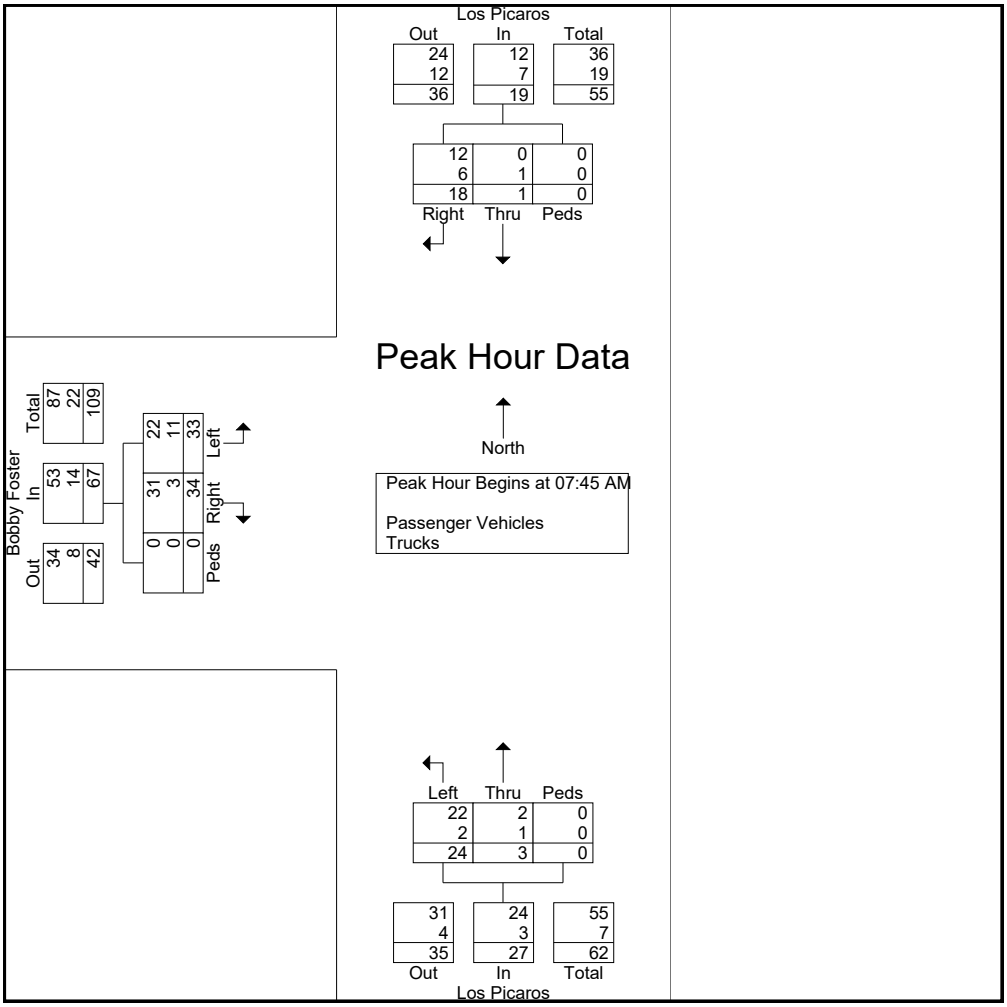
	Los Picaros From North				Los Picaros From South				Bobby Foster From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	3	0	0	3	0	2	0	2	10	7	0	17	22
08:00 AM	3	0	0	3	1	3	0	4	**11**	7	0	18	25
08:15 AM	3	**1**	0	4	**2**	**10**	0	**12**	8	**11**	0	**19**	**35**
08:30 AM	**9**	0	0	**9**	0	9	0	9	5	8	0	13	31
Total Volume	18	1	0	19	3	24	0	27	34	33	0	67	113
% App. Total	94.7	5.3	0		11.1	88.9	0		50.7	49.3	0		
PHF	.500	.250	.000	.528	.375	.600	.000	.563	.773	.750	.000	.882	.807
Passenger Vehicles	12	0	0	12	2	22	0	24	31	22	0	53	89
% Passenger Vehicles	66.7	0	0	63.2	66.7	91.7	0	88.9	91.2	66.7	0	79.1	78.8
Trucks	6	1	0	7	1	2	0	3	3	11	0	14	24
% Trucks	33.3	100	0	36.8	33.3	8.3	0	11.1	8.8	33.3	0	20.9	21.2



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**		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		1	**1**		0	0		1	**1**		0	0		0	**0**
EB Left	58	59	0.98	29	**29**		72	51	1.41	59	**83**		72	67	1.07	41	**44**
EB Thru	0	0		0	**0**		0	0		1	**1**		0	0		0	**0**
EB Right	0	0		1	**1**		0	0		0	**0**		0	0		0	**0**
				32	**32**					**61**	**85**					**41**	**44**

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File Name : Bobby Foster - Los Picaros 04282021 DP
Site Code : 00000000
Start Date : 4/28/2021
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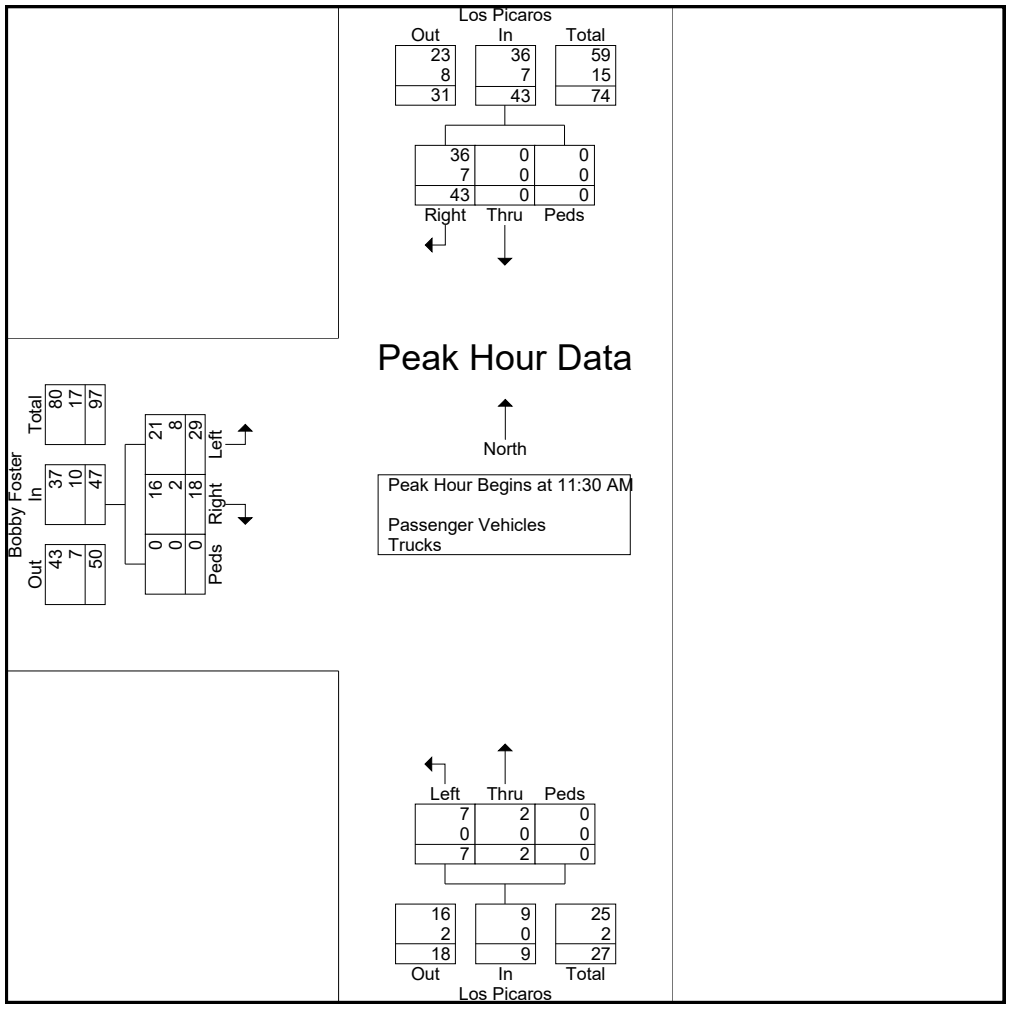
	Los Picaros From North				Los Picaros From South				Bobby Foster From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	**13**	0	0	**13**	0	**2**	0	2	2	7	0	9	24
11:45 AM	8	0	0	8	0	2	0	2	5	**8**	0	13	23
12:00 PM	13	0	0	13	0	1	0	1	3	7	0	10	24
12:15 PM	9	0	0	9	**2**	2	0	**4**	**8**	7	0	**15**	**28**
Total Volume	43	0	0	43	2	7	0	9	18	29	0	47	99
% App. Total	100	0	0		22.2	77.8	0		38.3	61.7	0		
PHF	.827	.000	.000	.827	.250	.875	.000	.563	.563	.906	.000	.783	.884
Passenger Vehicles	36	0	0	36	2	7	0	9	16	21	0	37	82
% Passenger Vehicles	83.7	0	0	83.7	100	100	0	100	88.9	72.4	0	78.7	82.8
Trucks	7	0	0	7	0	0	0	0	2	8	0	10	17
% Trucks	16.3	0	0	16.3	0	0	0	0	11.1	27.6	0	21.3	17.2



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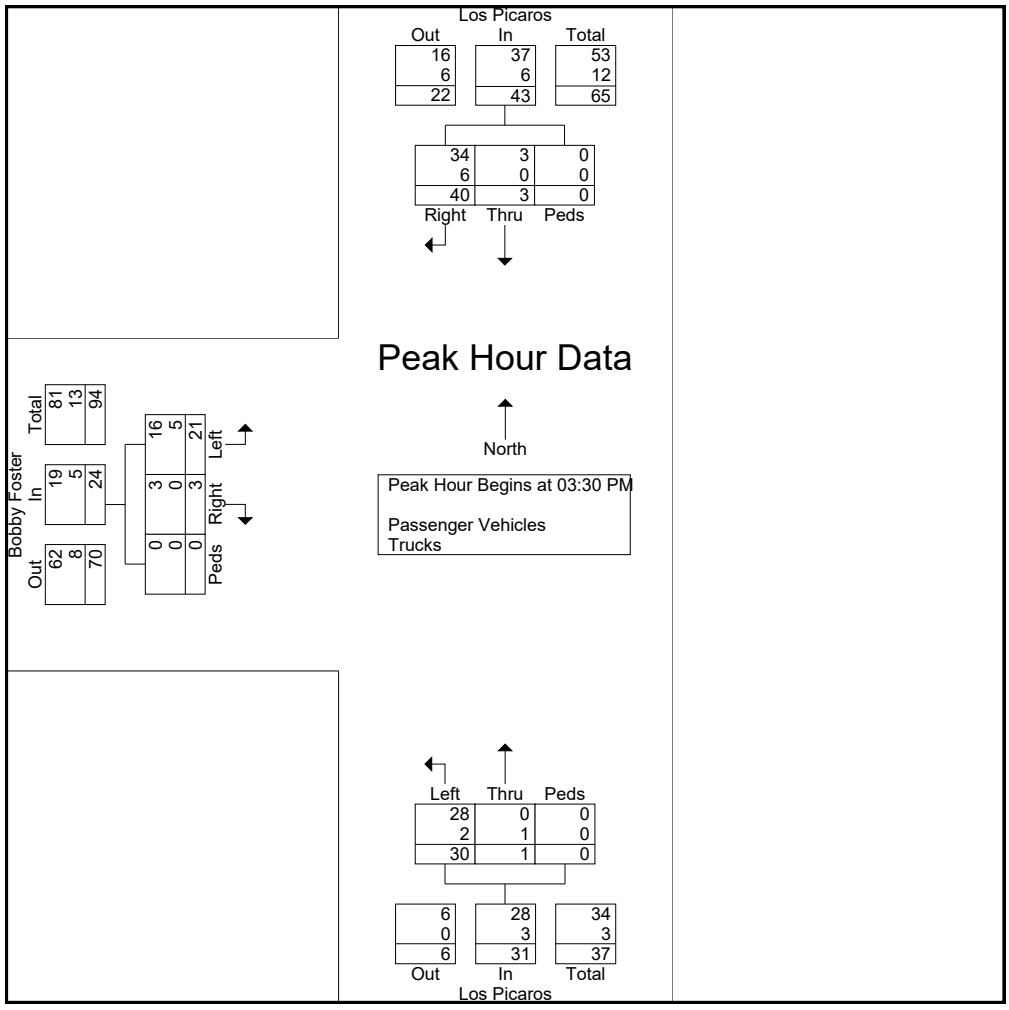
File Name : Bobby Foster - Los Picaros 04282021 DP
Site Code : 00000000
Start Date : 4/28/2021
Page No : 7

	Los Picaros From North				Los Picaros From South				Bobby Foster From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	11	**3**	0	**14**	0	**20**	0	**20**	**1**	5	0	6	**40**
03:45 PM	4	0	0	4	0	2	0	2	0	5	0	5	11
04:00 PM	**13**	0	0	13	**1**	3	0	4	1	5	0	6	23
04:15 PM	12	0	0	12	0	5	0	5	1	**6**	0	**7**	24
Total Volume	40	3	0	43	1	30	0	31	3	21	0	24	98
% App. Total	93	7	0		3.2	96.8	0		12.5	87.5	0		
PHF	.769	.250	.000	.768	.250	.375	.000	.388	.750	.875	.000	.857	.613
Passenger Vehicles	34	3	0	37	0	28	0	28	3	16	0	19	84
% Passenger Vehicles	85.0	100	0	86.0	0	93.3	0	90.3	100	76.2	0	79.2	85.7
Trucks	6	0	0	6	1	2	0	3	0	5	0	5	14
% Trucks	15.0	0	0	14.0	100	6.7	0	9.7	0	23.8	0	20.8	14.3



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Weather: Overcast
Serial Number: 3082
Collected By: DPitts
Other:

File Name : Broadway - Bobby Foster 04282021 DP
Site Code : 00000000
Start Date : 4/29/2021
Page No : 1

Groups Printed- Passenger Vehicles - Trucks

	Broadway From North				Bobby Foster From East				Broadway From South				Driveway From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:30 AM	5	72	8	0	1	0	3	0	2	97	0	0	0	0	2	0	190
06:45 AM	0	70	7	0	1	0	1	0	4	117	2	0	0	0	1	0	203
Total	5	142	15	0	2	0	4	0	6	214	2	0	0	0	3	0	393
07:00 AM	0	51	14	0	3	0	3	0	5	67	0	0	0	0	0	0	143
07:15 AM	0	56	7	0	2	0	2	0	5	90	0	0	0	0	0	0	162
07:30 AM	1	61	7	0	3	0	0	0	6	110	0	0	0	0	0	0	188
07:45 AM	0	62	5	0	1	0	3	0	8	75	0	0	0	0	0	0	154
Total	1	230	33	0	9	0	8	0	24	342	0	0	0	0	0	0	647
08:00 AM	0	55	16	0	5	0	4	0	8	70	0	0	0	0	2	0	160
08:15 AM	0	59	16	0	5	0	7	0	9	80	0	0	0	0	0	0	176
08:30 AM	0	47	3	0	11	0	6	0	3	71	0	0	0	0	0	0	141
08:45 AM	0	58	8	0	3	0	3	0	3	67	0	0	0	0	0	0	142
Total	0	219	43	0	24	0	20	0	23	288	0	0	0	0	2	0	619
09:00 AM	0	69	5	0	3	0	5	0	1	62	0	0	0	0	0	0	145
09:15 AM	0	63	7	0	5	0	0	0	7	57	0	0	0	0	0	0	139
09:30 AM	0	18	9	0	2	0	1	0	0	26	0	0	0	0	0	0	56
*** BREAK ***																	
Total	0	150	21	0	10	0	6	0	8	145	0	0	0	0	0	0	340
*** BREAK ***																	
11:00 AM	0	66	9	0	6	1	2	1	4	53	1	0	0	0	0	0	143
11:15 AM	0	61	6	0	3	0	6	0	3	41	0	0	0	0	0	0	120
11:30 AM	0	72	9	0	10	0	2	0	4	81	0	0	0	0	0	0	178
11:45 AM	1	79	10	0	13	0	3	0	5	78	0	0	0	0	1	0	190
Total	1	278	34	0	32	1	13	1	16	253	1	0	0	0	1	0	631
12:00 PM	0	90	13	0	10	0	0	0	3	71	0	0	0	0	0	0	187
12:15 PM	0	92	11	0	3	0	2	0	3	64	0	0	0	0	1	0	176
12:30 PM	0	84	15	0	7	0	5	0	6	70	0	0	0	0	0	0	187
12:45 PM	0	75	9	0	10	0	9	0	0	68	0	0	0	1	0	0	172
Total	0	341	48	0	30	0	16	0	12	273	0	0	0	1	1	0	722
01:00 PM	0	91	15	0	9	0	4	0	5	79	0	0	0	0	0	0	203
01:15 PM	0	82	27	0	13	0	2	0	3	67	0	0	0	0	1	0	195
01:30 PM	0	77	9	0	11	0	5	0	2	53	0	0	0	0	1	0	158
01:45 PM	1	70	13	0	11	0	6	0	4	69	0	0	0	0	0	0	174
Total	1	320	64	0	44	0	17	0	14	268	0	0	0	0	2	0	730
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																	
02:45 PM	0	17	2	0	0	0	2	0	2	11	0	0	0	0	0	0	34
Total	0	17	2	0	0	0	2	0	2	12	0	0	0	0	0	0	35
03:00 PM	2	55	9	0	14	0	2	1	3	54	0	0	0	0	0	0	140
03:15 PM	1	61	5	0	3	0	3	0	4	77	0	0	0	0	0	0	154

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Groups Printed- Passenger Vehicles - Trucks

	Broadway From North				Bobby Foster From East				Broadway From South				Driveway From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:30 PM	0	120	15	0	10	0	15	1	7	82	0	1	0	0	0	0	251
03:45 PM	0	105	13	0	10	0	7	0	2	99	0	0	0	0	0	0	236
Total	3	341	42	0	37	0	27	2	16	312	0	1	0	0	0	0	781
04:00 PM	1	120	8	0	19	0	8	0	5	77	0	0	0	0	0	0	238
04:15 PM	0	122	5	0	7	0	14	0	3	76	0	0	0	0	1	0	228
04:30 PM	0	119	6	0	18	0	18	1	3	77	1	0	0	0	0	0	243
04:45 PM	0	106	5	0	8	0	7	0	2	83	0	0	0	0	0	0	211
Total	1	467	24	0	52	0	47	1	13	313	1	0	0	0	1	0	920
05:00 PM	0	117	4	0	11	0	9	0	2	83	0	0	0	0	0	0	226
05:15 PM	0	111	5	0	10	0	1	0	4	50	0	0	0	0	0	0	181
05:30 PM	0	72	5	0	19	0	3	0	2	48	0	0	0	0	0	0	149
05:45 PM	0	83	3	0	5	0	3	0	2	39	0	0	0	0	0	0	135
Total	0	383	17	0	45	0	16	0	10	220	0	0	0	0	0	0	691
Grand Total	12	2888	343	0	285	1	176	4	144	2640	4	1	0	1	10	0	6509
Apprch %	0.4	89.1	10.6	0	61.2	0.2	37.8	0.9	5.2	94.7	0.1	0	0	9.1	90.9	0	
Total %	0.2	44.4	5.3	0	4.4	0	2.7	0.1	2.2	40.6	0.1	0	0	0	0.2	0	
Passenger Vehicles	11	2288	298	0	258	1	155	2	126	2126	3	1	0	1	9	0	5279
% Passenger Vehicles	91.7	79.2	86.9	0	90.5	100	88.1	50	87.5	80.5	75	100	0	100	90	0	81.1
Trucks	1	600	45	0	27	0	21	2	18	514	1	0	0	0	1	0	1230
% Trucks	8.3	20.8	13.1	0	9.5	0	11.9	50	12.5	19.5	25	0	0	0	10	0	18.9

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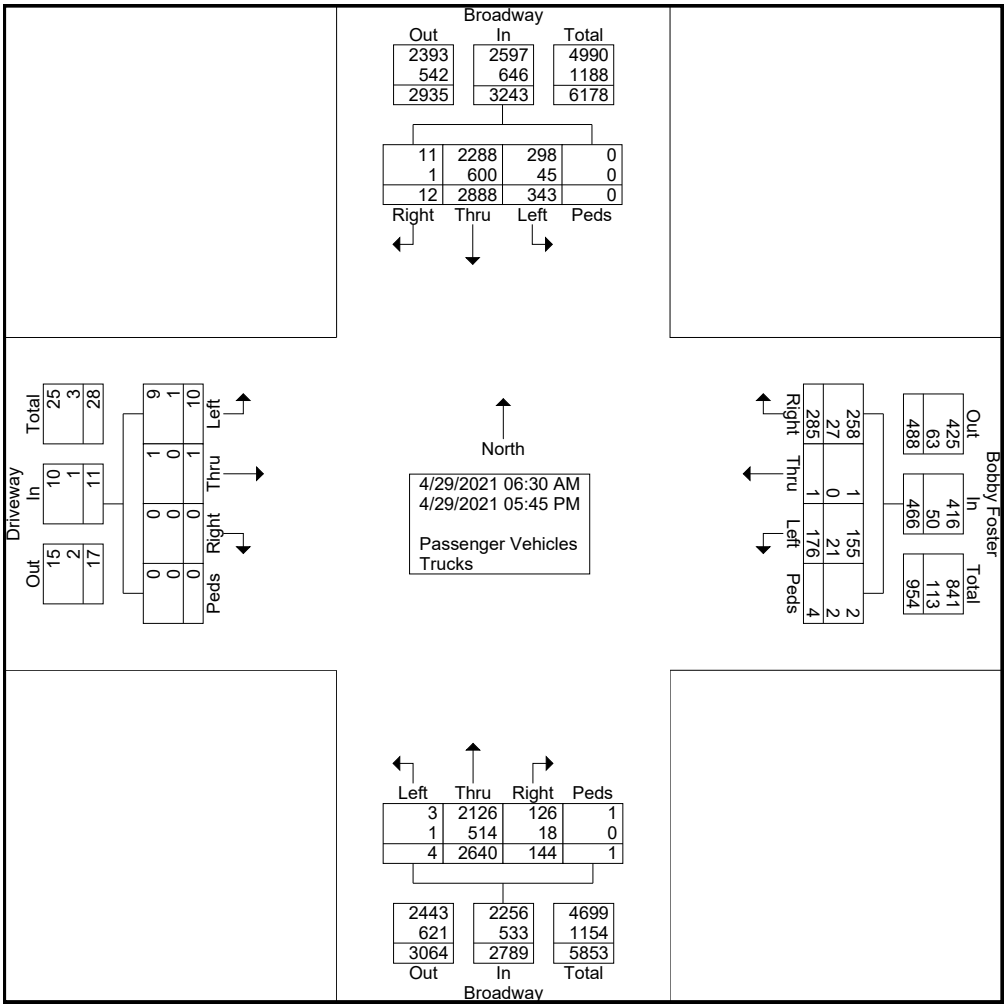

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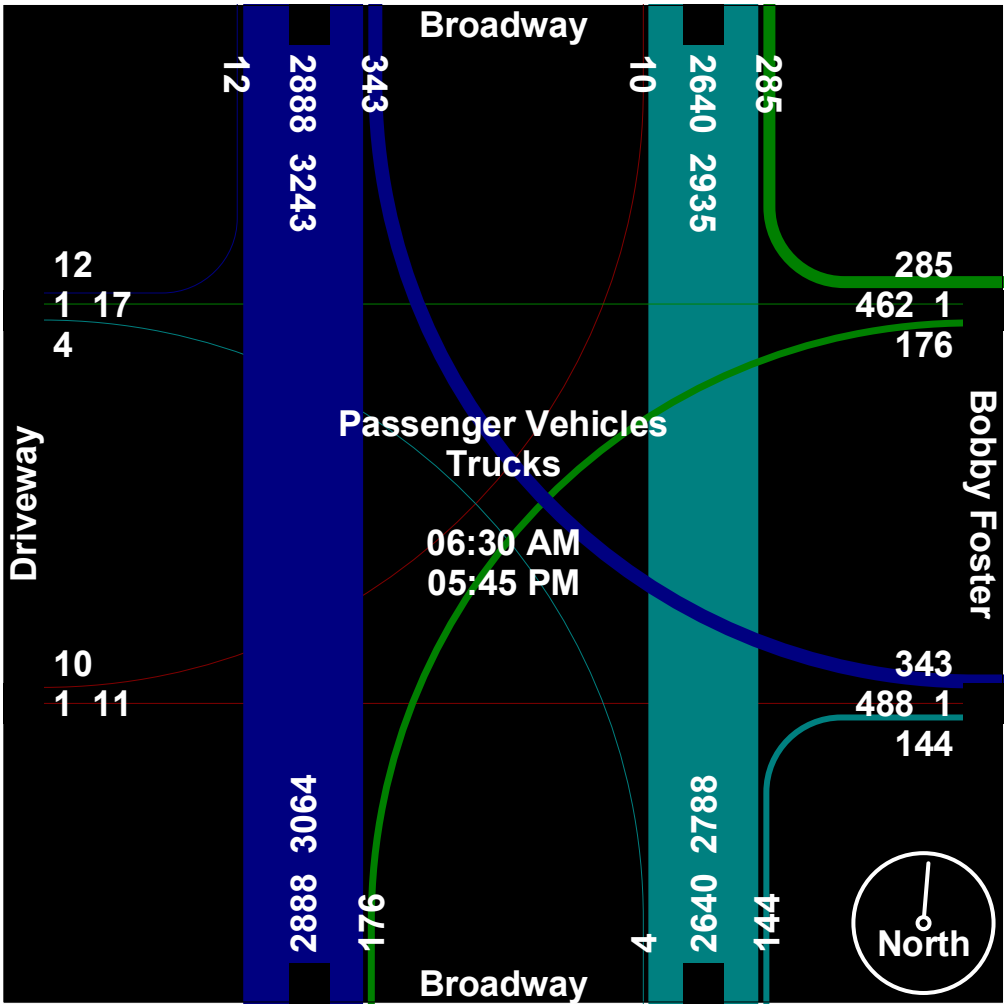

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Site Code : 00000000
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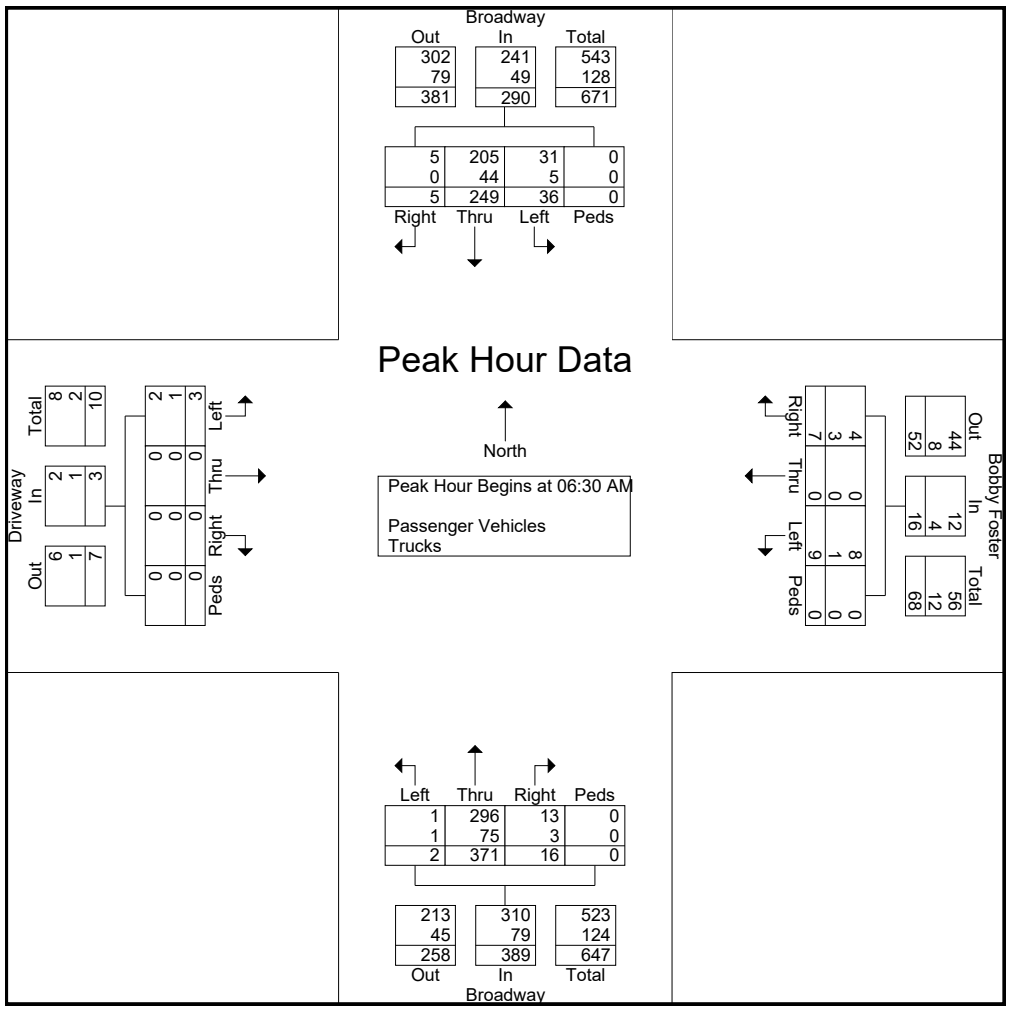
	Broadway From North					Bobby Foster From East					Broadway From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	**5**	**72**	8	0	**85**	1	0	**3**	0	4	2	97	0	0	99	0	0	**2**	0	**2**	190
06:45 AM	0	70	7	0	77	1	0	1	0	2	4	**117**	**2**	0	**123**	0	0	1	0	1	**203**
07:00 AM	0	51	**14**	0	65	**3**	0	3	0	**6**	**5**	67	0	0	72	0	0	0	0	0	143
07:15 AM	0	56	7	0	63	2	0	2	0	4	5	90	0	0	95	0	0	0	0	0	162
Total Volume	5	249	36	0	290	7	0	9	0	16	16	371	2	0	389	0	0	3	0	3	698
% App. Total	1.7	85.9	12.4	0		43.8	0	56.2	0		4.1	95.4	0.5	0		0	0	100	0		
PHF	.250	.865	.643	.000	.853	.583	.000	.750	.000	.667	.800	.793	.250	.000	.791	.000	.000	.375	.000	.375	.860
Passenger Vehicles	5	205	31	0	241	4	0	8	0	12	13	296	1	0	310	0	0	2	0	2	565
% Passenger Vehicles	100	82.3	86.1	0	83.1	57.1	0	88.9	0	75.0	81.3	79.8	50.0	0	79.7	0	0	66.7	0	66.7	80.9
Trucks	0	44	5	0	49	3	0	1	0	4	3	75	1	0	79	0	0	1	0	1	133
% Trucks	0	17.7	13.9	0	16.9	42.9	0	11.1	0	25.0	18.8	20.2	50.0	0	20.3	0	0	33.3	0	33.3	19.1



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File Name : Broadway - Bobby Foster 04282021 DP
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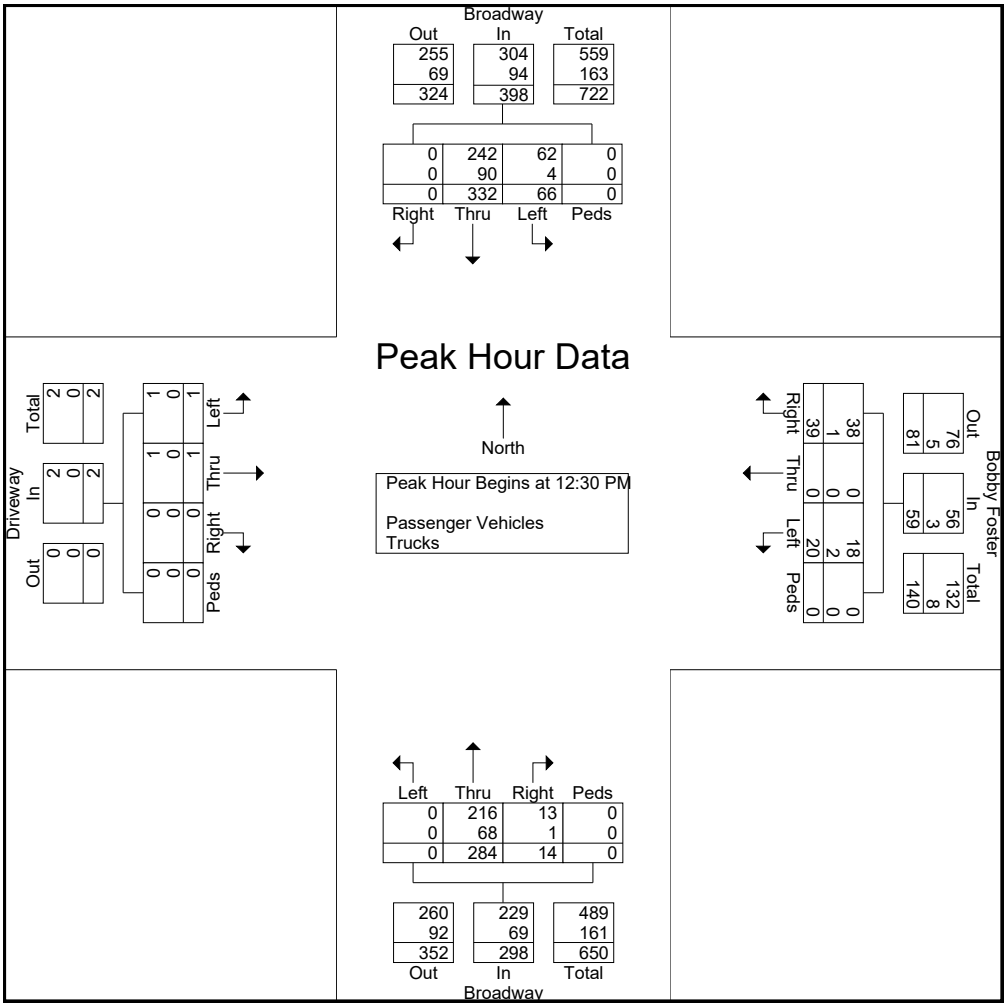
	Broadway From North					Bobby Foster From East					Broadway From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	84	15	0	99	7	0	5	0	12	**6**	70	0	0	76	0	0	0	0	0	187
12:45 PM	0	75	9	0	84	10	0	**9**	0	**19**	0	68	0	0	68	0	**1**	0	0	**1**	172
01:00 PM	0	**91**	15	0	106	9	0	4	0	13	5	**79**	0	0	**84**	0	0	0	0	0	**203**
01:15 PM	0	82	**27**	0	**109**	**13**	0	2	0	15	3	67	0	0	70	0	0	**1**	0	1	195
Total Volume	0	332	66	0	398	39	0	20	0	59	14	284	0	0	298	0	1	1	0	2	757
% App. Total	0	83.4	16.6	0		66.1	0	33.9	0		4.7	95.3	0	0		0	50	50	0		
PHF	.000	.912	.611	.000	.913	.750	.000	.556	.000	.776	.583	.899	.000	.000	.887	.000	.250	.250	.000	.500	.932
Passenger Vehicles	0	242	62	0	304	38	0	18	0	56	13	216	0	0	229	0	1	1	0	2	591
% Passenger Vehicles	0	72.9	93.9	0	76.4	97.4	0	90.0	0	94.9	92.9	76.1	0	0	76.8	0	100	100	0	100	78.1
Trucks	0	90	4	0	94	1	0	2	0	3	1	68	0	0	69	0	0	0	0	0	166
% Trucks	0	27.1	6.1	0	23.6	2.6	0	10.0	0	5.1	7.1	23.9	0	0	23.2	0	0	0	0	0	21.9



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File Name : Broadway - Bobby Foster 04282021 DP
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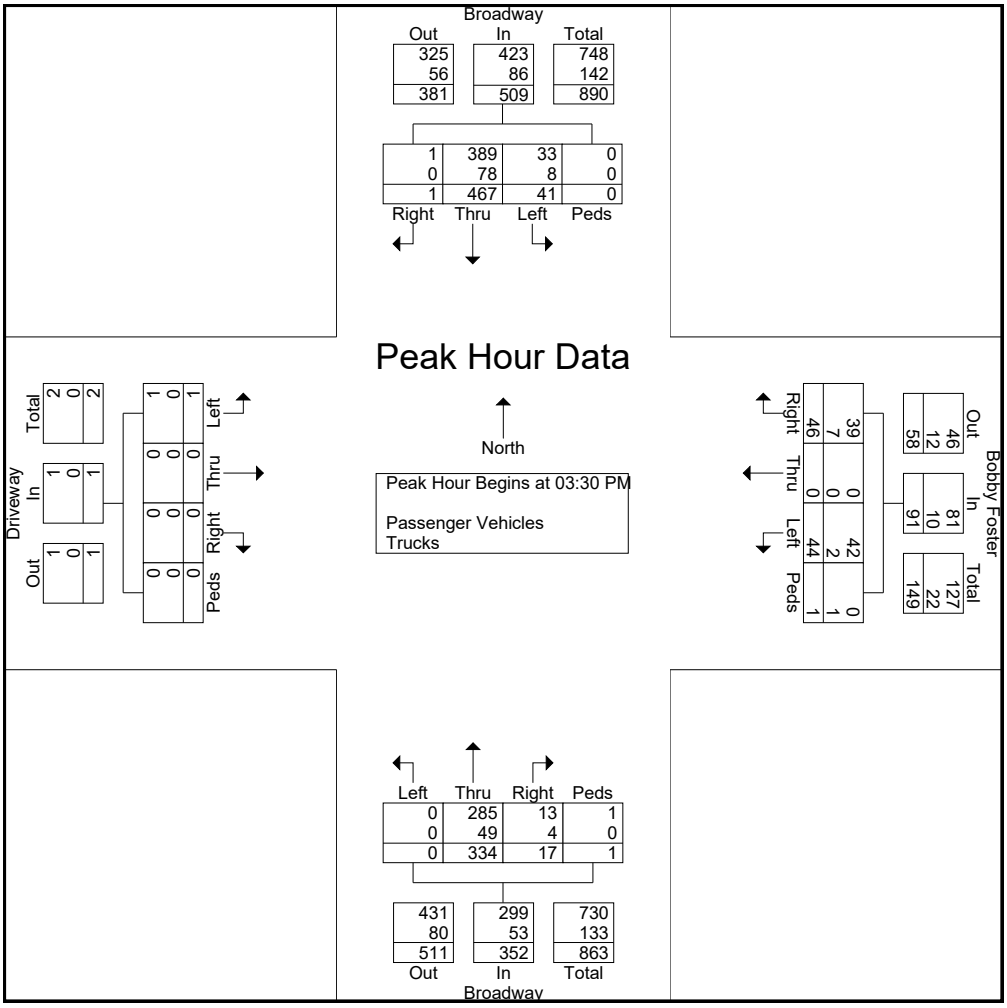
	Broadway From North					Bobby Foster From East					Broadway From South					Driveway From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	120	**15**	0	**135**	10	0	**15**	**1**	26	**7**	82	0	**1**	90	0	0	0	0	0	**251**
03:45 PM	0	105	13	0	118	10	0	7	0	17	2	**99**	0	0	**101**	0	0	0	0	0	236
04:00 PM	**1**	120	8	0	129	**19**	0	8	0	**27**	5	77	0	0	82	0	0	0	0	0	238
04:15 PM	0	**122**	5	0	127	7	0	14	0	21	3	76	0	0	79	0	0	**1**	0	**1**	228
Total Volume	1	467	41	0	509	46	0	44	1	91	17	334	0	1	352	0	0	1	0	1	953
% App. Total	0.2	91.7	8.1	0		50.5	0	48.4	1.1		4.8	94.9	0	0.3		0	0	100	0		
PHF	.250	.957	.683	.000	.943	.605	.000	.733	.250	.843	.607	.843	.000	.250	.871	.000	.000	.250	.000	.250	.949
Passenger Vehicles	1	389	33	0	423	39	0	42	0	81	13	285	0	1	299	0	0	1	0	1	804
% Passenger Vehicles	100	83.3	80.5	0	83.1	84.8	0	95.5	0	89.0	76.5	85.3	0	100	84.9	0	0	100	0	100	84.4
Trucks	0	78	8	0	86	7	0	2	1	10	4	49	0	0	53	0	0	0	0	0	149
% Trucks	0	16.7	19.5	0	16.9	15.2	0	4.5	100	11.0	23.5	14.7	0	0	15.1	0	0	0	0	0	15.6



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Weather: Overcast
Serial Number: 3083
Collected By: BTrejo
Other:

File Name : UNIVERSITY-RIO BRAVO_05042021 BT
Site Code : 00000000
Start Date : 4/28/2021
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Groups Printed- Passenger Vehicles - Trucks

	UNIVERSITY From North			UNIVERSITY From South			RIO BRAVO From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
06:30 AM	16	4	0	3	9	0	35	64	1	132
06:45 AM	24	8	0	3	35	0	45	61	0	176
Total	40	12	0	6	44	0	80	125	1	308
07:00 AM	16	5	0	5	25	0	35	50	0	136
07:15 AM	17	6	0	4	26	0	53	57	0	163
07:30 AM	15	4	0	7	28	0	46	73	0	173
07:45 AM	19	10	0	8	28	0	46	79	0	190
Total	67	25	0	24	107	0	180	259	0	662
08:00 AM	18	9	0	8	22	0	59	58	0	174
08:15 AM	28	10	0	5	40	0	65	52	0	200
08:30 AM	19	9	0	14	58	0	36	49	0	185
08:45 AM	15	8	0	9	19	0	41	59	0	151
Total	80	36	0	36	139	0	201	218	0	710
09:00 AM	19	10	0	9	30	0	26	43	0	137
09:15 AM	13	8	0	5	18	0	28	31	0	103
*** BREAK ***										
Total	32	18	0	14	48	0	54	74	0	240
*** BREAK ***										
11:00 AM	35	7	0	7	19	0	24	38	0	130
11:15 AM	26	1	0	5	33	0	19	39	0	123
11:30 AM	24	10	0	4	25	0	23	40	0	126
11:45 AM	21	4	0	6	28	0	25	35	0	119
Total	106	22	0	22	105	0	91	152	0	498
12:00 PM	30	4	0	7	34	0	26	33	0	134
12:15 PM	24	12	0	7	18	0	20	45	0	126
12:30 PM	24	5	0	10	25	0	22	41	0	127
12:45 PM	32	7	0	7	29	0	31	36	0	142
Total	110	28	0	31	106	0	99	155	0	529
01:00 PM	26	8	0	6	15	0	27	41	0	123
01:15 PM	23	4	0	5	20	0	33	50	0	135
01:30 PM	32	5	0	6	39	0	25	40	0	147
01:45 PM	25	5	0	9	26	0	26	44	0	135
Total	106	22	0	26	100	0	111	175	0	540
*** BREAK ***										
03:00 PM	50	7	0	4	44	0	29	50	0	184
03:15 PM	43	7	0	6	18	0	25	47	0	146
03:30 PM	52	16	0	14	57	0	19	50	0	208
03:45 PM	43	5	0	11	67	0	19	33	0	178
Total	188	35	0	35	186	0	92	180	0	716

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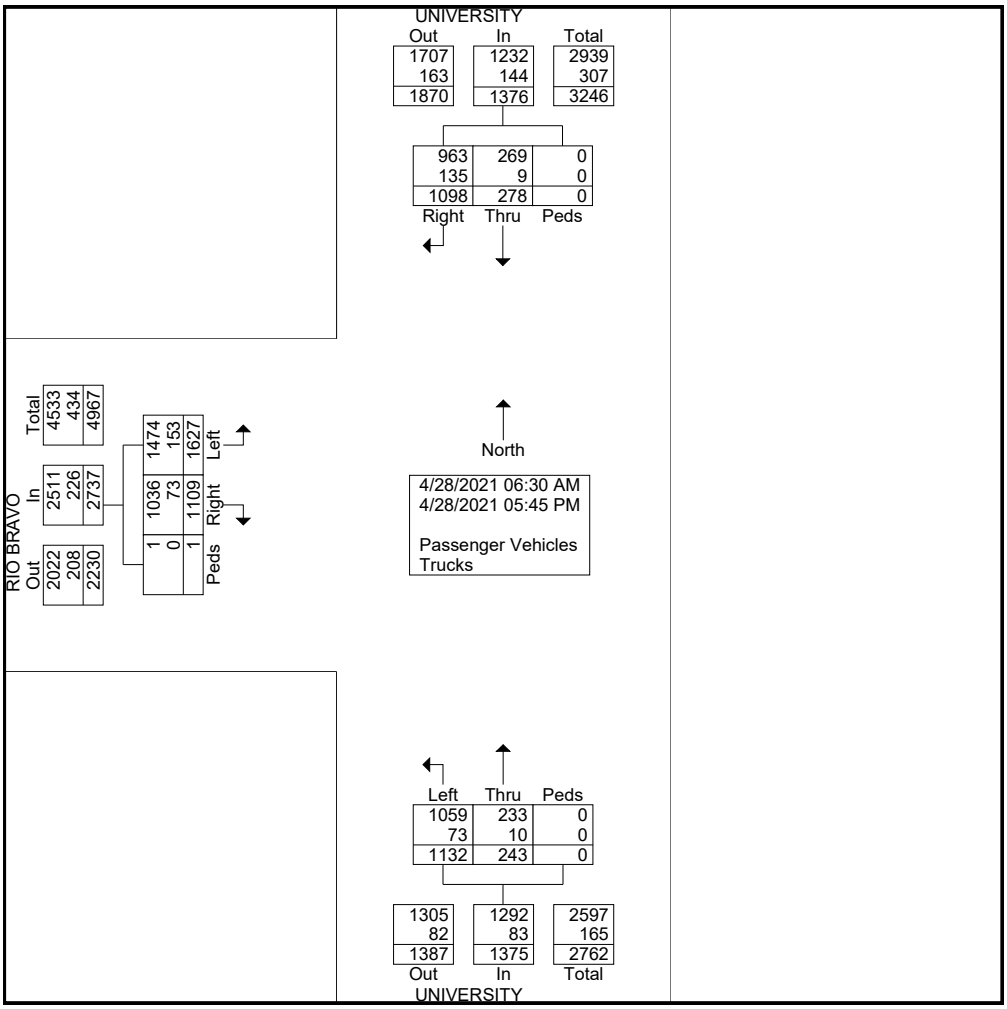
Groups Printed- Passenger Vehicles - Trucks

	UNIVERSITY From North			UNIVERSITY From South			RIO BRAVO From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	33	7	0	3	38	0	17	42	0	140
04:15 PM	40	14	0	9	39	0	22	31	0	155
04:30 PM	63	9	0	6	49	0	25	24	0	176
04:45 PM	55	4	0	3	32	0	27	45	0	166
Total	191	34	0	21	158	0	91	142	0	637
05:00 PM	50	16	0	10	54	0	20	41	0	191
05:15 PM	44	10	0	5	32	0	25	33	0	149
05:30 PM	41	12	0	6	26	0	31	29	0	145
05:45 PM	43	8	0	7	27	0	34	44	0	163
Total	178	46	0	28	139	0	110	147	0	648
Grand Total	1098	278	0	243	1132	0	1109	1627	1	5488
Apprch %	79.8	20.2	0	17.7	82.3	0	40.5	59.4	0	
Total %	20	5.1	0	4.4	20.6	0	20.2	29.6	0	
Passenger Vehicles	963	269	0	233	1059	0	1036	1474	1	5035
% Passenger Vehicles	87.7	96.8	0	95.9	93.6	0	93.4	90.6	100	91.7
Trucks	135	9	0	10	73	0	73	153	0	453
% Trucks	12.3	3.2	0	4.1	6.4	0	6.6	9.4	0	8.3



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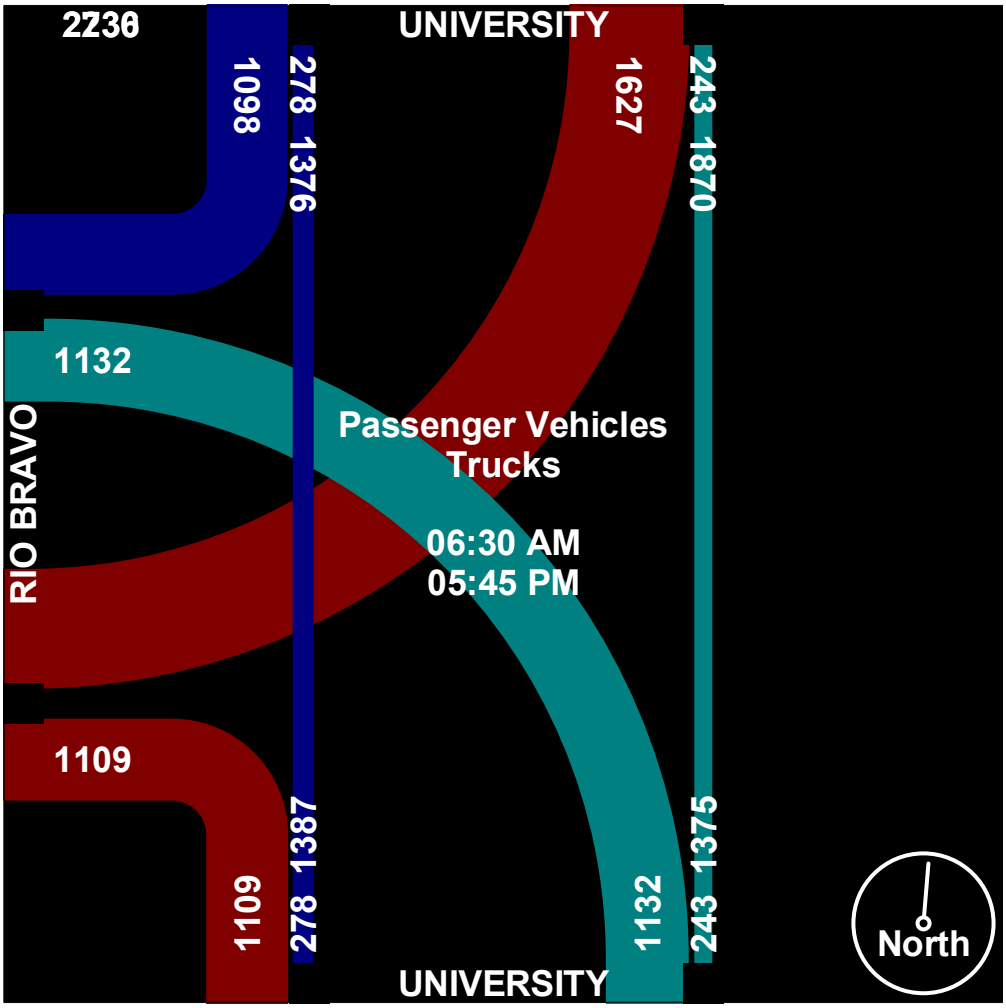

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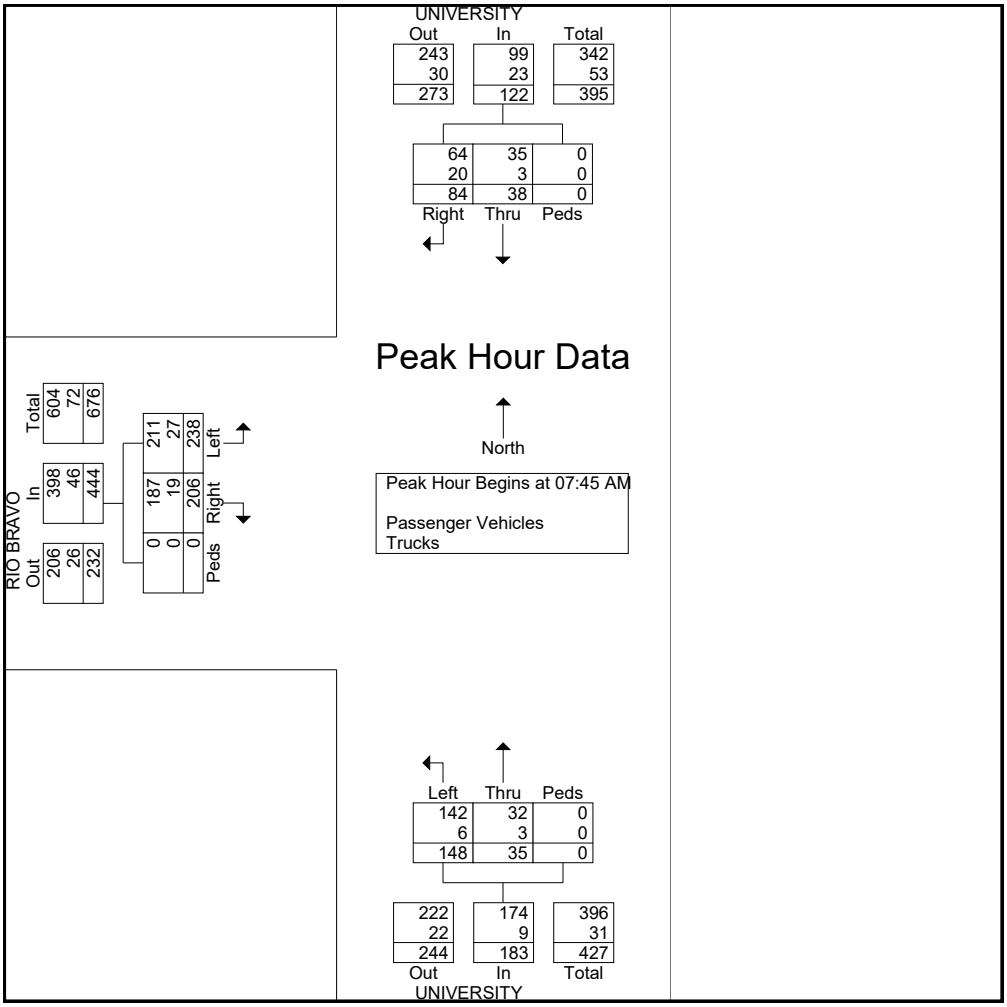
	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	19	**10**	0	29	8	28	0	36	46	**79**	0	**125**	190
08:00 AM	18	9	0	27	8	22	0	30	59	58	0	117	174
08:15 AM	**28**	10	0	**38**	5	40	0	45	**65**	52	0	117	**200**
08:30 AM	19	9	0	28	**14**	**58**	0	**72**	36	49	0	85	185
Total Volume	84	38	0	122	35	148	0	183	206	238	0	444	749
% App. Total	68.9	31.1	0		19.1	80.9	0		46.4	53.6	0		
PHF	.750	.950	.000	.803	.625	.638	.000	.635	.792	.753	.000	.888	.936
Passenger Vehicles	64	35	0	99	32	142	0	174	187	211	0	398	671
% Passenger Vehicles	76.2	92.1	0	81.1	91.4	95.9	0	95.1	90.8	88.7	0	89.6	89.6
Trucks	20	3	0	23	3	6	0	9	19	27	0	46	78
% Trucks	23.8	7.9	0	18.9	8.6	4.1	0	4.9	9.2	11.3	0	10.4	10.4



Huitt-Zollars, Inc.

333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124
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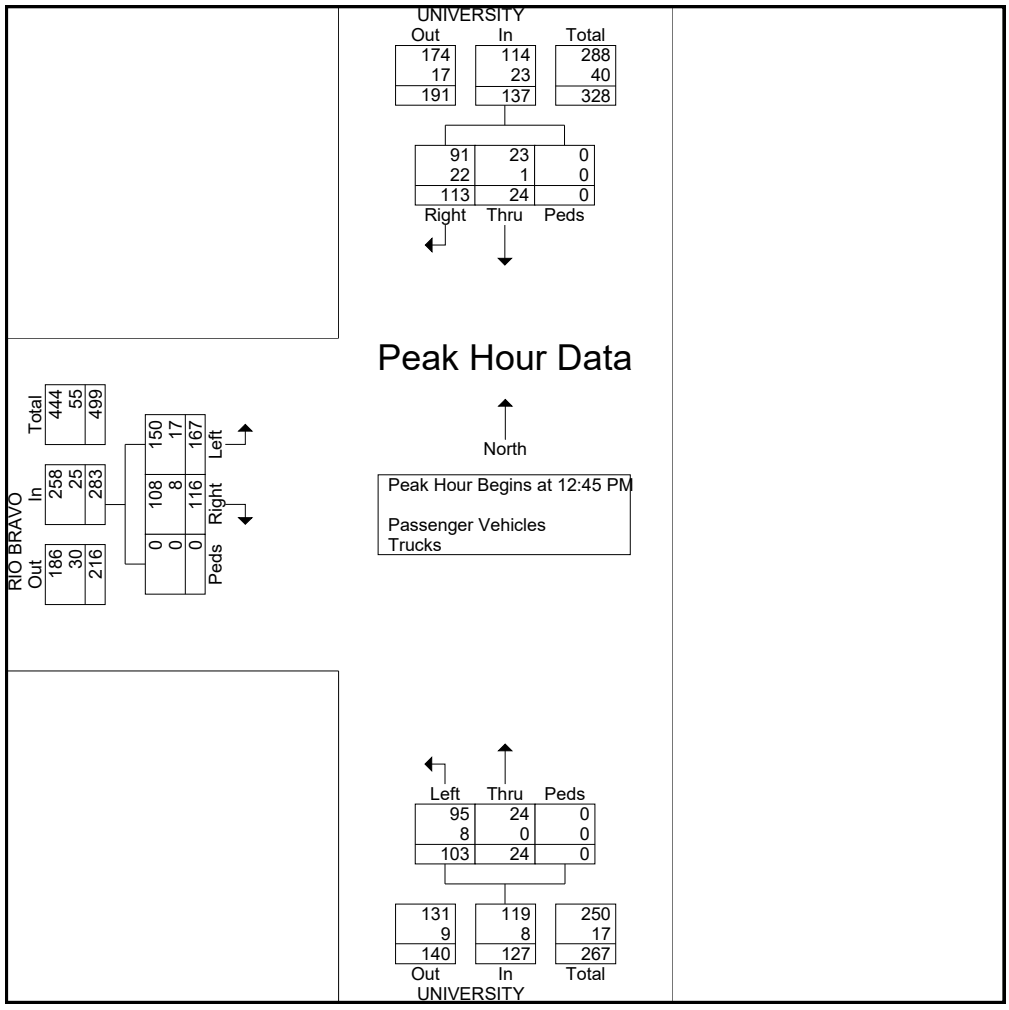
File Name : UNIVERSITY-RIO BRAVO_05042021 BT
Site Code : 00000000
Start Date : 4/28/2021
Page No : 5

	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:45 PM													
12:45 PM	**32**	7	0	**39**	**7**	29	0	36	31	36	0	67	142
01:00 PM	26	**8**	0	34	6	15	0	21	27	41	0	68	123
01:15 PM	23	4	0	27	5	20	0	25	**33**	**50**	0	**83**	135
01:30 PM	32	5	0	37	6	**39**	0	**45**	25	40	0	65	**147**
Total Volume	113	24	0	137	24	103	0	127	116	167	0	283	547
% App. Total	82.5	17.5	0		18.9	81.1	0		41	59	0		
PHF	.883	.750	.000	.878	.857	.660	.000	.706	.879	.835	.000	.852	.930
Passenger Vehicles	91	23	0	114	24	95	0	119	108	150	0	258	491
% Passenger Vehicles	80.5	95.8	0	83.2	100	92.2	0	93.7	93.1	89.8	0	91.2	89.8
Trucks	22	1	0	23	0	8	0	8	8	17	0	25	56
% Trucks	19.5	4.2	0	16.8	0	7.8	0	6.3	6.9	10.2	0	8.8	10.2



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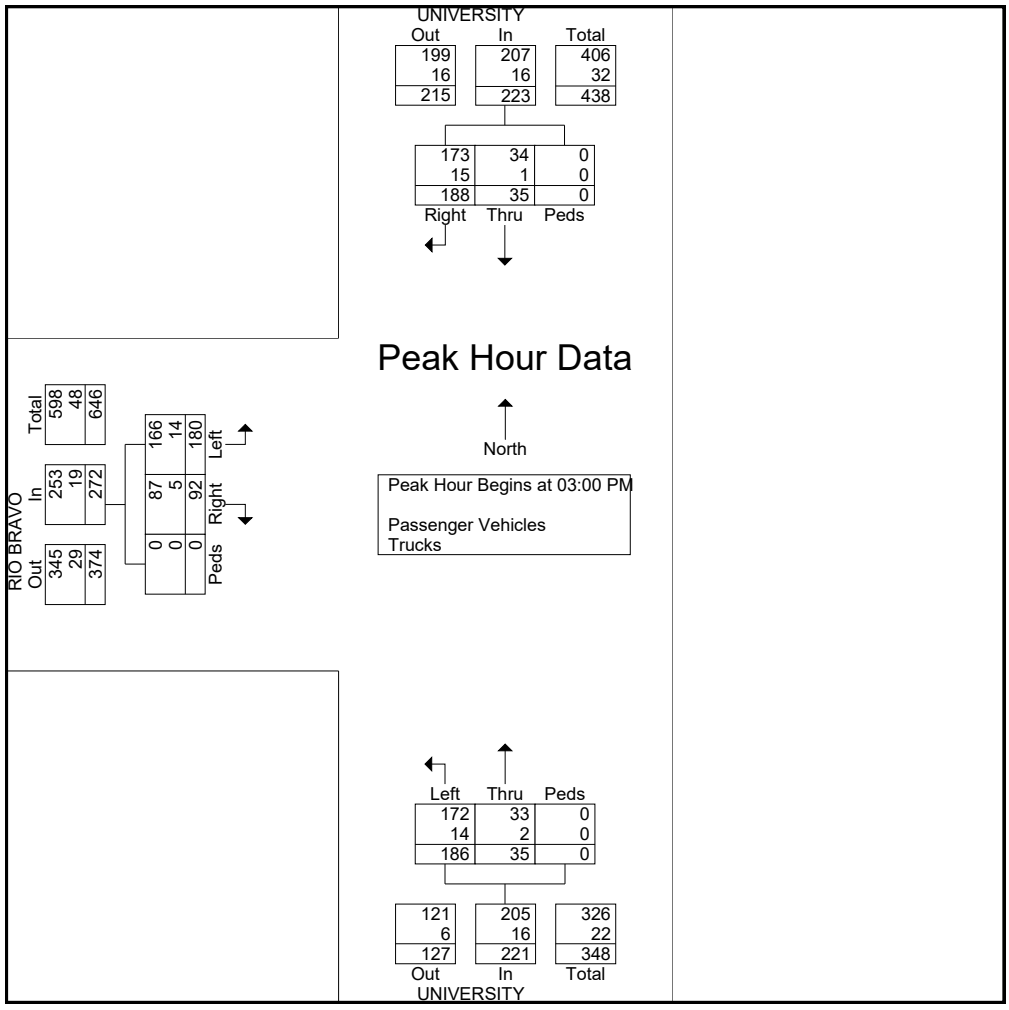
333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124
ADVANCEDESIGN

File Name : UNIVERSITY-RIO BRAVO_05042021 BT
Site Code : 00000000
Start Date : 4/28/2021

	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	50	7	0	57	4	44	0	48	**29**	**50**	0	**79**	184
03:15 PM	43	7	0	50	6	18	0	24	25	47	0	72	146
03:30 PM	**52**	**16**	0	**68**	**14**	57	0	71	19	50	0	69	**208**
03:45 PM	43	5	0	48	11	**67**	0	**78**	19	33	0	52	178
Total Volume	188	35	0	223	35	186	0	221	92	180	0	272	716
% App. Total	84.3	15.7	0		15.8	84.2	0		33.8	66.2	0		
PHF	.904	.547	.000	.820	.625	.694	.000	.708	.793	.900	.000	.861	.861
Passenger Vehicles	173	34	0	207	33	172	0	205	87	166	0	253	665
% Passenger Vehicles	92.0	97.1	0	92.8	94.3	92.5	0	92.8	94.6	92.2	0	93.0	92.9
Trucks	15	1	0	16	2	14	0	16	5	14	0	19	51
% Trucks	8.0	2.9	0	7.2	5.7	7.5	0	7.2	5.4	7.8	0	7.0	7.1



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File Name : UNIVERSITY-RIO BRAVO_05042021 BT
Site Code : 00000000
Start Date : 4/28/2021

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333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124

ADVANCEDESIGN

Weather: Overcast
Serial Number: 3083/3080
Collected By: BT/JS
Other:

File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
Start Date : 5/4/2021

Groups Printed- Passenger Vehicles - Trucks

	BROADWAY From North				RIO BRAVO From East				BROADWAY From South				RIO BRAVO From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:30 AM	5	38	8	0	12	93	74	0	50	32	11	0	31	279	33	0	666
06:45 AM	13	21	10	0	12	127	108	0	54	34	29	0	47	286	31	0	772
Total	18	59	18	0	24	220	182	0	104	66	40	0	78	565	64	0	1438
07:00 AM	10	30	4	0	9	121	66	0	49	21	27	0	23	251	33	0	644
07:15 AM	10	21	14	0	8	105	73	1	73	25	21	0	21	320	44	0	736
07:30 AM	30	29	26	0	5	123	40	0	52	58	14	3	19	328	52	0	779
07:45 AM	18	20	18	0	5	114	49	1	71	41	22	2	29	311	32	0	733
Total	68	100	62	0	27	463	228	2	245	145	84	5	92	1210	161	0	2892
08:00 AM	19	32	13	0	3	117	53	0	46	26	25	1	35	241	27	0	638
08:15 AM	24	28	12	0	2	129	47	0	38	31	15	0	24	233	24	0	607
08:30 AM	18	33	12	0	10	125	39	1	54	40	25	0	32	204	21	0	614
08:45 AM	37	41	12	0	1	136	49	0	55	34	17	1	32	187	21	0	623
Total	98	134	49	0	16	507	188	1	193	131	82	2	123	865	93	0	2482
09:00 AM	24	28	16	0	7	83	43	0	63	29	20	0	30	160	19	0	522
09:15 AM	14	27	7	0	5	113	42	2	42	22	36	0	26	157	18	0	511
*** BREAK ***																	
Total	38	55	23	0	12	196	85	2	105	51	56	0	56	317	37	0	1033
*** BREAK ***																	
11:00 AM	28	44	11	0	8	90	48	0	58	46	40	1	24	115	17	0	530
11:15 AM	25	28	8	0	4	128	63	0	48	25	36	0	32	177	25	0	599
11:30 AM	23	49	11	0	5	121	56	0	62	19	41	0	34	157	17	0	595
11:45 AM	31	38	14	0	2	134	53	0	59	38	57	0	35	128	33	0	622
Total	107	159	44	0	19	473	220	0	227	128	174	1	125	577	92	0	2346
12:00 PM	26	53	14	0	6	158	50	0	46	29	49	0	33	146	16	0	626
12:15 PM	39	52	14	0	3	179	74	0	57	32	58	1	42	155	36	0	742
12:30 PM	26	45	12	0	8	134	58	0	62	31	45	0	29	185	28	0	663
12:45 PM	32	43	15	0	3	147	60	0	66	35	53	0	43	153	26	0	676
Total	123	193	55	0	20	618	242	0	231	127	205	1	147	639	106	0	2707
01:00 PM	30	47	12	0	3	145	59	0	38	35	35	0	27	144	25	0	600
01:15 PM	35	46	9	0	4	121	61	0	61	34	36	0	40	135	22	0	604
01:30 PM	35	44	13	0	3	167	49	0	56	36	43	0	28	157	33	0	664
01:45 PM	24	56	10	0	5	171	59	0	48	35	32	0	38	161	25	0	664
Total	124	193	44	0	15	604	228	0	203	140	146	0	133	597	105	0	2532
*** BREAK ***																	
03:00 PM	41	51	11	0	8	221	78	0	58	33	16	0	23	169	20	0	729
03:15 PM	58	64	17	0	5	233	65	0	69	38	48	3	31	161	39	0	831
03:30 PM	62	71	23	0	4	216	57	0	86	40	50	2	33	179	28	0	851
03:45 PM	68	80	12	0	9	272	95	1	91	47	53	1	26	160	28	0	943
Total	229	266	63	0	26	942	295	1	304	158	167	6	113	669	115	0	3354

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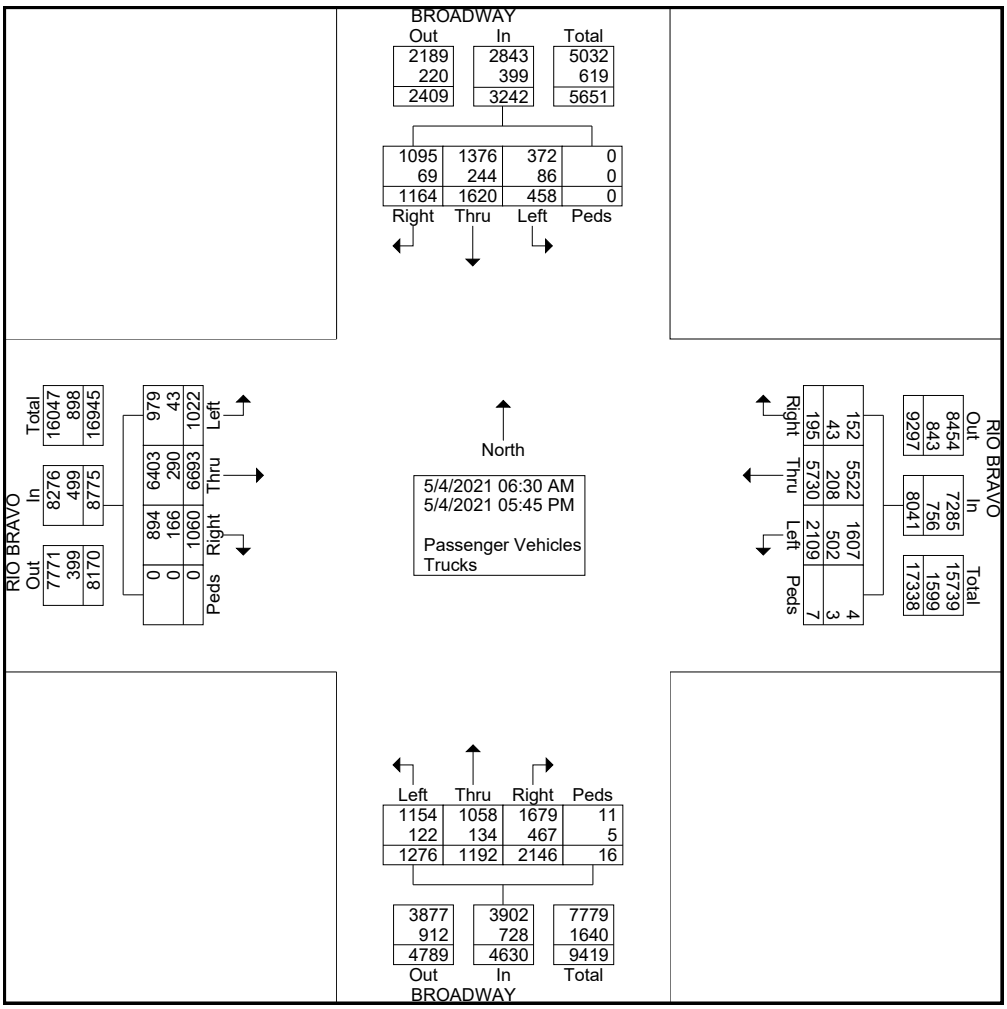
File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
Start Date : 5/4/2021

Groups Printed- Passenger Vehicles - Trucks

	BROADWAY From North				RIO BRAVO From East				BROADWAY From South				RIO BRAVO From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	67	66	15	0	5	222	60	0	80	46	50	0	37	176	28	0	852
04:15 PM	61	65	16	0	7	285	74	0	81	44	44	0	30	159	34	0	900
04:30 PM	53	59	7	0	3	228	61	0	76	28	41	0	35	158	47	0	796
04:45 PM	33	61	16	0	7	233	91	1	81	39	51	0	20	131	23	0	787
Total	214	251	54	0	22	968	286	1	318	157	186	0	122	624	132	0	3335
05:00 PM	25	61	6	0	3	261	67	0	94	39	53	1	26	170	22	0	828
05:15 PM	47	64	19	0	7	249	50	0	78	36	51	0	14	141	36	0	792
05:30 PM	29	45	9	0	4	229	38	0	44	14	32	0	13	176	32	0	665
05:45 PM	44	40	12	0	0	0	0	0	0	0	0	0	18	143	27	0	284
Total	145	210	46	0	14	739	155	0	216	89	136	1	71	630	117	0	2569
Grand Total	1164	1620	458	0	195	5730	2109	7	2146	1192	1276	16	1060	6693	1022	0	24688
Apprch %	35.9	50	14.1	0	2.4	71.3	26.2	0.1	46.3	25.7	27.6	0.3	12.1	76.3	11.6	0	
Total %	4.7	6.6	1.9	0	0.8	23.2	8.5	0	8.7	4.8	5.2	0.1	4.3	27.1	4.1	0	
Passenger Vehicles	1095	1376	372	0	152	5522	1607	4	1679	1058	1154	11	894	6403	979	0	22306
% Passenger Vehicles	94.1	84.9	81.2	0	77.9	96.4	76.2	57.1	78.2	88.8	90.4	68.8	84.3	95.7	95.8	0	90.4
Trucks	69	244	86	0	43	208	502	3	467	134	122	5	166	290	43	0	2382
% Trucks	5.9	15.1	18.8	0	22.1	3.6	23.8	42.9	21.8	11.2	9.6	31.2	15.7	4.3	4.2	0	9.6



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ADVANCEDESIGN

File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
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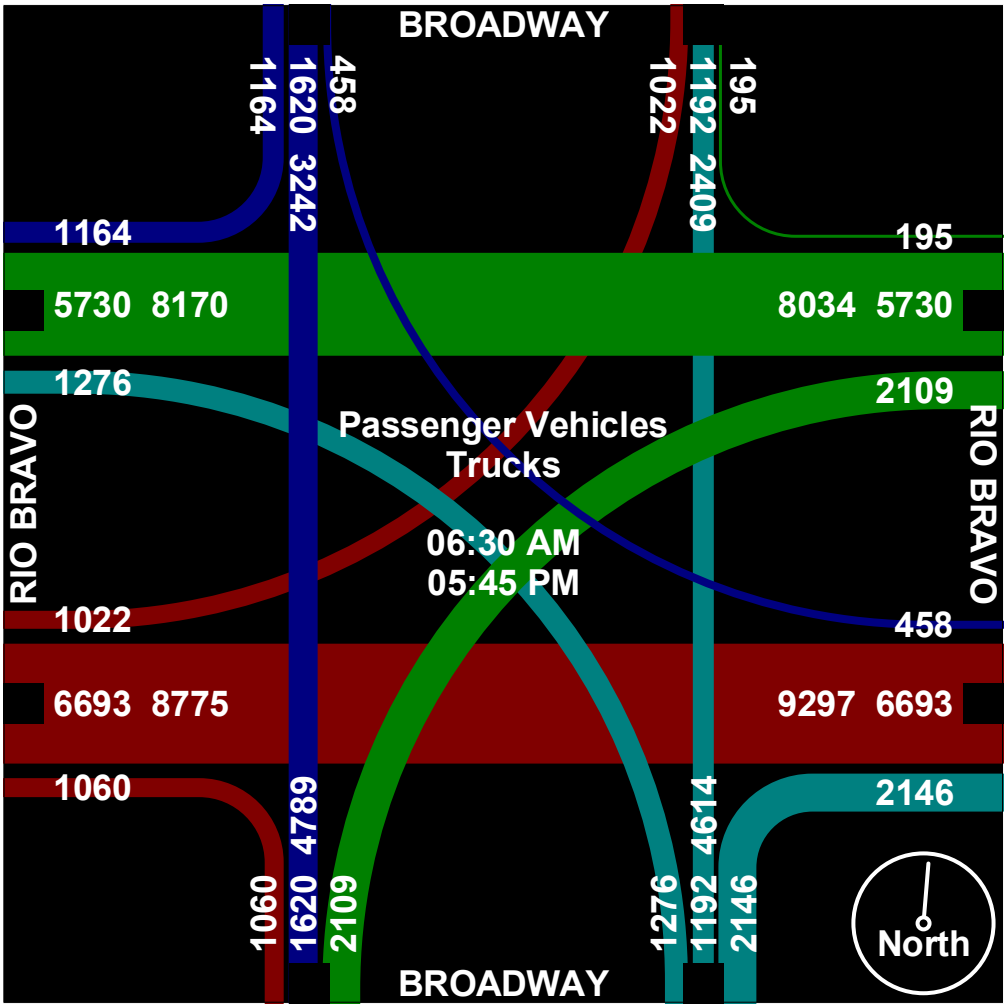

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ADVANCEDESIGN

File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
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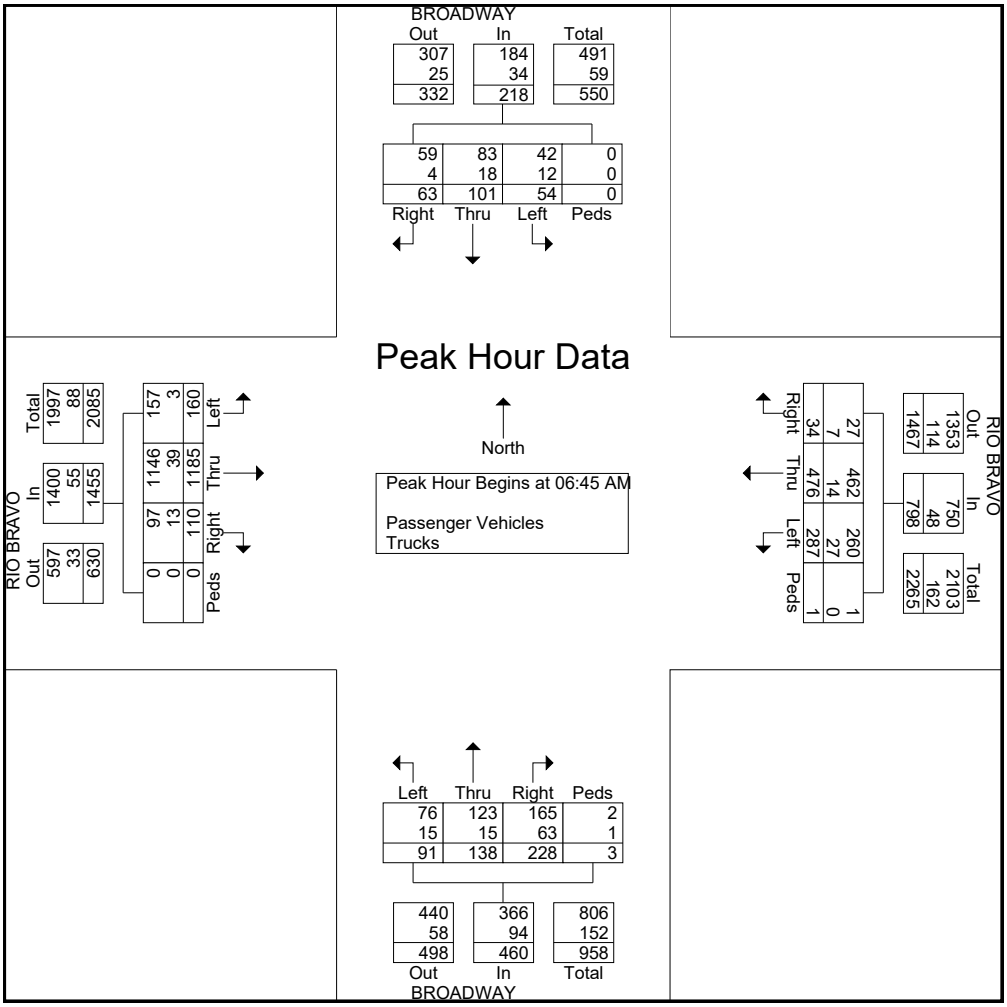
	BROADWAY From North					RIO BRAVO From East					BROADWAY From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	13	21	10	0	44	**12**	**127**	**108**	0	**247**	54	34	**29**	0	117	**47**	286	31	0	364	772
07:00 AM	10	**30**	4	0	44	9	121	66	0	196	49	21	27	0	97	23	251	33	0	307	644
07:15 AM	10	21	14	0	45	8	105	73	**1**	187	**73**	25	21	0	119	21	320	44	0	385	736
07:30 AM	**30**	29	**26**	0	**85**	5	123	40	0	168	52	**58**	14	**3**	**127**	19	**328**	**52**	0	**399**	**779**
Total Volume	63	101	54	0	218	34	476	287	1	798	228	138	91	3	460	110	1185	160	0	1455	2931
% App. Total	28.9	46.3	24.8	0		4.3	59.6	36	0.1		49.6	30	19.8	0.7		7.6	81.4	11	0		
PHF	.525	.842	.519	.000	.641	.708	.937	.664	.250	.808	.781	.595	.784	.250	.906	.585	.903	.769	.000	.912	.941
Passenger Vehicles	59	83	42	0	184	27	462	260	1	750	165	123	76	2	366	97	1146	157	0	1400	2700
% Passenger Vehicles	93.7	82.2	77.8	0	84.4	79.4	97.1	90.6	100	94.0	72.4	89.1	83.5	66.7	79.6	88.2	96.7	98.1	0	96.2	92.1
Trucks	4	18	12	0	34	7	14	27	0	48	63	15	15	1	94	13	39	3	0	55	231
% Trucks	6.3	17.8	22.2	0	15.6	20.6	2.9	9.4	0	6.0	27.6	10.9	16.5	33.3	20.4	11.8	3.3	1.9	0	3.8	7.9



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File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
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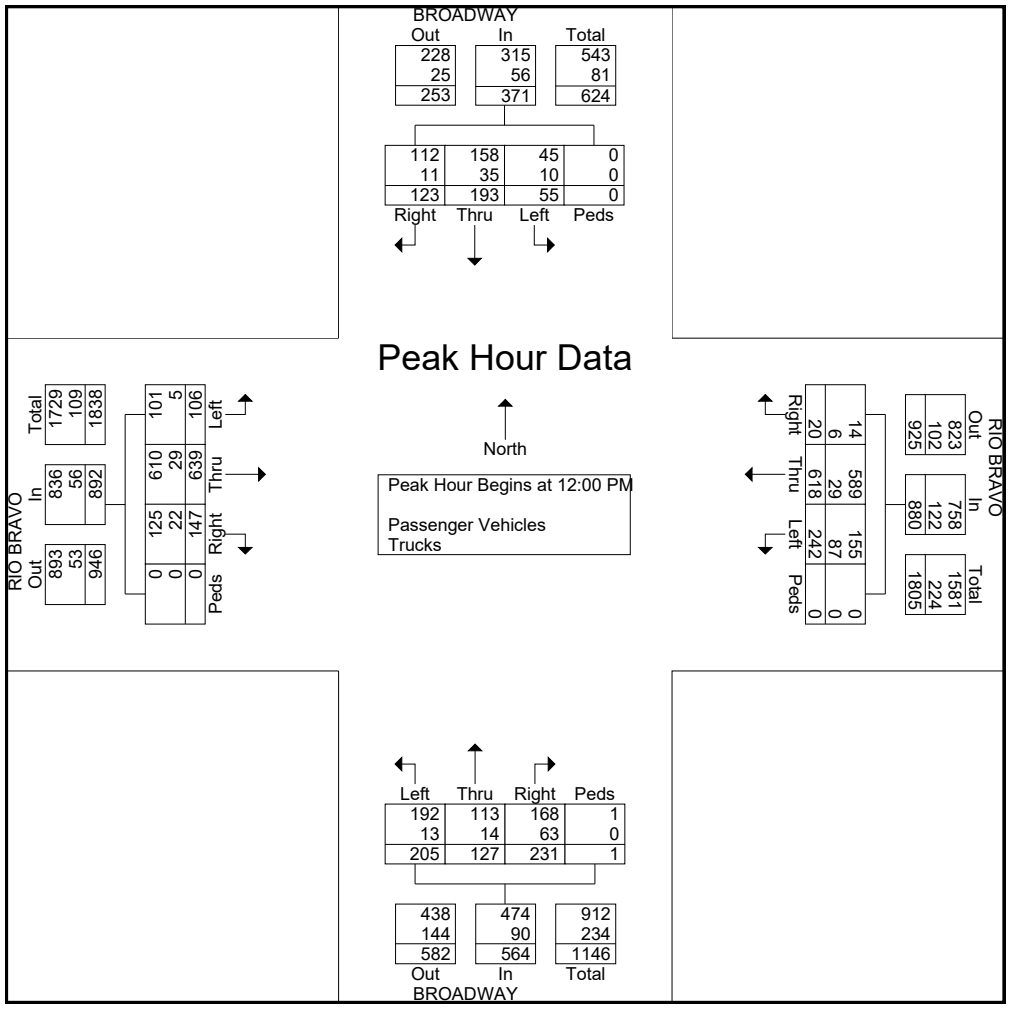
	BROADWAY From North					RIO BRAVO From East					BROADWAY From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	26	**53**	14	0	93	6	158	50	0	214	46	29	49	0	124	33	146	16	0	195	626
12:15 PM	**39**	52	14	0	**105**	3	**179**	**74**	0	**256**	57	32	**58**	**1**	148	42	155	**36**	0	233	**742**
12:30 PM	26	45	12	0	83	**8**	134	58	0	200	62	31	45	0	138	29	**185**	28	0	**242**	663
12:45 PM	32	43	**15**	0	90	3	147	60	0	210	**66**	**35**	53	0	**154**	**43**	153	26	0	222	676
Total Volume	123	193	55	0	371	20	618	242	0	880	231	127	205	1	564	147	639	106	0	892	2707
% App. Total	33.2	52	14.8	0		2.3	70.2	27.5	0		41	22.5	36.3	0.2		16.5	71.6	11.9	0		
PHF	.788	.910	.917	.000	.883	.625	.863	.818	.000	.859	.875	.907	.884	.250	.916	.855	.864	.736	.000	.921	.912
Passenger Vehicles	112	158	45	0	315	14	589	155	0	758	168	113	192	1	474	125	610	101	0	836	2383
% Passenger Vehicles	91.1	81.9	81.8	0	84.9	70.0	95.3	64.0	0	86.1	72.7	89.0	93.7	100	84.0	85.0	95.5	95.3	0	93.7	88.0
Trucks	11	35	10	0	56	6	29	87	0	122	63	14	13	0	90	22	29	5	0	56	324
% Trucks	8.9	18.1	18.2	0	15.1	30.0	4.7	36.0	0	13.9	27.3	11.0	6.3	0	16.0	15.0	4.5	4.7	0	6.3	12.0



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File Name : broadway-rio bravo_05042021 combined
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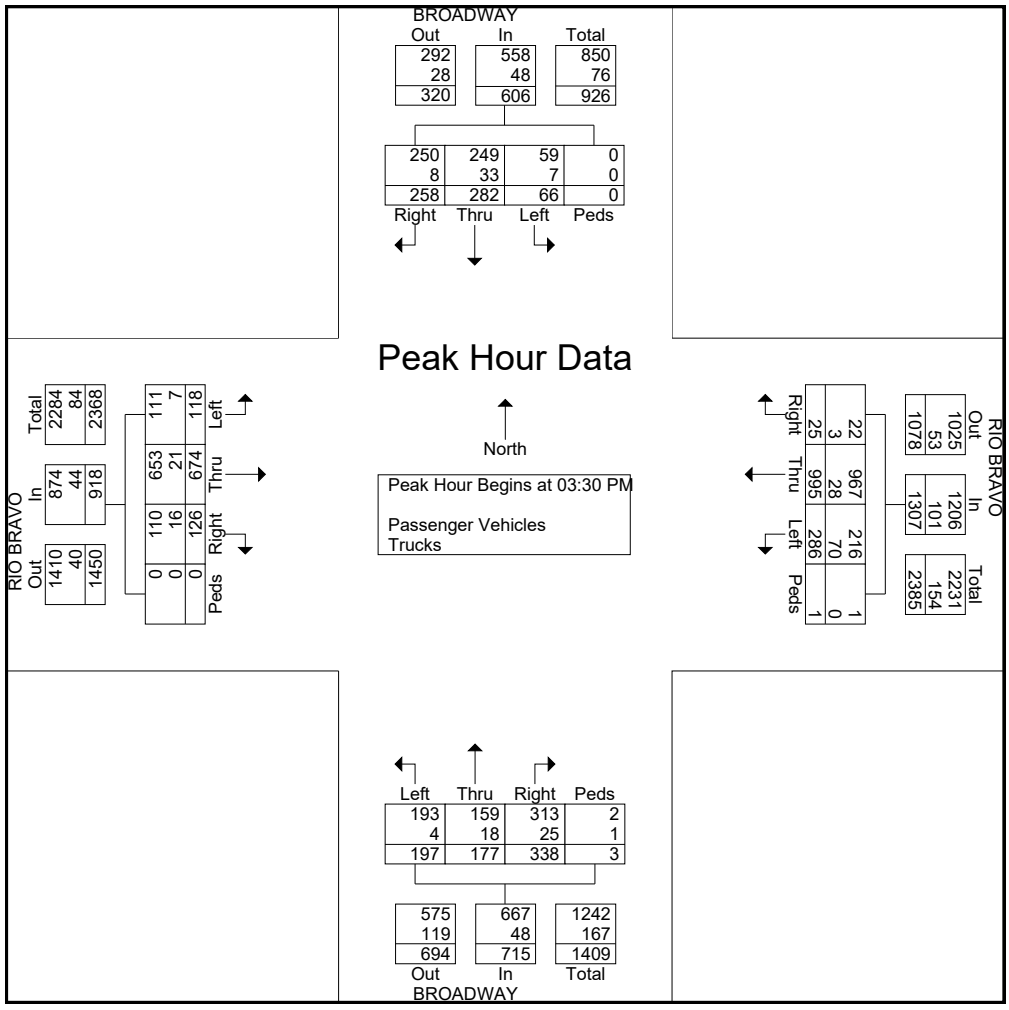
	BROADWAY From North					RIO BRAVO From East					BROADWAY From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	62	71	**23**	0	156	4	216	57	0	277	86	40	50	**2**	178	33	**179**	28	0	240	851
03:45 PM	**68**	**80**	12	0	**160**	**9**	272	**95**	**1**	**377**	**91**	**47**	**53**	1	**192**	26	160	28	0	214	**943**
04:00 PM	67	66	15	0	148	5	222	60	0	287	80	46	50	0	176	**37**	176	28	0	**241**	852
04:15 PM	61	65	16	0	142	7	**285**	74	0	366	81	44	44	0	169	30	159	**34**	0	223	900
Total Volume	258	282	66	0	606	25	995	286	1	1307	338	177	197	3	715	126	674	118	0	918	3546
% App. Total	42.6	46.5	10.9	0		1.9	76.1	21.9	0.1		47.3	24.8	27.6	0.4		13.7	73.4	12.9	0		
PHF	.949	.881	.717	.000	.947	.694	.873	.753	.250	.867	.929	.941	.929	.375	.931	.851	.941	.868	.000	.952	.940
Passenger Vehicles	250	249	59	0	558	22	967	216	1	1206	313	159	193	2	667	110	653	111	0	874	3305
% Passenger Vehicles	96.9	88.3	89.4	0	92.1	88.0	97.2	75.5	100	92.3	92.6	89.8	98.0	66.7	93.3	87.3	96.9	94.1	0	95.2	93.2
Trucks	8	33	7	0	48	3	28	70	0	101	25	18	4	1	48	16	21	7	0	44	241
% Trucks	3.1	11.7	10.6	0	7.9	12.0	2.8	24.5	0	7.7	7.4	10.2	2.0	33.3	6.7	12.7	3.1	5.9	0	4.8	6.8



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333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124
ADVANCEDESIGN

File Name : broadway-rio bravo_05042021 combined
Site Code : 00000000
Start Date : 5/4/2021
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Huitt-Zollars, Inc.

333 Rio Rancho Drive NW, Suite 101
Rio Rancho, NM 87124
ADVANCEDESIGN

Weather: Overcast
Serial Number: 3083/3080
Collected By: BT/JS
Other:

File Name : 2ND-RIO BRAVO_05042021 COMBINED
Site Code : 00000000
Start Date : 4/29/2021

Groups Printed- Passenger Vehicles - Trucks

	2ND From North				RIO BRAVO From East				2ND From South				RIO BRAVO From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:30 AM	12	15	8	0	7	61	14	0	7	10	13	0	45	288	46	0	526
06:45 AM	17	23	12	0	22	99	23	0	7	8	31	0	98	323	58	0	721
Total	29	38	20	0	29	160	37	0	14	18	44	0	143	611	104	0	1247
07:00 AM	8	14	17	0	8	83	19	0	11	11	31	0	48	246	48	0	544
07:15 AM	10	4	12	0	11	109	14	0	13	5	28	1	41	331	50	0	629
07:30 AM	14	13	19	0	10	108	18	0	10	31	42	0	28	307	51	0	651
07:45 AM	10	16	17	0	14	141	22	0	18	20	43	0	42	401	46	1	791
Total	42	47	65	0	43	441	73	0	52	67	144	1	159	1285	195	1	2615
08:00 AM	18	10	22	0	19	128	22	0	6	11	34	0	46	288	42	0	646
08:15 AM	20	17	11	0	8	120	14	0	7	10	26	0	26	239	54	0	552
08:30 AM	26	16	20	0	22	134	11	0	11	7	16	0	35	282	39	0	619
08:45 AM	30	17	18	0	9	135	5	0	8	12	29	3	18	226	35	0	545
Total	94	60	71	0	58	517	52	0	32	40	105	3	125	1035	170	0	2362
09:00 AM	16	22	14	0	12	136	14	0	8	10	25	0	29	193	26	0	505
09:15 AM	30	15	20	0	12	89	14	7	8	16	38	0	31	156	20	0	456
*** BREAK ***																	
Total	46	37	34	0	24	225	28	7	16	26	63	0	60	349	46	0	961
*** BREAK ***																	
11:00 AM	18	11	20	0	16	142	5	0	13	4	56	0	32	154	36	0	507
11:15 AM	23	18	16	0	19	140	9	0	13	5	38	0	26	169	24	0	500
11:30 AM	29	18	23	0	16	178	11	1	16	9	51	0	34	166	28	0	580
11:45 AM	26	16	20	0	15	207	16	0	12	17	42	0	30	181	15	0	597
Total	96	63	79	0	66	667	41	1	54	35	187	0	122	670	103	0	2184
12:00 PM	32	13	21	0	10	171	19	0	7	10	51	0	36	186	43	0	599
12:15 PM	39	16	16	0	10	185	7	0	10	14	57	0	39	203	24	0	620
12:30 PM	21	18	24	0	20	196	14	0	10	17	53	0	31	182	26	0	612
12:45 PM	30	19	17	0	16	220	13	0	7	8	32	0	33	173	32	0	600
Total	122	66	78	0	56	772	53	0	34	49	193	0	139	744	125	0	2431
01:00 PM	26	18	18	0	17	227	16	0	7	14	51	1	35	195	28	0	653
01:15 PM	41	18	21	0	20	215	25	0	10	12	46	0	47	190	28	0	673
01:30 PM	31	20	18	0	14	187	14	0	17	12	52	0	43	200	26	0	634
01:45 PM	42	24	29	0	10	208	15	0	12	13	53	0	34	194	31	0	665
Total	140	80	86	0	61	837	70	0	46	51	202	1	159	779	113	0	2625
*** BREAK ***																	
03:00 PM	64	16	23	0	31	228	17	0	20	24	48	0	42	202	28	0	743
03:15 PM	58	22	20	0	8	263	12	0	16	12	83	0	35	202	31	0	762
03:30 PM	67	20	25	0	19	269	22	0	18	15	87	0	40	181	36	0	799
03:45 PM	90	21	22	0	22	283	14	0	15	11	65	0	33	189	27	0	792
Total	279	79	90	0	80	1043	65	0	69	62	283	0	150	774	122	0	3096

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File Name : 2ND-RIO BRAVO_05042021 COMBINED
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Start Date : 4/29/2021
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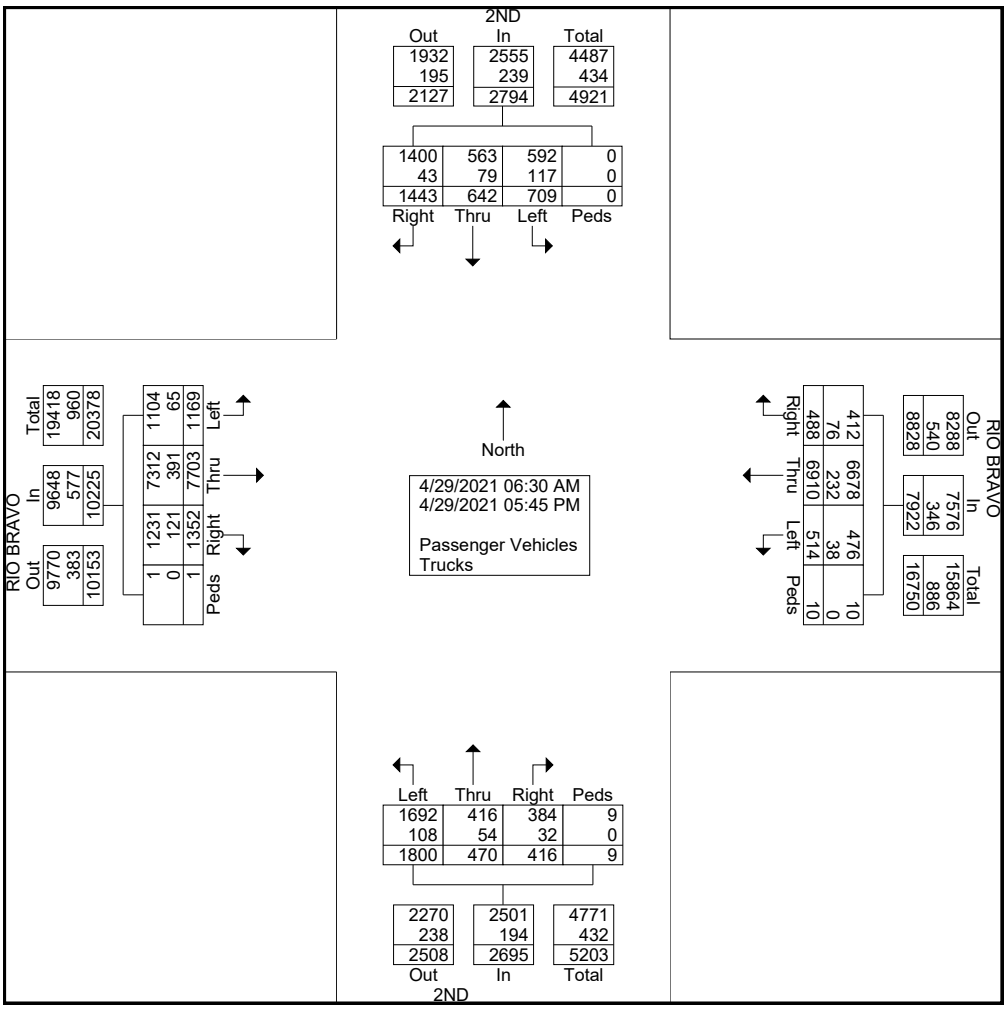
Groups Printed- Passenger Vehicles - Trucks

	2ND From North				RIO BRAVO From East				2ND From South				RIO BRAVO From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	66	24	28	0	7	296	10	0	21	17	99	2	37	195	21	0	823
04:15 PM	50	17	28	0	9	379	13	0	13	22	104	0	34	218	24	0	911
04:30 PM	89	28	35	0	15	308	28	1	12	12	83	0	37	187	24	0	859
04:45 PM	65	18	23	0	9	357	11	0	17	28	79	2	40	180	28	0	857
Total	270	87	114	0	40	1340	62	1	63	79	365	4	148	780	97	0	3450
05:00 PM	91	28	16	0	10	286	9	1	20	15	87	0	31	165	22	0	781
05:15 PM	88	24	19	0	7	369	11	0	6	17	71	0	47	187	17	0	863
05:30 PM	83	17	15	0	14	253	13	0	10	11	56	0	35	168	32	0	707
05:45 PM	63	16	22	0	0	0	0	0	0	0	0	0	34	156	23	0	314
Total	325	85	72	0	31	908	33	1	36	43	214	0	147	676	94	0	2665
Grand Total	1443	642	709	0	488	6910	514	10	416	470	1800	9	1352	7703	1169	1	23636
Apprch %	51.6	23	25.4	0	6.2	87.2	6.5	0.1	15.4	17.4	66.8	0.3	13.2	75.3	11.4	0	
Total %	6.1	2.7	3	0	2.1	29.2	2.2	0	1.8	2	7.6	0	5.7	32.6	4.9	0	
Passenger Vehicles	1400	563	592	0	412	6678	476	10	384	416	1692	9	1231	7312	1104	1	22280
% Passenger Vehicles	97	87.7	83.5	0	84.4	96.6	92.6	100	92.3	88.5	94	100	91.1	94.9	94.4	100	94.3
Trucks	43	79	117	0	76	232	38	0	32	54	108	0	121	391	65	0	1356
% Trucks	3	12.3	16.5	0	15.6	3.4	7.4	0	7.7	11.5	6	0	8.9	5.1	5.6	0	5.7



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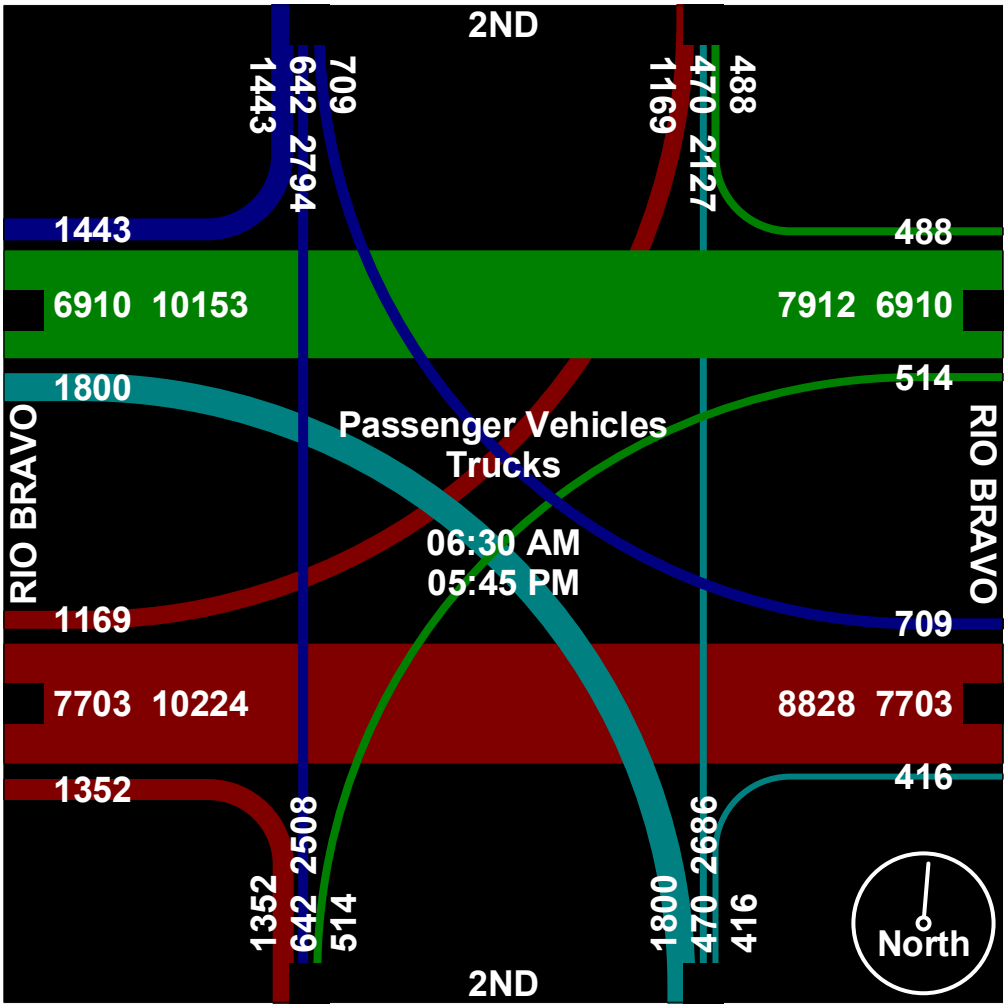

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File Name : 2ND-RIO BRAVO_05042021 COMBINED
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Start Date : 4/29/2021
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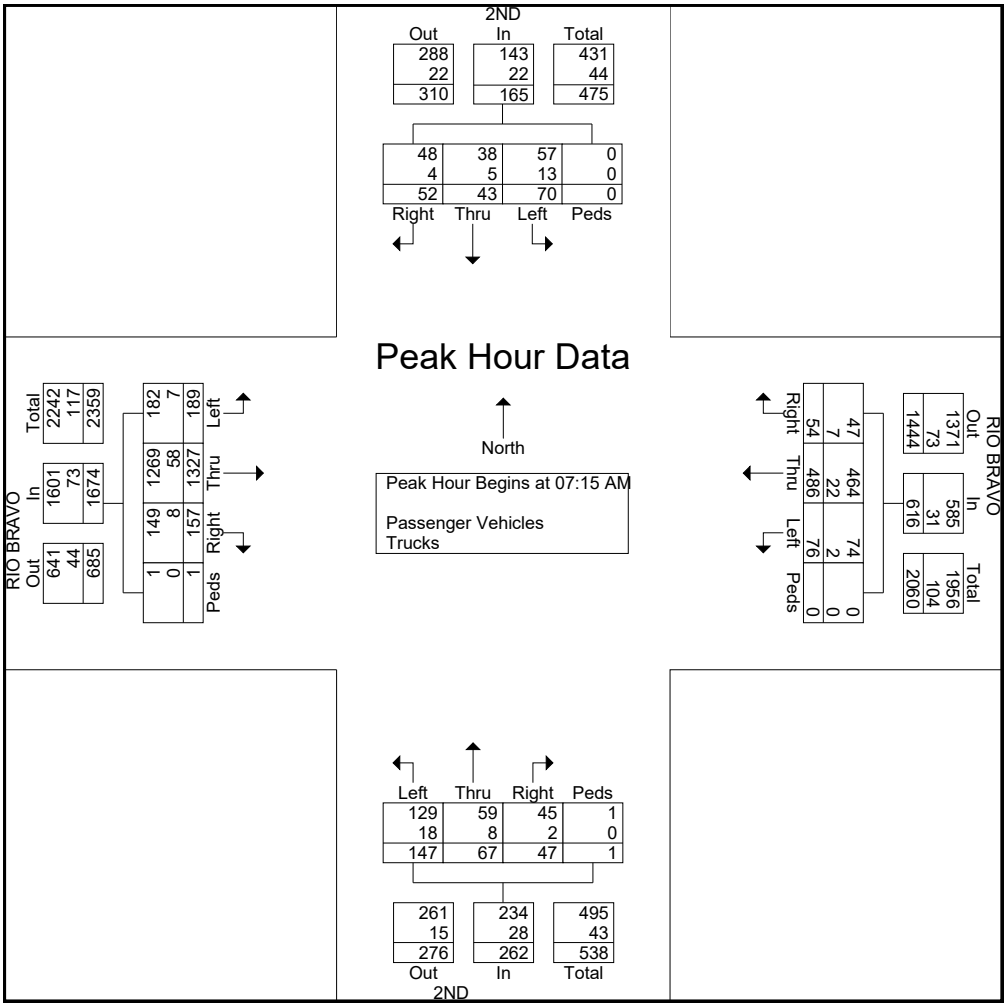
	2ND From North					RIO BRAVO From East					2ND From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	10	4	12	0	26	11	109	14	0	134	13	5	28	**1**	47	41	331	50	0	422	629
07:30 AM	14	13	19	0	46	10	108	18	0	136	10	**31**	42	0	**83**	28	307	**51**	0	386	651
07:45 AM	10	**16**	17	0	43	14	**141**	**22**	0	**177**	**18**	20	**43**	0	81	42	**401**	46	**1**	**490**	**791**
08:00 AM	**18**	10	**22**	0	**50**	**19**	128	22	0	169	6	11	34	0	51	**46**	288	42	0	376	646
Total Volume	52	43	70	0	165	54	486	76	0	616	47	67	147	1	262	157	1327	189	1	1674	2717
% App. Total	31.5	26.1	42.4	0		8.8	78.9	12.3	0		17.9	25.6	56.1	0.4		9.4	79.3	11.3	0.1		
PHF	.722	.672	.795	.000	.825	.711	.862	.864	.000	.870	.653	.540	.855	.250	.789	.853	.827	.926	.250	.854	.859
Passenger Vehicles	48	38	57	0	143	47	464	74	0	585	45	59	129	1	234	149	1269	182	1	1601	2563
% Passenger Vehicles	92.3	88.4	81.4	0	86.7	87.0	95.5	97.4	0	95.0	95.7	88.1	87.8	100	89.3	94.9	95.6	96.3	100	95.6	94.3
Trucks	4	5	13	0	22	7	22	2	0	31	2	8	18	0	28	8	58	7	0	73	154
% Trucks	7.7	11.6	18.6	0	13.3	13.0	4.5	2.6	0	5.0	4.3	11.9	12.2	0	10.7	5.1	4.4	3.7	0	4.4	5.7



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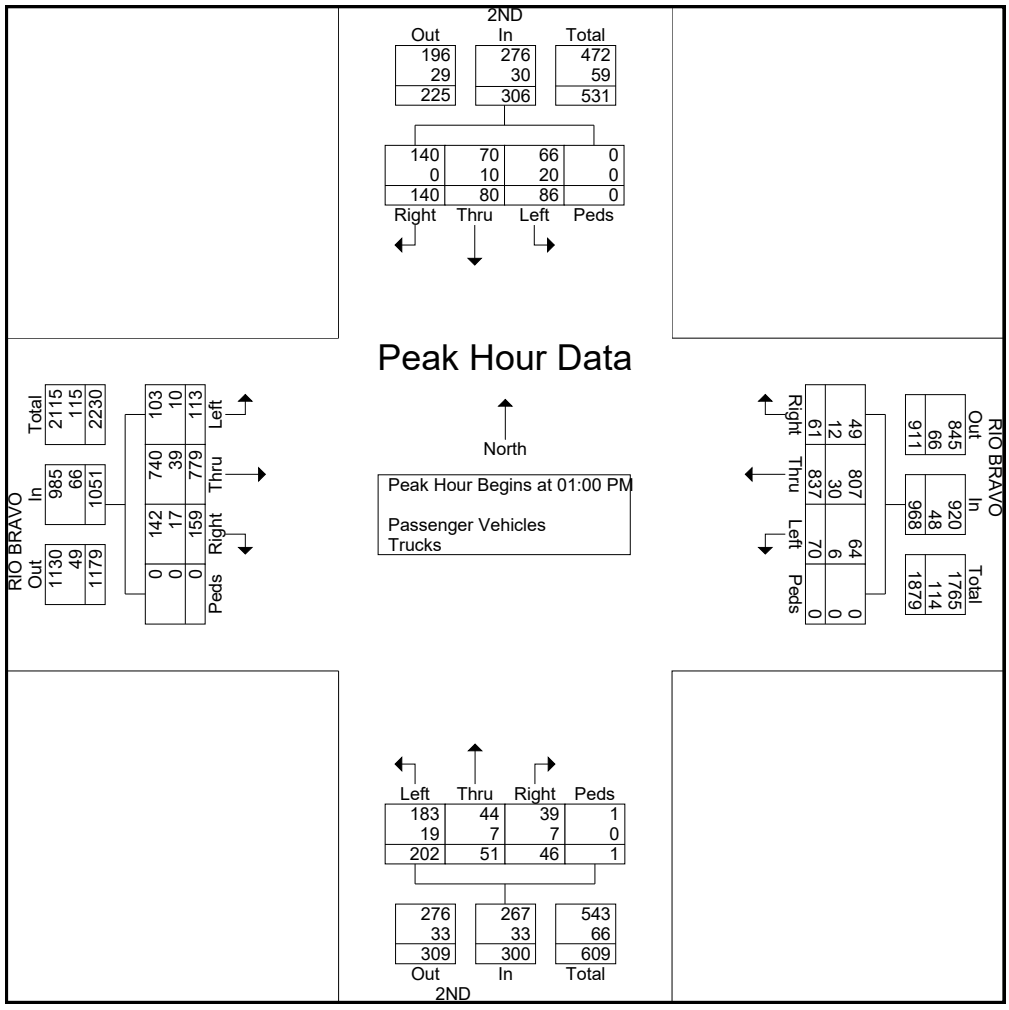
	2ND From North					RIO BRAVO From East					2ND From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	26	18	18	0	62	17	**227**	16	0	**260**	7	**14**	51	**1**	73	35	195	28	0	258	653
01:15 PM	41	18	21	0	80	**20**	215	**25**	0	260	10	12	46	0	68	**47**	190	28	0	265	**673**
01:30 PM	31	20	18	0	69	14	187	14	0	215	**17**	12	52	0	**81**	43	**200**	26	0	**269**	634
01:45 PM	**42**	**24**	**29**	0	**95**	10	208	15	0	233	12	13	**53**	0	78	34	194	**31**	0	259	665
Total Volume	140	80	86	0	306	61	837	70	0	968	46	51	202	1	300	159	779	113	0	1051	2625
% App. Total	45.8	26.1	28.1	0		6.3	86.5	7.2	0		15.3	17	67.3	0.3		15.1	74.1	10.8	0		
PHF	.833	.833	.741	.000	.805	.763	.922	.700	.000	.931	.676	.911	.953	.250	.926	.846	.974	.911	.000	.977	.975
Passenger Vehicles	140	70	66	0	276	49	807	64	0	920	39	44	183	1	267	142	740	103	0	985	2448
% Passenger Vehicles	100	87.5	76.7	0	90.2	80.3	96.4	91.4	0	95.0	84.8	86.3	90.6	100	89.0	89.3	95.0	91.2	0	93.7	93.3
Trucks	0	10	20	0	30	12	30	6	0	48	7	7	19	0	33	17	39	10	0	66	177
% Trucks	0	12.5	23.3	0	9.8	19.7	3.6	8.6	0	5.0	15.2	13.7	9.4	0	11.0	10.7	5.0	8.8	0	6.3	6.7



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File Name : 2ND-RIO BRAVO_05042021 COMBINED
Site Code : 00000000
Start Date : 4/29/2021
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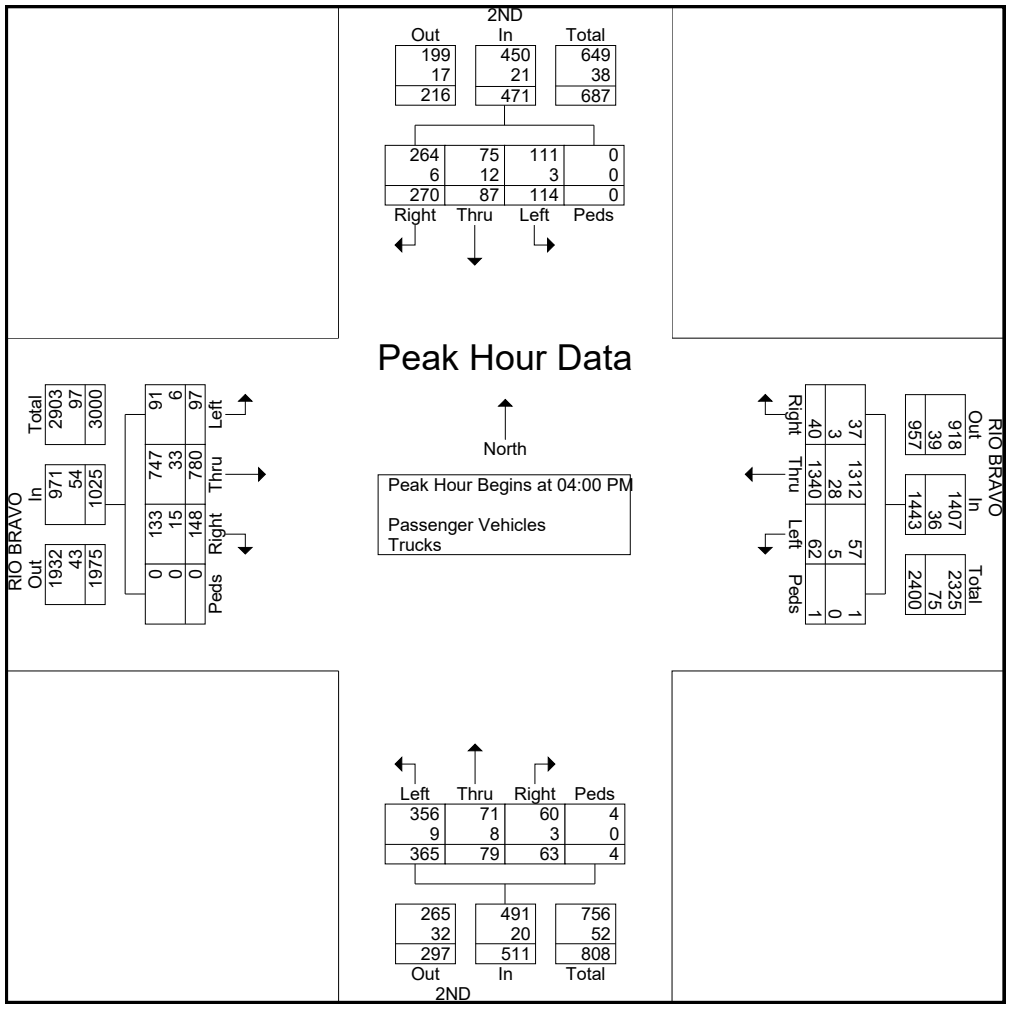
	2ND From North					RIO BRAVO From East					2ND From South					RIO BRAVO From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	66	24	28	0	118	7	296	10	0	313	**21**	17	99	**2**	**139**	37	195	21	0	253	823
04:15 PM	50	17	28	0	95	9	**379**	13	0	**401**	13	22	**104**	0	139	34	**218**	24	0	**276**	**911**
04:30 PM	**89**	**28**	**35**	0	**152**	**15**	308	**28**	**1**	352	12	12	83	0	107	37	187	24	0	248	859
04:45 PM	65	18	23	0	106	9	357	11	0	377	17	**28**	79	2	126	**40**	180	**28**	0	248	857
Total Volume	270	87	114	0	471	40	1340	62	1	1443	63	79	365	4	511	148	780	97	0	1025	3450
% App. Total	57.3	18.5	24.2	0		2.8	92.9	4.3	0.1		12.3	15.5	71.4	0.8		14.4	76.1	9.5	0		
PHF	.758	.777	.814	.000	.775	.667	.884	.554	.250	.900	.750	.705	.877	.500	.919	.925	.894	.866	.000	.928	.947
Passenger Vehicles	264	75	111	0	450	37	1312	57	1	1407	60	71	356	4	491	133	747	91	0	971	3319
% Passenger Vehicles	97.8	86.2	97.4	0	95.5	92.5	97.9	91.9	100	97.5	95.2	89.9	97.5	100	96.1	89.9	95.8	93.8	0	94.7	96.2
Trucks	6	12	3	0	21	3	28	5	0	36	3	8	9	0	20	15	33	6	0	54	131
% Trucks	2.2	13.8	2.6	0	4.5	7.5	2.1	8.1	0	2.5	4.8	10.1	2.5	0	3.9	10.1	4.2	6.2	0	5.3	3.8



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File Name : 2ND-RIO BRAVO_05042021 COMBINED
Site Code : 00000000
Start Date : 4/29/2021

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 AMPTHTR. 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	1	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	UNIVERISTY 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	2	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	UNIVERISTY 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	UNIVERISTY 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	3	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	UNIVERISTY 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	UNIVERISTY 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 UNIVERISITY 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	UNIVERISTY BLVD SE	FRITTS CROSSING SE	0	0	0	1	1	4	5	2	5	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	UNIVERISTY 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 UNIVERISTY 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	UNIVERISTY 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	UNIVERISITY		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

October 2020

New Mexico DEPARTMENT OF TRANSPORTATION

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

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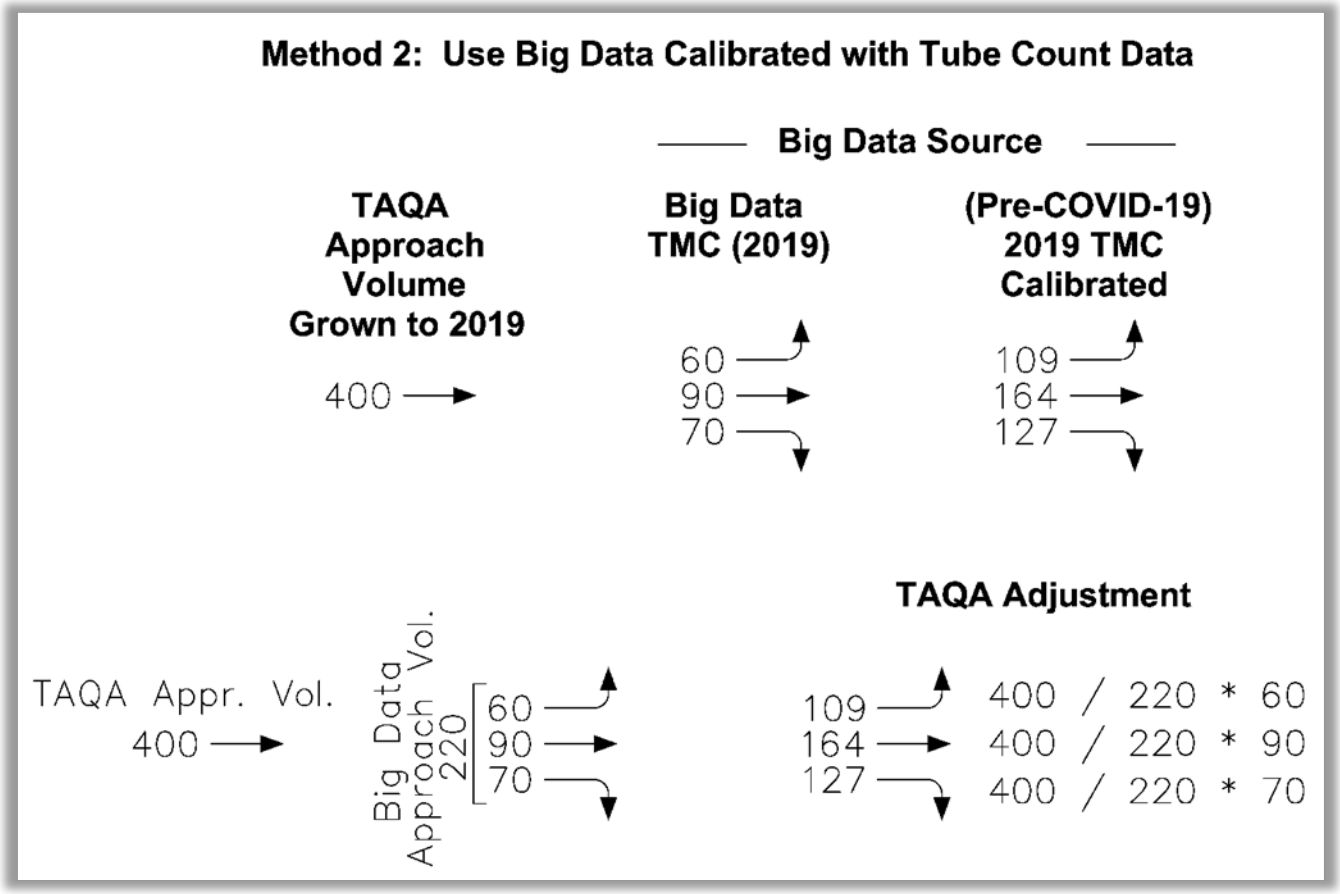
Method 2 – Use Current Big Data Calibrated with Tube Count Data

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:

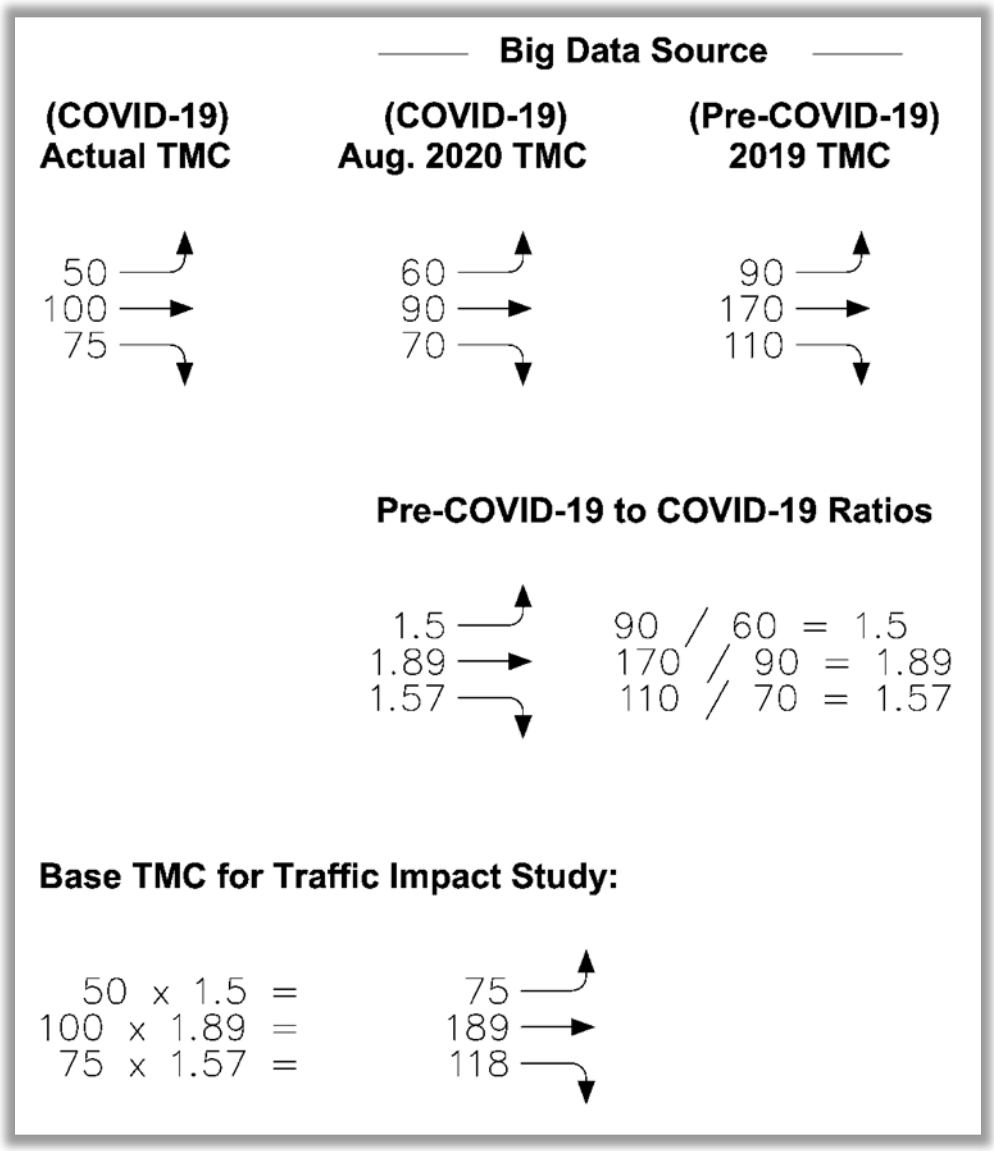
Method 2: User Pre-COVID Big Data Calibrated with Tube Count Data:

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:

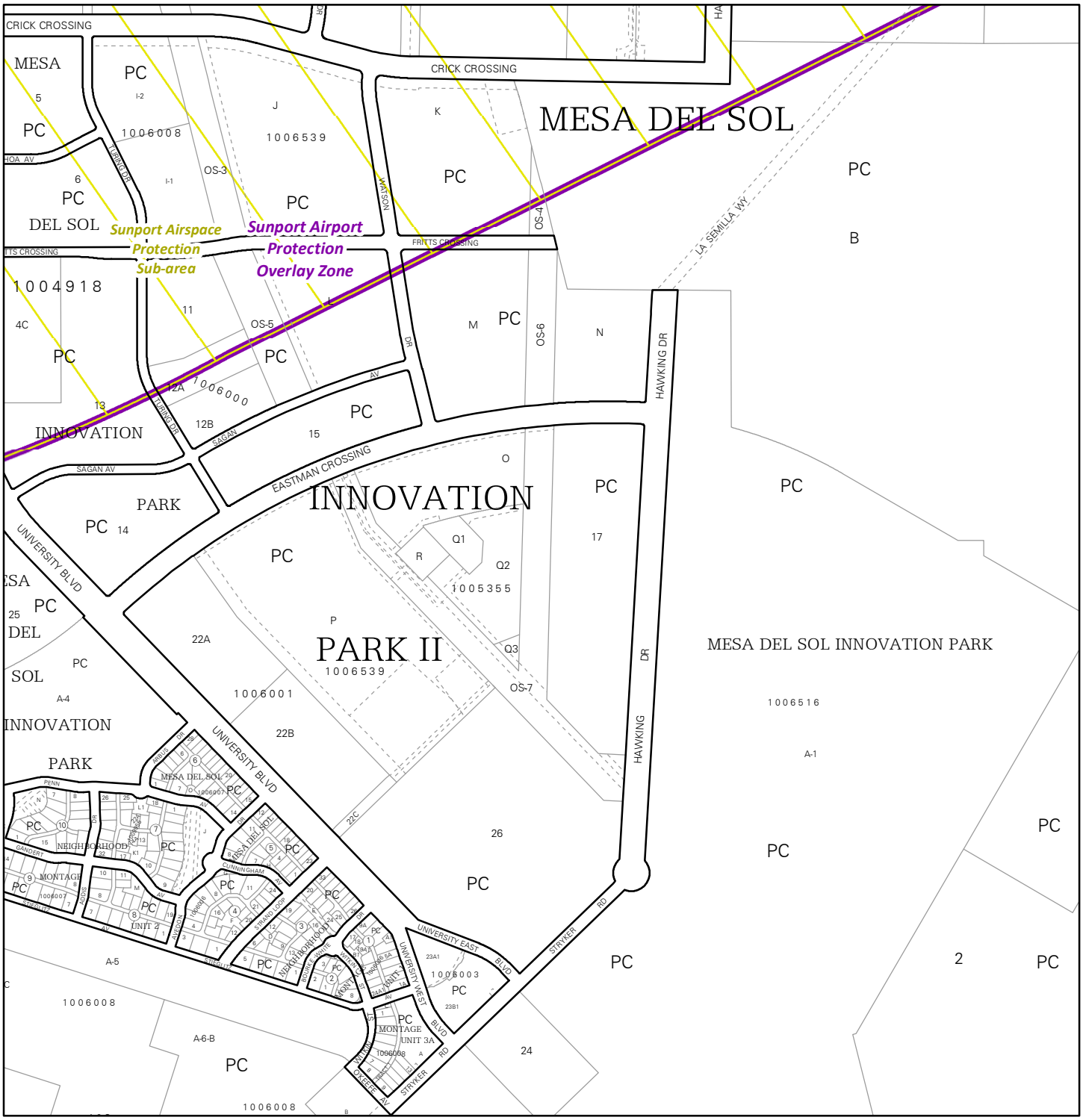
1) The existing current proposed field count will provide 15-minute increment volumes that will be proportioned to approximate pre-COVID-19 conditions.
2) The sampling rate becomes a non-issue because by dividing the pre-COVID-19 TMC's from Big Data by the COVID-19 TMC's from Big Data sources, the sampling 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



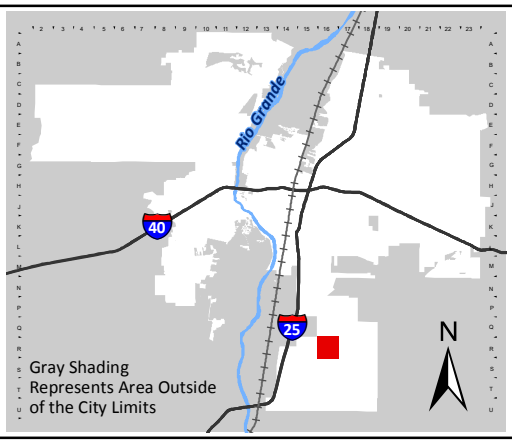
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

IDO Zone Atlas
May 2018

Albuquerque Geographic Information System

IDO Zoning information as of May 17, 2018

The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).



Zone Atlas Page:

R-16-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

Feet: 0 250 500 1,000

TRAFFIC ANALYSIS DETAIL

Synchro Operational Analyses

Existing Conditions
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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	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	7.12	6.52	6.22	-	6.52	6.22		4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-		-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-		-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	4.018	3.318		2.218	-	-
Pot Cap-1 Maneuver	1020	895	-	0	895	1084		-	-	-
Stage 1	-	-	-	0	895	-		-	-	-
Stage 2	1021	895	-	0	-	-		-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	1019	895	-	-	895	1084		-	-	-
Mov Cap-2 Maneuver	1019	895	-	-	895	-		-	-	-
Stage 1	-	-	-	-	895	-		-	-	-
Stage 2	1020	895	-	-	-	-		-	-	-

Approach	EB	WB	NW
HCM Control Delay, s		8.3	0
HCM LOS	-	A	

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	1084
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	0	0	0	26	0	17	1	91	37	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	240	249	30	219	260	9	60	0	0	18	0	0
Stage 1	231	231	-	18	18	-	-	-	-	-	-	-
Stage 2	9	18	-	201	242	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	694	653	1038	718	643	1070	1542	-	-	1597	-	-
Stage 1	751	712	-	999	880	-	-	-	-	-	-	-
Stage 2	1011	880	-	782	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	616	1038	686	606	1070	1542	-	-	1597	-	-
Mov Cap-2 Maneuver	648	616	-	686	606	-	-	-	-	-	-	-
Stage 1	751	671	-	999	880	-	-	-	-	-	-	-
Stage 2	986	880	-	737	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	8.4	0	4.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	648	1070	1597	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.024	0.057	-	-
HCM Control Delay (s)	0	-	-	10.8	8.4	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

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	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	1	0	123	0	205	8

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	271	107	213	0	123	-	0
Stage 1	209	-	-	-	-	-	-
Stage 2	62	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	696	926	1355	-	1196	-	-
Stage 1	806	-	-	-	-	-	-
Stage 2	953	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	696	926	1355	-	1196	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-	-
Stage 1	806	-	-	-	-	-	-
Stage 2	953	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	1355	-	712	1196	-	-
HCM Lane V/C Ratio	-	-	0.017	-	-	-
HCM Control Delay (s)	0	-	10.1	0	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	74	9	108	186

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	481	79	0	0	83	0
Stage 1	79	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	544	981	-	-	1514	-
Stage 1	944	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	981	-	-	1514	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	1514	-
HCM Lane V/C Ratio	-	-	0.045	0.071	-
HCM Control Delay (s)	-	-	8.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	23	26	135	115	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	302	115	115	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	690	937	1474	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	937	1474	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1474	-	789	-	-
HCM Lane V/C Ratio	0.018	-	0.056	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	188	0	26	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	545	188	0	0	188	0
Stage 1	188	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	854	-	-	1386	-
Stage 1	844	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	490	854	-	-	1386	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	854	1386	-
HCM Lane V/C Ratio	-	-	0.032	0.019	-
HCM Control Delay (s)	-	-	9.4	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.1

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	33	238	5	54	318

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	508	122	0	0	243	0
Stage 1	241	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	494	906	-	-	1320	-
Stage 1	776	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	474	906	-	-	1320	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	474	906	1320	-
HCM Lane V/C Ratio	-	-	0.002	0.036	0.041	-
HCM Control Delay (s)	-	-	12.6	9.1	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Existing Conditions
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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	0	0	3	0	18	1	0	0	0	0

Major/Minor	Minor1			Minor2			Major1		
Conflicting Flow All	-	37	-	-	37	-	0	0	0
Stage 1	-	37	-	-	0	-	-	-	-
Stage 2	-	0	-	-	37	-	-	-	-
Critical Hdwy	-	6.52	-	-	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	855	0	0	855	0	-	-	-
Stage 1	0	864	0	0	-	0	-	-	-
Stage 2	0	-	0	0	864	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	855	-	-	855	-	-	-	-
Mov Cap-2 Maneuver	-	855	-	-	855	-	-	-	-
Stage 1	-	864	-	-	-	-	-	-	-
Stage 2	-	-	-	-	864	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	9.3	9.2	
HCM LOS	A	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	855	855	-	-	-
HCM Lane V/C Ratio	0.028	0.004	-	-	-
HCM Control Delay (s)	9.3	9.2	-	-	-
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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	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	7.12	6.52	-	-	6.52	6.22			4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-			-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-			-	-	-
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318			2.218	-	-
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)	-	-	-	-	-

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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	0	5	1	0	82	2	58	1	37	46	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	171	201	41	160	219	30	82	0	0	59	0	0
Stage 1	138	138	-	63	63	-	-	-	-	-	-	-
Stage 2	33	63	-	97	156	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	776	694	1021	790	678	1038	1513	-	-	1543	-	-
Stage 1	851	781	-	941	842	-	-	-	-	-	-	-
Stage 2	979	842	-	899	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	702	677	1021	770	661	1038	1513	-	-	1543	-	-
Mov Cap-2 Maneuver	702	677	-	770	661	-	-	-	-	-	-	-
Stage 1	850	762	-	940	841	-	-	-	-	-	-	-
Stage 2	901	841	-	873	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	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)	1513	-	-	726	1033	1543	-	-
HCM Lane V/C Ratio	0.001	-	-	0.072	0.08	0.024	-	-
HCM Control Delay (s)	7.4	-	-	10.3	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

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	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	11	1	0	185	2	117	8

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	218	63	125	0	185	-	0
Stage 1	125	-	-	-	-	-	-
Stage 2	93	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	750	988	1459	-	1094	-	-
Stage 1	887	-	-	-	-	-	-
Stage 2	920	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	749	988	1459	-	1094	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-	-
Stage 1	887	-	-	-	-	-	-
Stage 2	918	-	-	-	-	-	-

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)	1459	-	766	1094	-	-
HCM Lane V/C Ratio	-	-	0.016	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	-	-

Intersection	
Int Delay, s/veh	2.5

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	53	124	0	39	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	313	124	0	0	124	0
Stage 1	124	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	680	927	-	-	1463	-
Stage 1	902	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	927	-	-	1463	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1463	-
HCM Lane V/C Ratio	-	-	0.066	0.027	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.4

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	11	41	207	75	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	368	79	82	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	632	981	1515	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	981	1515	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1515	-	774	-	-
HCM Lane V/C Ratio	0.027	-	0.025	-	-
HCM Control Delay (s)	7.4	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	27	232	2	9	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	450	233	0	0	234	0
Stage 1	233	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	567	806	-	-	1333	-
Stage 1	806	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	563	806	-	-	1333	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	1333	-
HCM Lane V/C Ratio	-	-	0.038	0.007	-
HCM Control Delay (s)	-	-	9.8	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	78	304	3	37	183

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	472	154	0	0	307	0
Stage 1	306	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	521	864	-	-	1250	-
Stage 1	720	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	505	864	-	-	1250	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	505	864	1250	-
HCM Lane V/C Ratio	-	-	0.006	0.091	0.03	-
HCM Control Delay (s)	-	-	12.2	9.6	8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.3	0.1	-

2026 No-Project Conditions

AM Peak Hour

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	0	0	0	0	0	0	37	0	45
Future Vol, veh/h	0	25	0	0	0	0	0	0	0	37	0	45
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	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	31	0	0	0	0	0	0	0	46	0	56

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	120	28	108	148	-			0	0	0
Stage 1	-	120	-	0	0	-			-	-	-
Stage 2	-	0	-	108	148	-			-	-	-
Critical Hdwy	-	6.6	7	7.6	6.6	-			4.2	-	-
Critical Hdwy Stg 1	-	5.6	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.6	-			-	-	-
Follow-up Hdwy	-	4.05	3.35	3.55	4.05	-			2.25	-	-
Pot Cap-1 Maneuver	0	763	1031	851	736	0			-	-	-
Stage 1	0	788	-	-	-	0			-	-	-
Stage 2	0	-	-	877	767	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	763	1031	825	736	-			-	-	-
Mov Cap-2 Maneuver	-	763	-	825	736	-			-	-	-
Stage 1	-	788	-	-	-	-			-	-	-
Stage 2	-	-	-	843	767	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.9	0	
HCM LOS	A	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	9.9	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	0	1	0	0	0	0	1	0	0	0	0
Future Vol, veh/h	61	0	1	0	0	0	0	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	-	-	16965	-
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	84	0	1	0	0	0	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1	1	0	-	1	1	0	0	0
Stage 1	0	0	-	-	1	-	-	-	-
Stage 2	1	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	1014	889	-	0	889	1075	-	-	-
Stage 1	-	-	-	0	889	-	-	-	-
Stage 2	1014	889	-	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	1014	889	-	-	889	1075	-	-	-
Mov Cap-2 Maneuver	1014	889	-	-	889	-	-	-	-
Stage 1	-	-	-	-	889	-	-	-	-
Stage 2	1014	889	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		0	0
HCM LOS	-	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	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)	-	-	-	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	10	0	0	24	19	42	1	84	72	40
Future Vol, veh/h	31	0	10	0	0	24	19	42	1	84	72	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	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	35	0	11	0	0	27	21	47	1	94	81	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	382	63	319	404	24	126	0	0	48	0	0
Stage 1	292	292	-	90	90	-	-	-	-	-	-	-
Stage 2	66	90	-	229	314	-	-	-	-	-	-	-
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	565	543	979	603	527	1037	1436	-	-	1536	-	-
Stage 1	683	662	-	899	813	-	-	-	-	-	-	-
Stage 2	928	813	-	744	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	502	979	562	487	1037	1436	-	-	1536	-	-
Mov Cap-2 Maneuver	519	502	-	562	487	-	-	-	-	-	-	-
Stage 1	673	622	-	886	801	-	-	-	-	-	-	-
Stage 2	891	801	-	690	608	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	8.6	2.3	3.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	519	979	-	1037	1536	-	-
HCM Lane V/C Ratio	0.015	-	-	0.067	0.011	-	0.026	0.061	-	-
HCM Control Delay (s)	7.5	-	-	12.4	8.7	0	8.6	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	11	19	133	232	25
Future Vol, veh/h	20	11	19	133	232	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	12	21	149	261	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	392	145	289	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	117	-	-	-	-	-
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	577	867	1248	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	867	1248	-	-	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	886	-	-	-	-	-

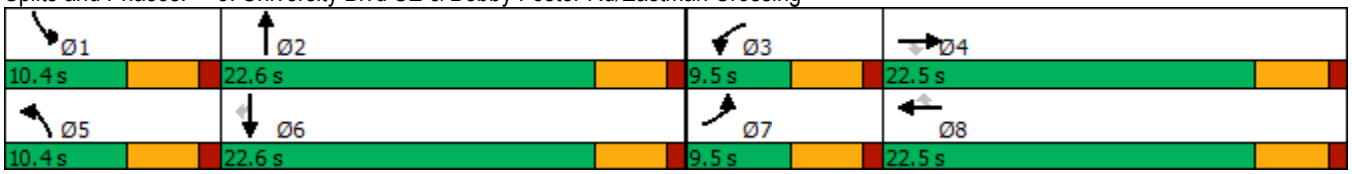
Approach	EB	NB	SB
HCM Control Delay, s	10.9	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1248	-	646	-	-
HCM Lane V/C Ratio	0.017	-	0.054	-	-
HCM Control Delay (s)	7.9	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	18	101	8	52	80	101	100	2	147	175	52
Future Volume (vph)	21	18	101	8	52	80	101	100	2	147	175	52
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.997				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3529	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3529	0	3433	3539	1583
Satd. Flow (RTOR)			176			176		3				176
Adj. Flow (vph)	29	25	140	11	72	111	140	139	3	204	243	72
Lane Group Flow (vph)	29	25	140	11	72	111	140	142	0	204	243	72
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	10.4	22.6		10.4	22.6	22.6
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	5.2	6.5	6.5	5.2	6.5	6.5	6.2	13.5		6.2	9.3	9.3
Actuated g/C Ratio	0.15	0.19	0.19	0.15	0.19	0.19	0.18	0.39		0.18	0.27	0.27
v/c Ratio	0.11	0.04	0.32	0.04	0.11	0.25	0.45	0.10		0.33	0.26	0.13
Control Delay	17.5	14.5	4.8	17.0	14.5	3.0	23.6	12.1		16.7	12.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	17.5	14.5	4.8	17.0	14.5	3.0	23.6	12.1		16.7	12.8	0.5
LOS	B	B	A	B	B	A	C	B		B	B	A
Approach Delay		7.9			8.0			17.8			12.6	
Approach LOS		A			A			B			B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 34.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 29.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	109	199	10	70	334
Future Vol, veh/h	15	109	199	10	70	334
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	18	131	240	12	84	402

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	816	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	570	-	-	-	-	-
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	342	785	-	-	1296	-
Stage 1	788	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	785	-	-	1296	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	1296	-
HCM Lane V/C Ratio	-	-	0.224	0.065	-
HCM Control Delay (s)	-	-	11.9	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	114	236	30	97	390
Future Vol, veh/h	10	114	236	30	97	390
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	12	139	288	37	118	476

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1019	307	0	0	325	0
Stage 1	307	-	-	-	-	-
Stage 2	712	-	-	-	-	-
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	259	726	-	-	1218	-
Stage 1	739	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	726	-	-	1218	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	234	726	1218	-
HCM Lane V/C Ratio	-	-	0.052	0.191	0.097	-
HCM Control Delay (s)	-	-	21.2	11.1	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.7	0.3	-

2026 No-Project Conditions

PM Peak Hour

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	23	0	0	23	0	0	0	0	47	1	20
Future Vol, veh/h	0	23	0	0	23	0	0	0	0	47	1	20
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	-	-	16974	-	-	0	-
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	26	0	0	26	0	0	0	0	52	1	22

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	116	12	118	127	-			0	0	0
Stage 1	-	116	-	0	0	-			-	-	-
Stage 2	-	0	-	118	127	-			-	-	-
Critical Hdwy	-	6.6	7	7.6	6.6	-			4.2	-	-
Critical Hdwy Stg 1	-	5.6	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.6	-			-	-	-
Follow-up Hdwy	-	4.05	3.35	3.55	4.05	-			2.25	-	-
Pot Cap-1 Maneuver	0	767	1056	837	756	0			-	-	-
Stage 1	0	792	-	-	-	0			-	-	-
Stage 2	0	-	-	865	783	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	767	1056	816	756	-			-	-	-
Mov Cap-2 Maneuver	-	767	-	816	756	-			-	-	-
Stage 1	-	792	-	-	-	-			-	-	-
Stage 2	-	-	-	837	783	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.9	9.9	
HCM LOS	A	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	767	756	-	-	-
HCM Lane V/C Ratio	0.033	0.034	-	-	-
HCM Control Delay (s)	9.9	9.9	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	70	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	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
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	96	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
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	NB
HCM Control Delay, s		0	0
HCM LOS	-	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	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)	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	0	25	1	0	75	12	54	1	34	57	48
Future Vol, veh/h	64	0	25	1	0	75	12	54	1	34	57	48
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	0	-	-	-	-	0	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	67	0	26	1	0	79	13	57	1	36	60	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	213	242	56	186	267	29	111	0	0	58	0	0
Stage 1	158	158	-	84	84	-	-	-	-	-	-	-
Stage 2	55	84	-	102	183	-	-	-	-	-	-	-
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	717	652	989	749	631	1029	1455	-	-	1523	-	-
Stage 1	820	759	-	906	817	-	-	-	-	-	-	-
Stage 2	942	817	-	884	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	630	989	711	610	1029	1455	-	-	1523	-	-
Mov Cap-2 Maneuver	645	630	-	711	610	-	-	-	-	-	-	-
Stage 1	813	741	-	898	810	-	-	-	-	-	-	-
Stage 2	862	810	-	840	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	8.8	1.3	1.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	645	989	711	1029	1523	-	-
HCM Lane V/C Ratio	0.009	-	-	0.104	0.027	0.001	0.077	0.023	-	-
HCM Control Delay (s)	7.5	-	-	11.2	8.7	10.1	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	21	10	209	118	23
Future Vol, veh/h	30	21	10	209	118	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	125	-	-	-
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	31	22	10	215	122	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	262	73	146	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	696	964	1412	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	691	964	1412	-	-	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	875	-	-	-	-	-

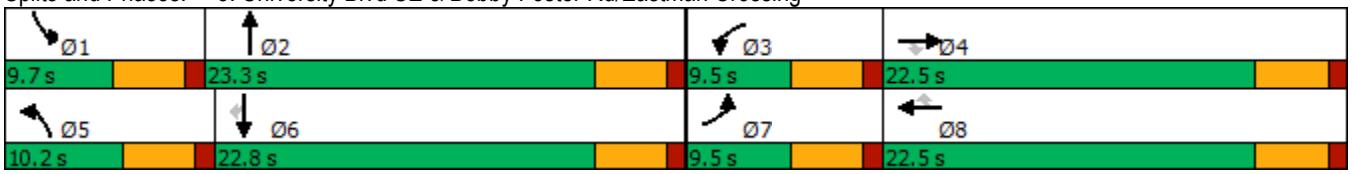
Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1412	-	782	-	-
HCM Lane V/C Ratio	0.007	-	0.067	-	-
HCM Control Delay (s)	7.6	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	78	59	5	41	106	141	117	2	89	105	86
Future Volume (vph)	83	78	59	5	41	106	141	117	2	89	105	86
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3532	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3532	0	3433	3539	1583
Satd. Flow (RTOR)			176			176		2				176
Adj. Flow (vph)	89	84	63	5	44	114	152	126	2	96	113	92
Lane Group Flow (vph)	89	84	63	5	44	114	152	128	0	96	113	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	10.2	23.3		9.7	22.8	22.8
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	5.0	11.8	11.8	5.0	6.1	6.1	5.7	15.9		5.2	10.2	10.2
Actuated g/C Ratio	0.12	0.29	0.29	0.12	0.15	0.15	0.14	0.39		0.13	0.25	0.25
v/c Ratio	0.41	0.08	0.11	0.02	0.08	0.29	0.61	0.09		0.22	0.13	0.17
Control Delay	23.7	11.9	0.4	17.4	15.9	3.6	32.2	14.2		18.4	15.7	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	23.7	11.9	0.4	17.4	15.9	3.6	32.2	14.2		18.4	15.7	1.6
LOS	C	B	A	B	B	A	C	B		B	B	A
Approach Delay		13.3			7.4			24.0			12.2	
Approach LOS		B			A			C			B	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 40.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 33.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	82	274	34	97	277
Future Vol, veh/h	15	82	274	34	97	277
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	15	85	282	35	100	286

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	300	0	0	317	0
Stage 1	300	-	-	-	-	-
Stage 2	486	-	-	-	-	-
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	357	733	-	-	1226	-
Stage 1	745	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	733	-	-	1226	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	615	1226	-
HCM Lane V/C Ratio	-	-	0.163	0.082	-
HCM Control Delay (s)	-	-	12	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	130	399	36	124	350
Future Vol, veh/h	15	130	399	36	124	350
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	19	163	499	45	155	438

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1270	522	0	0	544	0
Stage 1	522	-	-	-	-	-
Stage 2	748	-	-	-	-	-
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	183	549	-	-	1010	-
Stage 1	589	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	549	-	-	1010	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	155	549	1010	-
HCM Lane V/C Ratio	-	-	0.121	0.296	0.153	-
HCM Control Delay (s)	-	-	31.4	14.3	9.2	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	1.2	0.5	-

2026 With Project Conditions

AM Peak Hour

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	0	25	0	0	10	0	0	0	0	422	0	45
Future Vol, veh/h	0	25	0	0	10	0	0	0	0	422	0	45
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	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	31	0	0	12	0	0	0	0	521	0	56

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	1070	28	1058	1098	-			0	0	0
Stage 1	-	1070	-	0	0	-			-	-	-
Stage 2	-	0	-	1058	1098	-			-	-	-
Critical Hdwy	-	6.6	7	7.6	6.6	-			4.2	-	-
Critical Hdwy Stg 1	-	5.6	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.6	-			-	-	-
Follow-up Hdwy	-	4.05	3.35	3.55	4.05	-			2.25	-	-
Pot Cap-1 Maneuver	0	215	1031	175	207	0			-	-	-
Stage 1	0	289	-	-	-	0			-	-	-
Stage 2	0	-	-	235	281	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	215	1031	156	207	-			-	-	-
Mov Cap-2 Maneuver	-	215	-	156	207	-			-	-	-
Stage 1	-	289	-	-	-	-			-	-	-
Stage 2	-	-	-	210	281	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	24.5	23.5	
HCM LOS	C	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	215	207	-	-	-
HCM Lane V/C Ratio	0.144	0.06	-	-	-
HCM Control Delay (s)	24.5	23.5	-	-	-
HCM Lane LOS	C	C	-	-	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	417	1	0	10	134	0	1	0	0	0	0
Future Vol, veh/h	29	417	1	0	10	134	0	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	-	-	16965	-
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	571	1	0	14	184	0	1	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	100	1	0	-	1	1	0	0	0
Stage 1	0	0	-	-	1	-	-	-	-
Stage 2	100	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	874	889	-	0	889	1075	-	-	-
Stage 1	-	-	-	0	889	-	-	-	-
Stage 2	899	889	-	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	716	889	-	-	889	1075	-	-	-
Mov Cap-2 Maneuver	716	889	-	-	889	-	-	-	-
Stage 1	-	-	-	-	889	-	-	-	-
Stage 2	734	889	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		9.2	0
HCM LOS	-	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	1060
HCM Lane V/C Ratio	-	-	-	-	0.186
HCM Control Delay (s)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	10	3	0	7	19	150	13	20	454	40
Future Vol, veh/h	31	0	10	3	0	7	19	150	13	20	454	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	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	35	0	11	3	0	8	21	169	15	22	510	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	704	803	278	518	818	92	555	0	0	184	0	0
Stage 1	577	577	-	219	219	-	-	-	-	-	-	-
Stage 2	127	226	-	299	599	-	-	-	-	-	-	-
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	318	310	710	434	304	938	991	-	-	1367	-	-
Stage 1	462	492	-	755	713	-	-	-	-	-	-	-
Stage 2	855	708	-	677	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	299	710	415	293	938	991	-	-	1367	-	-
Mov Cap-2 Maneuver	307	299	-	415	293	-	-	-	-	-	-	-
Stage 1	452	484	-	739	698	-	-	-	-	-	-	-
Stage 2	830	693	-	656	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.2	10.3	0.9	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	991	-	-	307	710	415	938	1367	-	-
HCM Lane V/C Ratio	0.022	-	-	0.113	0.016	0.008	0.008	0.016	-	-
HCM Control Delay (s)	8.7	-	-	18.2	10.2	13.7	8.9	7.7	-	-
HCM Lane LOS	A	-	-	C	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	0	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	11	3	0	7	19	259	13	20	579	25
Future Vol, veh/h	20	0	11	3	0	7	19	259	13	20	579	25
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	-	-	-	-	-	0	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	22	0	12	3	0	8	21	291	15	22	651	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	897	1057	340	711	1064	153	679	0	0	306	0	0
Stage 1	709	709	-	341	341	-	-	-	-	-	-	-
Stage 2	188	348	-	370	723	-	-	-	-	-	-	-
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	230	219	647	314	217	856	889	-	-	1230	-	-
Stage 1	384	428	-	639	630	-	-	-	-	-	-	-
Stage 2	787	625	-	614	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	210	647	298	208	856	889	-	-	1230	-	-
Mov Cap-2 Maneuver	221	210	-	298	208	-	-	-	-	-	-	-
Stage 1	375	420	-	624	615	-	-	-	-	-	-	-
Stage 2	761	610	-	591	414	-	-	-	-	-	-	-

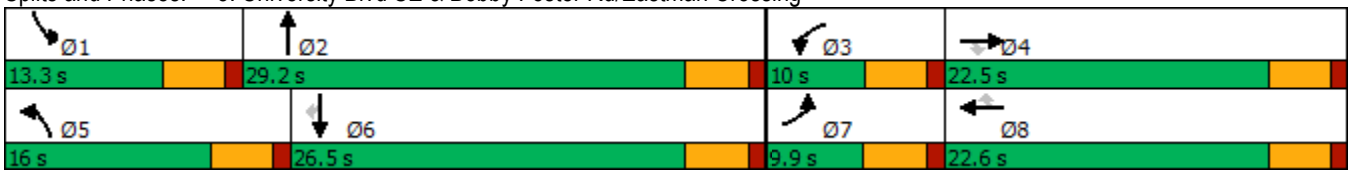
Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	11.6	0.6	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	288	298	856	1230	-	-
HCM Lane V/C Ratio	0.024	-	-	0.121	0.011	0.009	0.018	-	-
HCM Control Delay (s)	9.1	-	-	19.2	17.2	9.2	8	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0	0	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	201	101	25	52	124	101	175	26	147	506	52
Future Volume (vph)	21	201	101	25	52	124	101	175	26	147	506	52
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.981				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3472	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3472	0	3433	3539	1583
Satd. Flow (RTOR)			153			172		23				153
Adj. Flow (vph)	29	279	140	35	72	172	140	243	36	204	703	72
Lane Group Flow (vph)	29	279	140	35	72	172	140	279	0	204	703	72
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	9.9	22.5	22.5	10.0	22.6	22.6	16.0	29.2		13.3	26.5	26.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	6.3	10.7	10.7	6.4	10.7	10.7	9.9	17.9		8.8	16.8	16.8
Actuated g/C Ratio	0.12	0.21	0.21	0.12	0.21	0.21	0.19	0.35		0.17	0.33	0.33
v/c Ratio	0.13	0.38	0.31	0.16	0.10	0.37	0.41	0.23		0.35	0.61	0.12
Control Delay	30.2	22.9	6.5	30.2	21.8	7.4	27.9	13.2		26.0	19.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	30.2	22.9	6.5	30.2	21.8	7.4	27.9	13.2		26.0	19.2	0.4
LOS	C	C	A	C	C	A	C	B		C	B	A
Approach Delay		18.2			14.0			18.1			19.2	
Approach LOS		B			B			B			B	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 51.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	109	274	10	70	664
Future Vol, veh/h	15	109	274	10	70	664
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	18	131	330	12	84	800

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1304	336	0	0	342	0
Stage 1	336	-	-	-	-	-
Stage 2	968	-	-	-	-	-
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	174	699	-	-	1200	-
Stage 1	717	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	699	-	-	1200	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1200	-
HCM Lane V/C Ratio	-	-	0.299	0.07	-
HCM Control Delay (s)	-	-	15.3	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	114	311	30	97	721
Future Vol, veh/h	10	114	311	30	97	721
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	12	139	379	37	118	879

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1513	398	0	0	416	0
Stage 1	398	-	-	-	-	-
Stage 2	1115	-	-	-	-	-
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	130	645	-	-	1127	-
Stage 1	672	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	645	-	-	1127	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	277	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	116	645	1127	-
HCM Lane V/C Ratio	-	-	0.105	0.216	0.105	-
HCM Control Delay (s)	-	-	39.6	12.1	8.6	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.8	0.4	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	397	5	5	139	13
Future Vol, veh/h	20	397	5	5	139	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	432	5	5	151	14
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.9	8.4	9.7
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	91%	0%	100%	0%
Vol Thru, %	0%	5%	0%	100%
Vol Right, %	9%	95%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	417	5	5
LT Vol	139	0	5	0
Through Vol	0	20	0	5
RT Vol	13	397	0	0
Lane Flow Rate	165	453	5	5
Geometry Grp	2	5	7	7
Degree of Util (X)	0.233	0.5	0.009	0.008
Departure Headway (Hd)	5.071	3.974	5.874	5.369
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	911	610	667
Service Time	3.109	1.99	3.607	3.102
HCM Lane V/C Ratio	0.233	0.497	0.008	0.007
HCM Control Delay	9.7	10.9	8.7	8.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	2.9	0	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	33	0	20	10	0
Future Vol, veh/h	66	33	0	20	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	72	36	0	22	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	112	54
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.175	-	6.675	6.975
Critical Hdwy Stg 1	-	-	-	-	5.875	-
Critical Hdwy Stg 2	-	-	-	-	5.475	-
Follow-up Hdwy	-	-	2.2475	-	3.5475	3.3475
Pot Cap-1 Maneuver	-	-	1461	-	871	993
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1461	-	871	993
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	-	1461	-
HCM Lane V/C Ratio	0.012	-	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-

2026 With Project Conditions

PM Peak Hour

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	23	0	0	30	0	0	0	0	435	1	10
Future Vol, veh/h	0	23	0	0	30	0	0	0	0	435	1	10
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	-	-	16974	-	-	0	-
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	26	0	0	33	0	0	0	0	483	1	11

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	973	6	980	978	-			0	0	0
Stage 1	-	973	-	0	0	-			-	-	-
Stage 2	-	0	-	980	978	-			-	-	-
Critical Hdwy	-	6.6	7	7.6	6.6	-			4.2	-	-
Critical Hdwy Stg 1	-	5.6	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	6.6	5.6	-			-	-	-
Follow-up Hdwy	-	4.05	3.35	3.55	4.05	-			2.25	-	-
Pot Cap-1 Maneuver	0	246	1065	200	244	0			-	-	-
Stage 1	0	322	-	-	-	0			-	-	-
Stage 2	0	-	-	262	320	0			-	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	246	1065	184	244	-			-	-	-
Mov Cap-2 Maneuver	-	246	-	184	244	-			-	-	-
Stage 1	-	322	-	-	-	-			-	-	-
Stage 2	-	-	-	241	320	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	21.3	22.1	
HCM LOS	C	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	246	244	-	-	-
HCM Lane V/C Ratio	0.104	0.137	-	-	-
HCM Control Delay (s)	21.3	22.1	-	-	-
HCM Lane LOS	C	C	-	-	-
HCM 95th %tile Q(veh)	0.3	0.5	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	413	0	0	30	542	0	0	0	0	0	0
Future Vol, veh/h	45	413	0	0	30	542	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	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
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	62	566	0	0	41	742	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	392	0	-	-	0	0	0	0	0
Stage 1	0	0	-	-	0	-	-	-	-
Stage 2	392	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	562	-	0	0	-	-	-	-	-
Stage 1	-	-	0	0	-	-	-	-	-
Stage 2	627	-	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	627	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s			0
HCM LOS	-	-	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	0	25	1	0	29	12	574	1	12	420	48
Future Vol, veh/h	64	0	25	1	0	29	12	574	1	12	420	48
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	0	-	-	-	-	0	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	67	0	26	1	0	31	13	604	1	13	442	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	822	1125	247	878	1150	303	493	0	0	605	0	0
Stage 1	494	494	-	631	631	-	-	-	-	-	-	-
Stage 2	328	631	-	247	519	-	-	-	-	-	-	-
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	261	199	744	237	192	684	1046	-	-	949	-	-
Stage 1	518	537	-	428	465	-	-	-	-	-	-	-
Stage 2	651	465	-	726	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	194	744	224	187	684	1046	-	-	949	-	-
Mov Cap-2 Maneuver	244	194	-	224	187	-	-	-	-	-	-	-
Stage 1	512	529	-	423	459	-	-	-	-	-	-	-
Stage 2	614	459	-	691	516	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	10.9	0.2	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	244	744	224	684	949	-	-
HCM Lane V/C Ratio	0.012	-	-	0.276	0.035	0.005	0.045	0.013	-	-
HCM Control Delay (s)	8.5	-	-	25.3	10	21.1	10.5	8.8	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.1	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	21	1	0	29	10	685	1	12	468	23
Future Vol, veh/h	30	0	21	1	0	29	10	685	1	12	468	23
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	-	-	-	-	-	0	125	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	31	0	22	1	0	30	10	706	1	12	482	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	891	1245	253	992	1257	354	506	0	0	707	0	0
Stage 1	518	518	-	727	727	-	-	-	-	-	-	-
Stage 2	373	727	-	265	530	-	-	-	-	-	-	-
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	232	169	737	196	166	634	1034	-	-	868	-	-
Stage 1	501	524	-	375	420	-	-	-	-	-	-	-
Stage 2	612	420	-	709	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	217	165	737	187	162	634	1034	-	-	868	-	-
Mov Cap-2 Maneuver	217	165	-	187	162	-	-	-	-	-	-	-
Stage 1	496	517	-	371	416	-	-	-	-	-	-	-
Stage 2	578	416	-	679	510	-	-	-	-	-	-	-

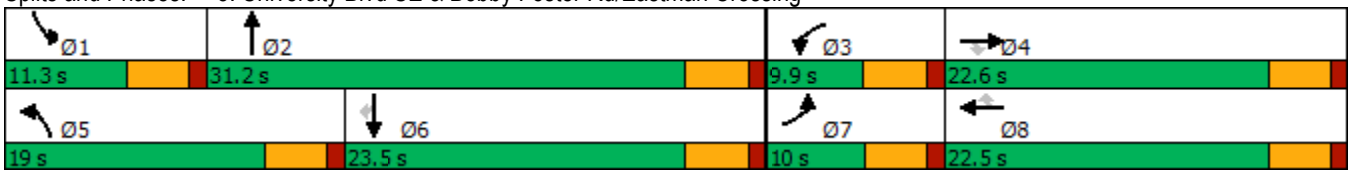
Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	11.4	0.1	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1034	-	-	306	187	634	868	-	-
HCM Lane V/C Ratio	0.01	-	-	0.172	0.006	0.047	0.014	-	-
HCM Control Delay (s)	8.5	-	-	19.2	24.4	11	9.2	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	78	118	25	146	156	271	495	2	126	357	103
Future Volume (vph)	83	78	118	25	146	156	271	495	2	126	357	103
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850			0.850		0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	3536	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	3536	0	3433	3539	1583
Satd. Flow (RTOR)			218			218		1				218
Adj. Flow (vph)	89	84	127	27	157	168	291	532	2	135	384	111
Lane Group Flow (vph)	89	84	127	27	157	168	291	534	0	135	384	111
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	10.0	22.6	22.6	9.9	22.5	22.5	19.0	31.2		11.3	23.5	23.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	5.7	12.2	12.2	5.6	8.2	8.2	13.6	21.7		6.8	11.9	11.9
Actuated g/C Ratio	0.10	0.22	0.22	0.10	0.15	0.15	0.25	0.39		0.12	0.22	0.22
v/c Ratio	0.49	0.11	0.24	0.15	0.30	0.40	0.67	0.38		0.32	0.50	0.22
Control Delay	38.4	20.7	1.7	28.8	24.8	5.0	30.7	15.1		27.6	22.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	38.4	20.7	1.7	28.8	24.8	5.0	30.7	15.1		27.6	22.6	1.0
LOS	D	C	A	C	C	A	C	B		C	C	A
Approach Delay		17.9			15.7			20.6			19.9	
Approach LOS		B			B			C			B	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 55.1	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	82	635	34	97	529
Future Vol, veh/h	15	82	635	34	97	529
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	15	85	655	35	100	545

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1418	673	0	0	690	0
Stage 1	673	-	-	-	-	-
Stage 2	745	-	-	-	-	-
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	149	450	-	-	891	-
Stage 1	501	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	450	-	-	891	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	891	-
HCM Lane V/C Ratio	-	-	0.305	0.112	-
HCM Control Delay (s)	-	-	20.7	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.4	-

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	130	695	36	124	602
Future Vol, veh/h	15	130	695	36	124	602
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	19	163	869	45	155	753

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1955	892	0	0	914	0
Stage 1	892	-	-	-	-	-
Stage 2	1063	-	-	-	-	-
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	69	336	-	-	734	-
Stage 1	395	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	336	-	-	734	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.5	0	1.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	54	336	734	-
HCM Lane V/C Ratio	-	-	0.347	0.484	0.211	-
HCM Control Delay (s)	-	-	103.6	25.4	11.2	-
HCM Lane LOS	-	-	F	D	B	-
HCM 95th %tile Q(veh)	-	-	1.2	2.5	0.8	-

Intersection	
Intersection Delay, s/veh	31.6
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	400	10	20	552	0
Future Vol, veh/h	13	400	10	20	552	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	14	435	11	22	600	0
Number of Lanes	1	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	18.6	10.4	42.4
HCM LOS	C	B	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	100%	0%
Vol Thru, %	0%	3%	0%	100%
Vol Right, %	0%	97%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	552	413	10	20
LT Vol	552	0	10	0
Through Vol	0	13	0	20
RT Vol	0	400	0	0
Lane Flow Rate	600	449	11	22
Geometry Grp	2	5	7	7
Degree of Util (X)	0.923	0.667	0.023	0.043
Departure Headway (Hd)	5.538	5.352	7.653	7.14
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	673	465	498
Service Time	3.572	3.408	5.439	4.926
HCM Lane V/C Ratio	0.917	0.667	0.024	0.044
HCM Control Delay	42.4	18.6	10.6	10.3
HCM Lane LOS	E	C	B	B
HCM 95th-tile Q	12.2	5.1	0.1	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	13	0	60	30	0
Future Vol, veh/h	26	13	0	60	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	28	14	0	65	33	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	100	21
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.175	-	6.675	6.975
Critical Hdwy Stg 1	-	-	-	-	5.875	-
Critical Hdwy Stg 2	-	-	-	-	5.475	-
Follow-up Hdwy	-	-	2.2475	-	3.5475	3.3475
Pot Cap-1 Maneuver	-	-	1546	-	885	1043
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1546	-	885	1043
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	885	-	-	-	1546	-
HCM Lane V/C Ratio	0.037	-	-	-	-	-
HCM Control Delay (s)	9.2	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-

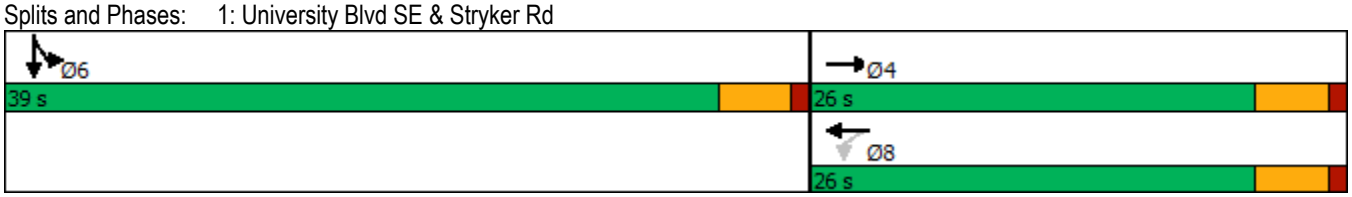
Buildout With Project Conditions

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	51	0	0	0	0	0	0	66	349	0
Future Volume (vph)	0	0	51	0	0	0	0	0	0	66	349	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	0	0	1863	0	0	0	0	0	3511	0
Flt Permitted											0.992	
Satd. Flow (perm)	0	1611	0	0	1863	0	0	0	0	0	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		435										
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		518			474			764			758	
Travel Time (s)		10.1			9.2			14.9			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	0	0	0	0	0	0	451	0
Turn Type		NA								Split	NA	
Protected Phases		4			8					6	6	
Permitted Phases				8								
Total Split (s)		26.0		26.0	26.0					39.0	39.0	
Total Lost Time (s)		4.5			4.5						4.5	
Act Effct Green (s)		5.6									25.3	
Actuated g/C Ratio		0.19									0.84	
v/c Ratio		0.08									0.15	
Control Delay		0.3									2.1	
Queue Delay		0.0									0.0	
Total Delay		0.3									2.1	
LOS		A									A	
Approach Delay		0.3									2.1	
Approach LOS		A									A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 30.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 1.9		Intersection LOS: A	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: University Blvd SE & Stryker Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	46	0	0	0	113	0	1200	120	0	0	0
Future Volume (vph)	0	46	0	0	0	113	0	1200	120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1611	0	0	3490	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1611	0	0	3490	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45			28				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		474			880			736			768	
Travel Time (s)		9.2			17.1			14.3			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	123	0	0	1434	0	0	0	0
Turn Type		NA			NA			NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	22.6	22.6			22.6		37.4	37.4				
Total Lost Time (s)		4.5			4.5			4.5				
Act Effct Green (s)		8.1			8.1			34.0				
Actuated g/C Ratio		0.17			0.17			0.72				
v/c Ratio		0.16			0.39			0.57				
Control Delay		18.8			16.7			6.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.8			16.7			6.0				
LOS		B			B			A				
Approach Delay		18.8			16.7			6.0				
Approach LOS		B			B			A				

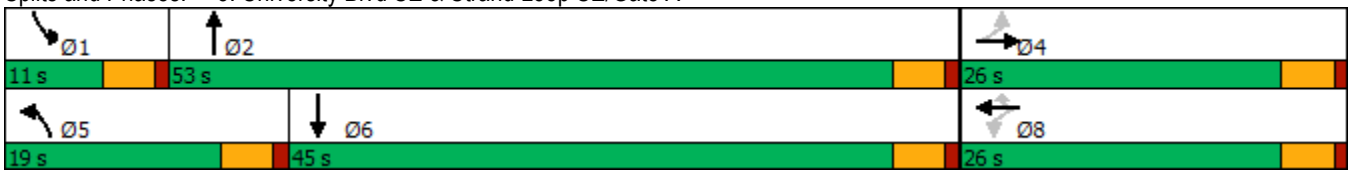
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 47.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: University Blvd SE & Stryker Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	0	136	3	0	7	109	1109	13	20	261	10
Future Volume (vph)	132	0	136	3	0	7	109	1109	13	20	261	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	115		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			80			80		
Satd. Flow (prot)	1770	1583	0	0	1770	1583	1770	3532	0	1770	3518	0
Flt Permitted	0.756				0.663		0.950			0.950		
Satd. Flow (perm)	1408	1583	0	0	1235	1583	1770	3532	0	1770	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		605				127		2			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		485			304			432			470	
Travel Time (s)		11.0			6.9			8.4			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	148	0	0	3	8	118	1219	0	22	295	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Total Split (s)	26.0	26.0		26.0	26.0	26.0	19.0	53.0		11.0	45.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Act Effct Green (s)	12.3	12.3			12.3	12.3	10.0	31.2		6.6	22.4	
Actuated g/C Ratio	0.22	0.22			0.22	0.22	0.18	0.55		0.12	0.40	
v/c Ratio	0.47	0.18			0.01	0.02	0.38	0.63		0.11	0.21	
Control Delay	28.5	0.5			23.7	0.1	29.4	11.8		33.1	13.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.5	0.5			23.7	0.1	29.4	11.8		33.1	13.1	
LOS	C	A			C	A	C	B		C	B	
Approach Delay		14.3			6.6			13.3			14.5	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 56.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

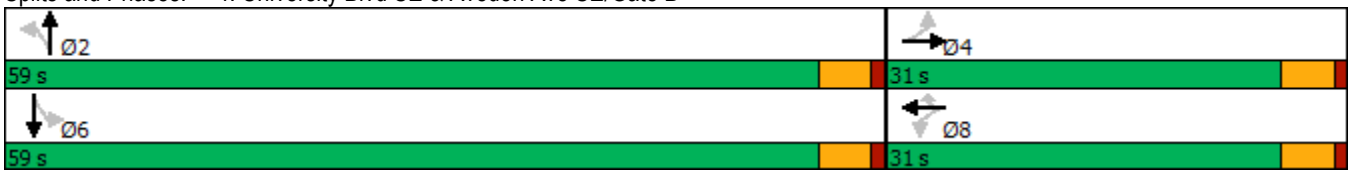
Splits and Phases: 3: University Blvd SE & Strand Loop SE/Gate A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	0	78	3	0	7	73	1300	13	20	284	11
Future Volume (vph)	132	0	78	3	0	7	73	1300	13	20	284	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	115		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			80			25		
Satd. Flow (prot)	0	1717	0	0	1770	1583	1770	3536	0	1770	3518	0
Flt Permitted		0.808			0.635		0.557			0.126		
Satd. Flow (perm)	0	1430	0	0	1183	1583	1038	3536	0	235	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				18		2			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		260			279			470			1252	
Travel Time (s)		5.9			6.3			9.2			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	3	8	79	1427	0	22	321	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	31.0	31.0		31.0	31.0	31.0	59.0	59.0		59.0	59.0	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Act Effct Green (s)		14.7			14.7	14.7	38.3	38.3		38.3	38.3	
Actuated g/C Ratio		0.24			0.24	0.24	0.61	0.61		0.61	0.61	
v/c Ratio		0.63			0.01	0.02	0.12	0.66		0.15	0.15	
Control Delay		27.7			21.3	5.6	6.6	10.2		9.5	5.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.7			21.3	5.6	6.6	10.2		9.5	5.7	
LOS		C			C	A	A	B		A	A	
Approach Delay		27.7			9.9			10.0			6.0	
Approach LOS		C			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 62.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

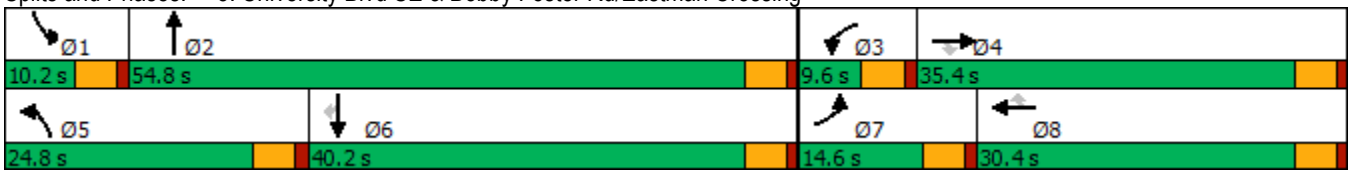
Splits and Phases: 4: University Blvd SE & Avedon Ave SE/Gate B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	909	89	106	292	103	169	1340	129	139	129	19
Future Volume (vph)	155	909	89	106	292	103	169	1340	129	139	129	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		300	200		200	325		0	325		325
Storage Lanes	2		1	2		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3493	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3493	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			193		12				193
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		1786			774			1252			1357	
Travel Time (s)		30.4			15.1			24.4			26.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	988	97	115	317	112	184	1597	0	151	140	21
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	14.6	35.4	35.4	9.6	30.4	30.4	24.8	54.8		10.2	40.2	40.2
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	9.5	30.9	30.9	5.1	26.5	26.5	16.1	50.3		5.7	39.9	39.9
Actuated g/C Ratio	0.09	0.28	0.28	0.05	0.24	0.24	0.15	0.46		0.05	0.36	0.36
v/c Ratio	0.57	0.99	0.18	0.72	0.37	0.21	0.71	1.00		0.85	0.11	0.03
Control Delay	56.0	67.2	1.9	77.1	36.5	0.9	59.4	51.7		90.1	24.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.0	67.2	1.9	77.1	36.5	0.9	59.4	51.7		90.1	24.7	0.1
LOS	E	E	A	E	D	A	E	D		F	C	A
Approach Delay		60.6			37.8			52.5			54.7	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

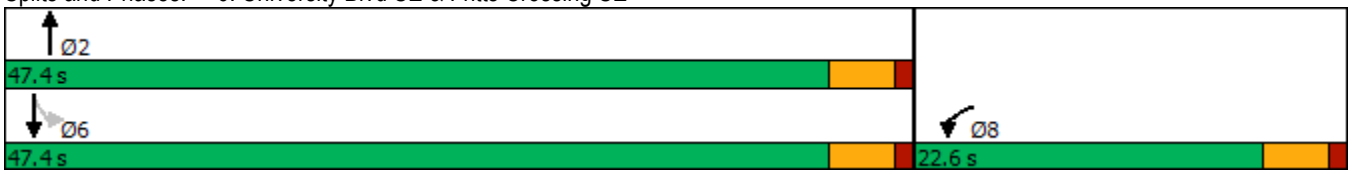
Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	99	1347	429	48	380
Future Volume (vph)	35	99	1347	429	48	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	120	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1655	0	3412	0	1770	3539
Flt Permitted	0.987				0.085	
Satd. Flow (perm)	1655	0	3412	0	158	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	44		113			
Link Speed (mph)	25		35			35
Link Distance (ft)	832		739			284
Travel Time (s)	22.7		14.4			5.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	1930	0	52	413
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Total Split (s)	22.6		47.4		47.4	47.4
Total Lost Time (s)	4.5		4.5		4.5	4.5
Act Effct Green (s)	9.6		48.7		48.7	48.7
Actuated g/C Ratio	0.15		0.77		0.77	0.77
v/c Ratio	0.51		0.73		0.43	0.15
Control Delay	25.3		8.2		21.3	3.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	25.3		8.2		21.3	3.3
LOS	C		A		C	A
Approach Delay	25.3		8.2			5.4
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 8.7		Intersection LOS: A	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: University Blvd SE & Fritts Crossing SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	100	70	400	99	443	88	727	650	934	143	210
Future Volume (vph)	100	100	70	400	99	443	88	727	650	934	143	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	350		0	180		500	600		0
Storage Lanes	1		0	2		1	1		1	2		0
Taper Length (ft)	25			25			25			120		
Satd. Flow (prot)	1770	1747	0	3433	1863	1583	1770	3539	1583	3433	3224	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1747	0	3433	1863	1583	1770	3539	1583	3433	3224	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				482			336		228	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		276			576			790			926	
Travel Time (s)		5.4			11.2			15.4			18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	185	0	435	108	482	96	790	707	1015	383	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Total Split (s)	15.3	22.5		20.0	27.2	27.2	17.6	38.1	38.1	39.4	59.9	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	10.2	14.9		15.5	20.2	20.2	10.9	33.6	33.6	34.9	57.6	
Actuated g/C Ratio	0.09	0.13		0.13	0.17	0.17	0.09	0.29	0.29	0.30	0.49	
v/c Ratio	0.71	0.76		0.96	0.34	0.72	0.58	0.78	1.02	0.99	0.22	
Control Delay	77.0	62.2		83.7	45.7	10.5	65.5	44.9	61.6	67.5	7.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	77.0	62.2		83.7	45.7	10.5	65.5	44.9	61.6	67.5	7.5	
LOS	E	E		F	D	B	E	D	E	E	A	
Approach Delay		67.7			45.3			53.5			51.0	
Approach LOS		E			D			D			D	

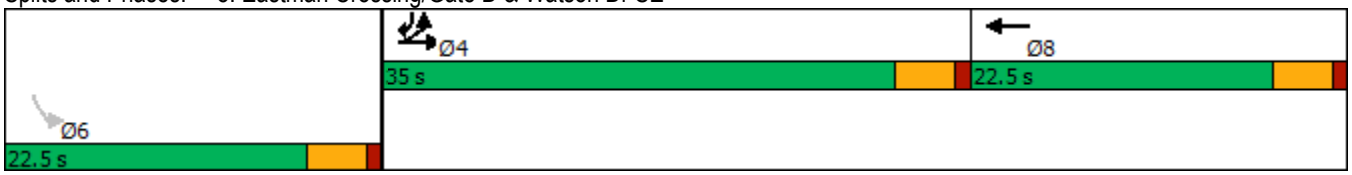
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 117			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 51.7		Intersection LOS: D	
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: University Blvd SE & Crick Ave SE

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	850	33	10	0	0	350
Future Volume (vph)	850	33	10	0	0	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1692	3539	0	1863	1583
Flt Permitted	0.950	0.956				
Satd. Flow (perm)	1681	1692	3539	0	1863	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						1058
Link Speed (mph)		35	30		25	
Link Distance (ft)		411	915		1159	
Travel Time (s)		8.0	20.8		31.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	48%					
Lane Group Flow (vph)	480	480	11	0	0	380
Turn Type	Split	NA	NA		Perm	Over
Protected Phases	4	4	8			4
Permitted Phases					6	
Total Split (s)	35.0	35.0	22.5		22.5	35.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Act Effct Green (s)	20.3	20.3	6.0			20.3
Actuated g/C Ratio	0.55	0.55	0.16			0.55
v/c Ratio	0.52	0.52	0.02			0.28
Control Delay	8.0	8.0	18.5			0.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	8.0	8.0	18.5			0.5
LOS	A	A	B			A
Approach Delay		8.0	18.5		0.5	
Approach LOS		A	B		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 37.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 34.8%		ICU Level of Service A	
Analysis Period (min) 15			

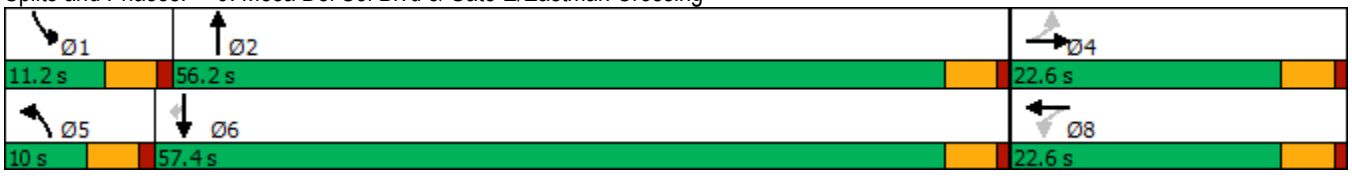
Splits and Phases: 8: Eastman Crossing/Gate D & Watson Dr SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	4	22	4	39	21	1742	188	105	675	8
Future Volume (vph)	4	1	4	22	4	39	21	1742	188	105	675	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	125		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1639	0	1770	1608	0	1770	3486	0	1770	3539	1583
Flt Permitted	0.870			0.870			0.950			0.950		
Satd. Flow (perm)	1621	1639	0	1621	1608	0	1770	3486	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			42			21				73
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		419			491			470			342	
Travel Time (s)		9.5			9.6			9.2			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	5	0	24	46	0	23	2097	0	114	734	9
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	22.6	22.6		22.6	22.6		10.0	56.2		11.2	57.4	57.4
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	6.9	6.9		6.9	6.9		5.5	56.5		6.7	65.5	65.5
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.07	0.71		0.08	0.82	0.82
v/c Ratio	0.03	0.03		0.17	0.26		0.19	0.85		0.77	0.25	0.01
Control Delay	33.0	23.6		35.9	16.4		39.0	14.6		69.2	3.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.0	23.6		35.9	16.4		39.0	14.6		69.2	3.7	0.0
LOS	C	C		D	B		D	B		E	A	A
Approach Delay		27.8			23.1			14.9			12.4	
Approach LOS		C			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 79.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Mesa Del Sol Blvd & Gate E/Eastman Crossing



Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	50	5	5	150	13
Future Vol, veh/h	20	50	5	5	150	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	54	5	5	163	14
Number of Lanes	1	0	1	1	1	0

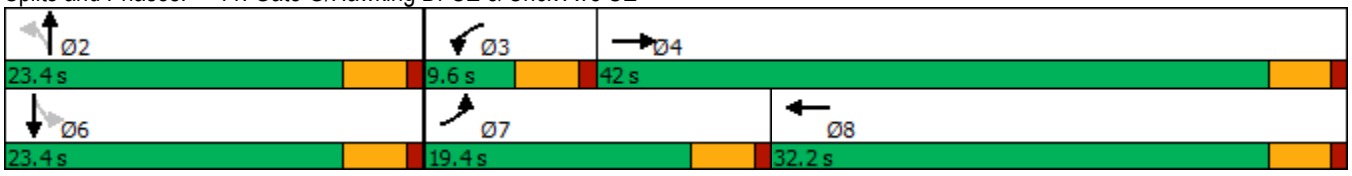
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.4	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	92%	0%	100%	0%
Vol Thru, %	0%	29%	0%	100%
Vol Right, %	8%	71%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	70	5	5
LT Vol	150	0	5	0
Through Vol	0	20	0	5
RT Vol	13	50	0	0
Lane Flow Rate	177	76	5	5
Geometry Grp	2	5	7	7
Degree of Util (X)	0.208	0.085	0.008	0.008
Departure Headway (Hd)	4.22	4.031	5.506	5.004
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	894	654	719
Service Time	2.264	2.032	3.208	2.705
HCM Lane V/C Ratio	0.209	0.085	0.008	0.007
HCM Control Delay	8.4	7.4	8.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1495	15	10	404	575	3	2	5	150	8	37
Future Volume (vph)	156	1495	15	10	404	575	3	2	5	150	8	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3536	0	1770	3228	0	1770	1663	0	1770	1635	0
Flt Permitted	0.950			0.950			0.725			0.753		
Satd. Flow (perm)	1770	3536	0	1770	3228	0	1350	1663	0	1403	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			547			5			40	
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		2075			1380			306			1115	
Travel Time (s)		40.4			26.9			7.0			21.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	1641	0	11	1064	0	3	7	0	163	49	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Total Split (s)	19.4	42.0		9.6	32.2		23.4	23.4		23.4	23.4	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	10.9	36.1		5.3	22.0		12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.18	0.61		0.09	0.37		0.21	0.21		0.21	0.21	
v/c Ratio	0.52	0.76		0.07	0.69		0.01	0.02		0.56	0.13	
Control Delay	30.3	13.6		31.5	10.5		20.7	15.2		30.7	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	13.6		31.5	10.5		20.7	15.2		30.7	10.4	
LOS	C	B		C	B		C	B		C	B	
Approach Delay		15.1			10.7			16.8			26.0	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 59.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

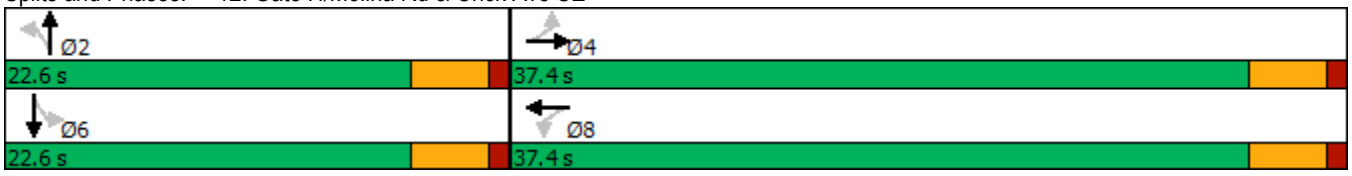
Splits and Phases: 11: Gate G/Hawking Dr SE & Crick Ave SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1550	20	13	1030	104	3	2	5	23	0	32
Future Volume (vph)	14	1550	20	13	1030	104	3	2	5	23	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3532	0	1770	3490	0	1770	1663	0	0	1681	0
Flt Permitted	0.195			0.132			0.718				0.862	
Satd. Flow (perm)	363	3532	0	246	3490	0	1337	1663	0	0	1479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			28			5			35	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1380			1210			256			1120	
Travel Time (s)		26.9			23.6			5.8			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1707	0	14	1233	0	3	7	0	0	60	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	37.4	37.4		37.4	37.4		22.6	22.6		22.6	22.6	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Act Effct Green (s)	30.3	30.3		30.3	30.3		6.6	6.6			6.6	
Actuated g/C Ratio	0.66	0.66		0.66	0.66		0.14	0.14			0.14	
v/c Ratio	0.06	0.73		0.09	0.53		0.02	0.03			0.25	
Control Delay	3.7	7.6		4.5	5.1		18.0	13.7			13.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	3.7	7.6		4.5	5.1		18.0	13.7			13.8	
LOS	A	A		A	A		B	B			B	
Approach Delay		7.6			5.1			15.0			13.8	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 46			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Gate H/Molina Rd & Crick Ave SE



Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	930	33	0	400	7	3
Future Vol, veh/h	930	33	0	400	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1011	36	0	435	8	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1047	0	1247	524
Stage 1	-	-	-	-	1029	-
Stage 2	-	-	-	-	218	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	660	-	166	498
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	660	-	166	498
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	498	-	-	660	-
HCM Lane V/C Ratio	0.046	0.007	-	-	-	-
HCM Control Delay (s)	27.7	12.3	-	-	0	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Buildout With Project Conditions

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	15	6	200	200	0	0	0	0	137	1213	137
Future Volume (vph)	0	15	6	200	200	0	0	0	0	137	1213	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1786	0	0	1818	0	0	0	0	0	3472	0
Flt Permitted					0.830						0.995	
Satd. Flow (perm)	0	1786	0	0	1546	0	0	0	0	0	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7									25	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		518			474			764			758	
Travel Time (s)		10.1			9.2			14.9			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	434	0	0	0	0	0	1616	0
Turn Type		NA		Perm	NA					Split	NA	
Protected Phases		4			8					6	6	
Permitted Phases				8								
Total Split (s)		26.0		26.0	26.0					39.0	39.0	
Total Lost Time (s)		4.5			4.5						4.5	
Act Effct Green (s)		20.1			20.1						33.0	
Actuated g/C Ratio		0.32			0.32						0.53	
v/c Ratio		0.04			0.87						0.87	
Control Delay		12.3			40.9						19.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		12.3			40.9						19.7	
LOS		B			D						B	
Approach Delay		12.3			40.9						19.7	
Approach LOS		B			D						B	

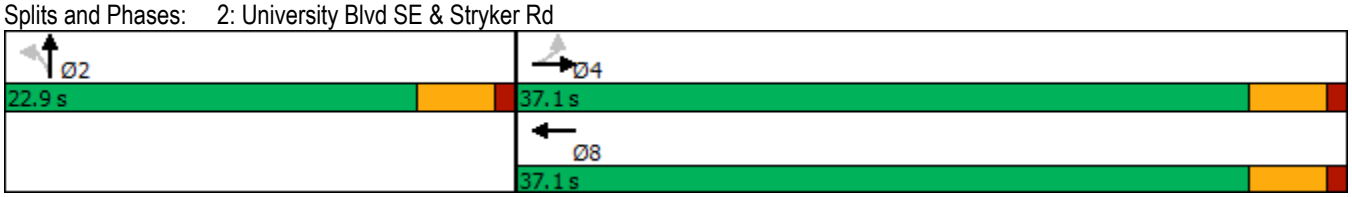
Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 62.2			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 77.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: University Blvd SE & Stryker Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	108	0	0	400	368	0	261	40	0	0	0
Future Volume (vph)	0	108	0	0	400	368	0	261	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	1742	0	0	3468	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	1742	0	0	3468	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					121			29				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		474			880			736			768	
Travel Time (s)		9.2			17.1			14.3			15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	0	0	835	0	0	327	0	0	0	0
Turn Type		NA			NA			NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Total Split (s)	37.1	37.1			37.1		22.9	22.9				
Total Lost Time (s)		4.5			4.5			4.5				
Act Effct Green (s)		25.0			25.0			9.7				
Actuated g/C Ratio		0.57			0.57			0.22				
v/c Ratio		0.11			0.80			0.42				
Control Delay		4.8			14.1			16.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		4.8			14.1			16.5				
LOS		A			B			B				
Approach Delay		4.8			14.1			16.5				
Approach LOS		A			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 44.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

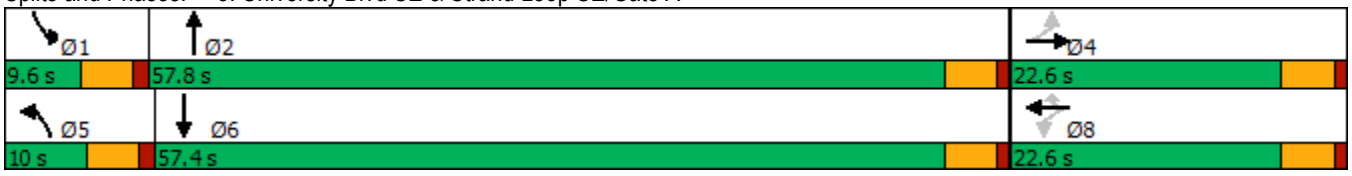
Splits and Phases: 2: University Blvd SE & Stryker Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	40	1	0	29	65	628	7	6	1563	164
Future Volume (vph)	40	0	40	1	0	29	65	628	7	6	1563	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	115		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25			25			80			80		
Satd. Flow (prot)	1770	1583	0	0	1770	1583	1770	3532	0	1770	3490	0
Flt Permitted	0.757				0.729		0.950			0.950		
Satd. Flow (perm)	1410	1583	0	0	1358	1583	1770	3532	0	1770	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		115				73		2			21	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		485			304			432			470	
Travel Time (s)		11.0			6.9			8.4			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	43	0	0	1	32	71	691	0	7	1877	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Total Split (s)	22.6	22.6		22.6	22.6	22.6	10.0	57.8		9.6	57.4	
Total Lost Time (s)	4.5	4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Act Effct Green (s)	8.1	8.1			8.1	8.1	5.9	59.6		5.4	54.1	
Actuated g/C Ratio	0.11	0.11			0.11	0.11	0.08	0.80		0.07	0.73	
v/c Ratio	0.28	0.16			0.01	0.13	0.51	0.24		0.05	0.74	
Control Delay	38.2	1.2			32.0	2.4	51.6	3.5		37.2	11.4	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	1.1	
Total Delay	38.2	1.2			32.0	2.4	51.6	3.5		37.2	12.5	
LOS	D	A			C	A	D	A		D	B	
Approach Delay		19.7			3.3			8.0			12.6	
Approach LOS		B			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 74.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

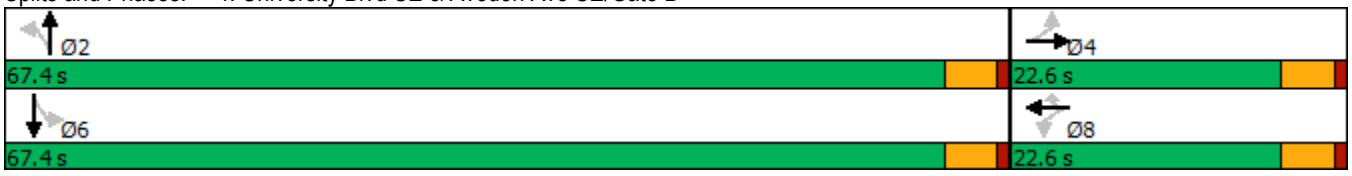
Splits and Phases: 3: University Blvd SE & Strand Loop SE/Gate A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	40	1	0	29	80	611	6	9	1682	7
Future Volume (vph)	40	0	40	1	0	29	80	611	6	9	1682	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	115		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			80			25		
Satd. Flow (prot)	0	1694	0	0	1770	1583	1770	3532	0	1770	3536	0
Flt Permitted		0.842			0.715		0.097			0.397		
Satd. Flow (perm)	0	1462	0	0	1332	1583	181	3532	0	740	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				32		3			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		260			279			470			1252	
Travel Time (s)		5.9			6.3			9.2			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	0	1	32	87	671	0	10	1836	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	22.6	22.6		22.6	22.6	22.6	67.4	67.4		67.4	67.4	
Total Lost Time (s)		4.5			4.5	4.5	4.5	4.5		4.5	4.5	
Act Effct Green (s)		8.8			8.8	8.8	71.0	71.0		71.0	71.0	
Actuated g/C Ratio		0.10			0.10	0.10	0.83	0.83		0.83	0.83	
v/c Ratio		0.48			0.01	0.17	0.58	0.23		0.02	0.63	
Control Delay		33.7			32.0	13.9	25.6	2.5		2.6	5.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		33.7			32.0	13.9	25.6	2.5		2.6	5.0	
LOS		C			C	B	C	A		A	A	
Approach Delay		33.7			14.5			5.1			5.0	
Approach LOS		C			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 85.5			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

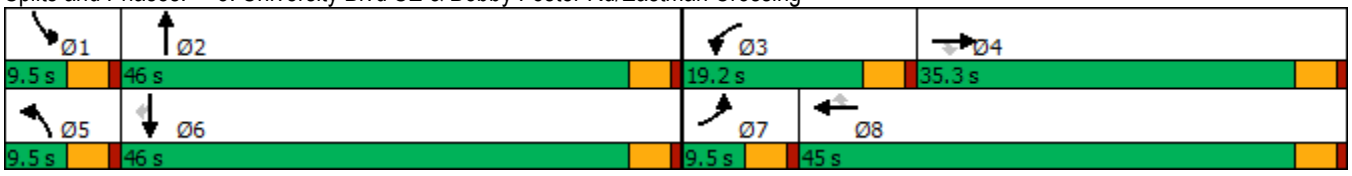
Splits and Phases: 4: University Blvd SE & Avedon Ave SE/Gate B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	737	26	393	1208	86	40	375	74	32	1207	438
Future Volume (vph)	112	737	26	393	1208	86	40	375	74	32	1207	438
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		300	200		200	325		0	325		325
Storage Lanes	2		1	2		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3451	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1770	3451	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149			104		24				159
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		1786			774			1252			1357	
Travel Time (s)		30.4			15.1			24.4			26.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	801	28	427	1313	93	43	488	0	35	1312	476
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Total Split (s)	9.5	35.3	35.3	19.2	45.0	45.0	9.5	46.0		9.5	46.0	46.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	5.0	30.8	30.8	14.7	40.6	40.6	5.0	43.4		5.0	41.6	41.6
Actuated g/C Ratio	0.05	0.28	0.28	0.14	0.38	0.38	0.05	0.40		0.05	0.38	0.38
v/c Ratio	0.77	0.79	0.05	0.91	0.99	0.14	0.52	0.35		0.22	0.96	0.67
Control Delay	81.7	43.0	0.2	72.2	56.9	4.3	74.5	22.8		54.1	50.8	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	81.7	43.0	0.2	72.2	56.9	4.3	74.5	22.8		54.1	50.8	23.9
LOS	F	D	A	E	E	A	E	C		D	D	C
Approach Delay		46.7			57.8			27.0			43.9	
Approach LOS		D			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 108.1			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 47.6		Intersection LOS: D	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

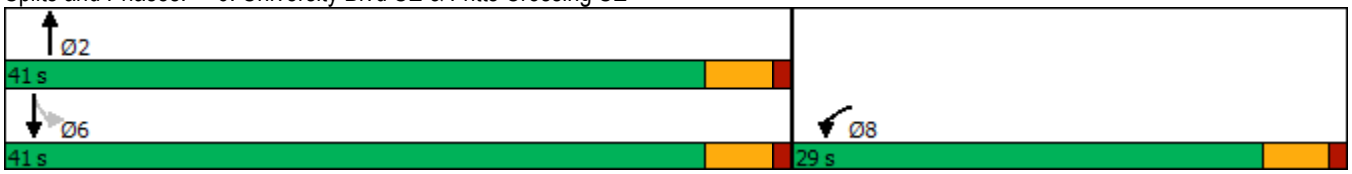
Splits and Phases: 5: University Blvd SE & Bobby Foster Rd/Eastman Crossing



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	227	321	430	22	21	1481
Future Volume (vph)	227	321	430	22	21	1481
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	120	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1681	0	3514	0	1770	3539
Flt Permitted	0.980				0.461	
Satd. Flow (perm)	1681	0	3514	0	859	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	112		11			
Link Speed (mph)	25		35			35
Link Distance (ft)	832		739			284
Travel Time (s)	22.7		14.4			5.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	596	0	491	0	23	1610
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Total Split (s)	29.0		41.0		41.0	41.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Act Effct Green (s)	23.0		34.9		34.9	34.9
Actuated g/C Ratio	0.34		0.52		0.52	0.52
v/c Ratio	0.92		0.27		0.05	0.87
Control Delay	39.4		9.4		8.7	21.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	39.4		9.4		8.7	21.3
LOS	D		A		A	C
Approach Delay	39.4		9.4			21.1
Approach LOS	D		A			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 67			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

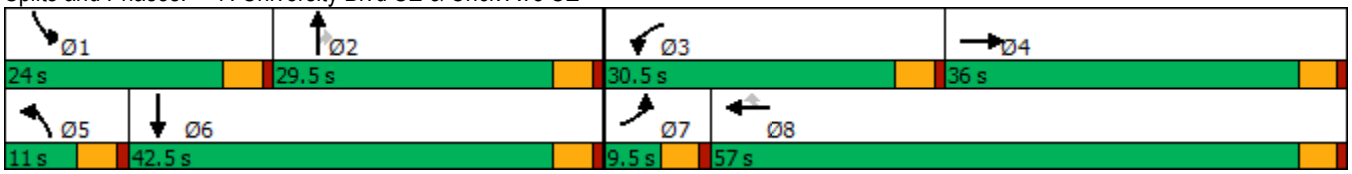
Splits and Phases: 6: University Blvd SE & Fritts Crossing SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	183	25	477	400	855	67	384	480	469	852	44
Future Volume (vph)	25	183	25	477	400	855	67	384	480	469	852	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	350		0	180		500	600		0
Storage Lanes	1		0	2		1	1		1	2		0
Taper Length (ft)	25			25			25			120		
Satd. Flow (prot)	1770	1829	0	3433	1863	1583	1770	3539	1583	3433	3514	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1829	0	3433	1863	1583	1770	3539	1583	3433	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				458			522		5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		276			576			790			926	
Travel Time (s)		5.4			11.2			15.4			18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	226	0	518	435	929	73	417	522	510	974	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			
Total Split (s)	9.5	36.0		30.5	57.0	57.0	11.0	29.5	29.5	24.0	42.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	5.1	29.9		21.7	50.9	50.9	6.6	22.7	22.7	19.0	35.1	
Actuated g/C Ratio	0.05	0.27		0.19	0.46	0.46	0.06	0.20	0.20	0.17	0.31	
v/c Ratio	0.34	0.46		0.78	0.51	0.96	0.70	0.58	0.71	0.87	0.88	
Control Delay	67.2	37.8		52.0	25.4	36.5	88.8	44.6	9.4	63.1	46.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.2	37.8		52.0	25.4	36.5	88.8	44.6	9.4	63.1	46.8	
LOS	E	D		D	C	D	F	D	A	E	D	
Approach Delay		40.9			38.2			29.7			52.4	
Approach LOS		D			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

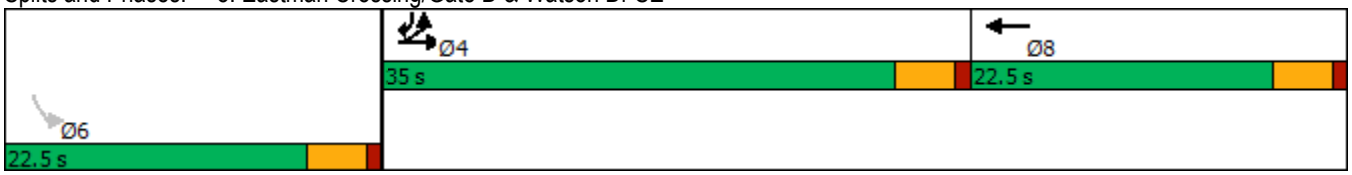
Splits and Phases: 7: University Blvd SE & Crick Ave SE



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	523	4	25	5	9	975
Future Volume (vph)	523	4	25	5	9	975
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1686	3458	0	1770	1583
Flt Permitted	0.950	0.953			0.950	
Satd. Flow (perm)	1681	1686	3458	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			5			1014
Link Speed (mph)		35	30		25	
Link Distance (ft)		433	915		1159	
Travel Time (s)		8.4	20.8		31.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	50%					
Lane Group Flow (vph)	284	288	32	0	10	1060
Turn Type	Split	NA	NA		Perm	Over
Protected Phases	4	4	8			4
Permitted Phases					6	
Total Split (s)	35.0	35.0	22.5		22.5	35.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5
Act Effct Green (s)	22.5	22.5	6.4		6.3	22.5
Actuated g/C Ratio	0.54	0.54	0.15		0.15	0.54
v/c Ratio	0.32	0.32	0.06		0.04	0.80
Control Delay	7.2	7.2	19.3		21.9	7.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	7.2	7.2	19.3		21.9	7.2
LOS	A	A	B		C	A
Approach Delay		7.2	19.3		7.4	
Approach LOS		A	B		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 41.9			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

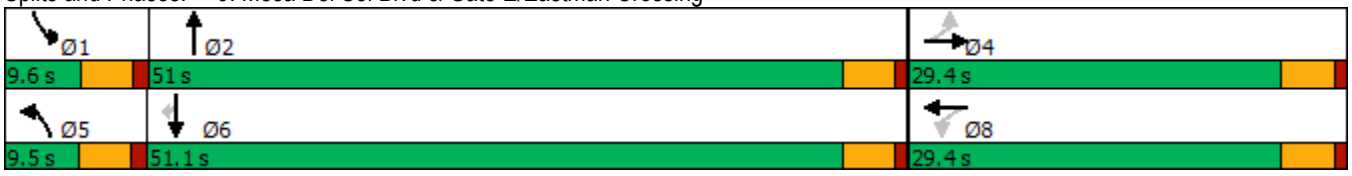
Splits and Phases: 8: Eastman Crossing/Gate D & Watson Dr SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	4	13	340	3	85	5	1053	200	25	1588	5
Future Volume (vph)	13	4	13	340	3	85	5	1053	200	25	1588	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	125		0	200		0	200		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1645	0	1770	1593	0	1770	3454	0	1770	3539	1583
Flt Permitted	0.695			0.746			0.950			0.950		
Satd. Flow (perm)	1295	1645	0	1390	1593	0	1770	3454	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			92			36				73
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		419			491			470			342	
Travel Time (s)		9.5			9.6			9.2			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	18	0	370	95	0	5	1362	0	27	1726	5
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Total Split (s)	29.4	29.4		29.4	29.4		9.5	51.0		9.6	51.1	51.1
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	24.8	24.8		24.8	24.8		5.0	45.6		5.1	47.4	47.4
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.06	0.55		0.06	0.57	0.57
v/c Ratio	0.04	0.04		0.89	0.18		0.05	0.71		0.25	0.85	0.01
Control Delay	23.5	13.6		55.5	7.0		40.8	16.7		45.4	21.0	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.5	13.6		55.5	7.0		40.8	16.7		45.4	21.0	0.0
LOS	C	B		E	A		D	B		D	C	A
Approach Delay		18.0			45.6			16.8			21.4	
Approach LOS		B			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 83			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 9: Mesa Del Sol Blvd & Gate E/Eastman Crossing



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	10	20	322	0
Future Vol, veh/h	13	0	10	20	322	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	11	22	350	0
Number of Lanes	1	0	1	1	1	0

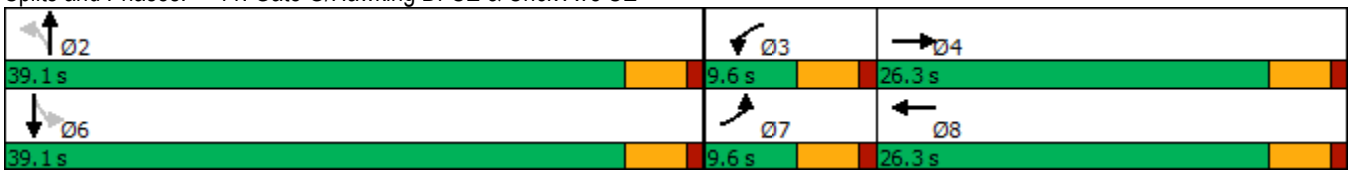
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8	8.4	10.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	13	10	20
LT Vol	322	0	10	0
Through Vol	0	13	0	20
RT Vol	0	0	0	0
Lane Flow Rate	350	14	11	22
Geometry Grp	2	5	7	7
Degree of Util (X)	0.41	0.019	0.018	0.032
Departure Headway (Hd)	4.214	4.897	5.867	5.363
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	851	735	614	672
Service Time	2.266	2.899	3.567	3.063
HCM Lane V/C Ratio	0.411	0.019	0.018	0.033
HCM Control Delay	10.2	8	8.7	8.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2	0.1	0.1	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	900	8	2	576	30	20	3	7	243	3	750
Future Volume (vph)	51	900	8	2	576	30	20	3	7	243	3	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3536	0	1770	3511	0	1770	1660	0	1770	1585	0
Flt Permitted	0.950			0.950			0.123			0.750		
Satd. Flow (perm)	1770	3536	0	1770	3511	0	229	1660	0	1397	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7			8			256	
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		2075			1380			306			1115	
Travel Time (s)		40.4			26.9			7.0			21.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	987	0	2	659	0	22	11	0	264	818	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Total Split (s)	9.6	26.3		9.6	26.3		39.1	39.1		39.1	39.1	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	5.2	24.9		5.2	21.4		32.5	32.5		32.5	32.5	
Actuated g/C Ratio	0.08	0.36		0.08	0.31		0.48	0.48		0.48	0.48	
v/c Ratio	0.41	0.76		0.01	0.60		0.20	0.01		0.40	0.92	
Control Delay	42.7	25.8		33.0	23.8		17.7	7.4		14.6	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.7	25.8		33.0	23.8		17.7	7.4		14.6	30.5	
LOS	D	C		C	C		B	A		B	C	
Approach Delay		26.7			23.8			14.3			26.6	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 68.3			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

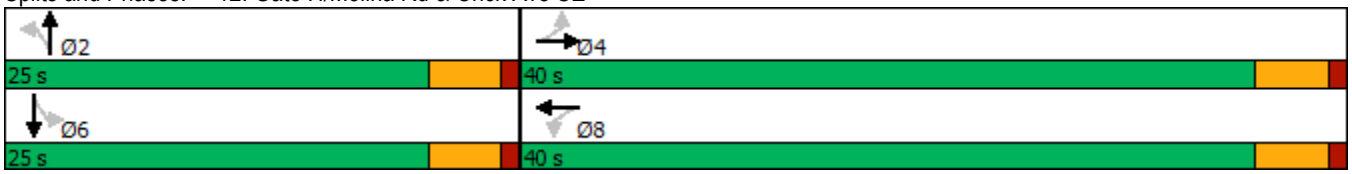
Splits and Phases: 11: Gate G/Hawking Dr SE & Crick Ave SE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	1190	8	3	301	15	20	3	7	15	2	114
Future Volume (vph)	109	1190	8	3	301	15	20	3	7	15	2	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3536	0	1770	3514	0	1770	1660	0	0	1633	0
Flt Permitted	0.546			0.165			0.827				0.962	
Satd. Flow (perm)	1017	3536	0	307	3514	0	1540	1660	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			12			8			124	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		1380			1210			256			1120	
Travel Time (s)		26.9			23.6			5.8			30.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1302	0	3	343	0	22	11	0	0	142	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Total Split (s)	40.0	40.0		40.0	40.0		25.0	25.0		25.0	25.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Act Effct Green (s)	24.3	24.3		24.3	24.3		7.0	7.0			7.0	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.17	0.17			0.17	
v/c Ratio	0.19	0.62		0.02	0.16		0.08	0.04			0.38	
Control Delay	4.5	6.5		3.7	3.6		18.1	12.8			9.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	4.5	6.5		3.7	3.6		18.1	12.8			9.2	
LOS	A	A		A	A		B	B			A	
Approach Delay		6.4			3.6			16.3			9.2	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 40.7			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 6.2		Intersection LOS: A	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: Gate H/Molina Rd & Crick Ave SE



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	625	13	0	1050	20	10
Future Vol, veh/h	625	13	0	1050	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	679	14	0	1141	22	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	693	0	1257	347
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	898	-	163	649
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	163	649
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	529	-

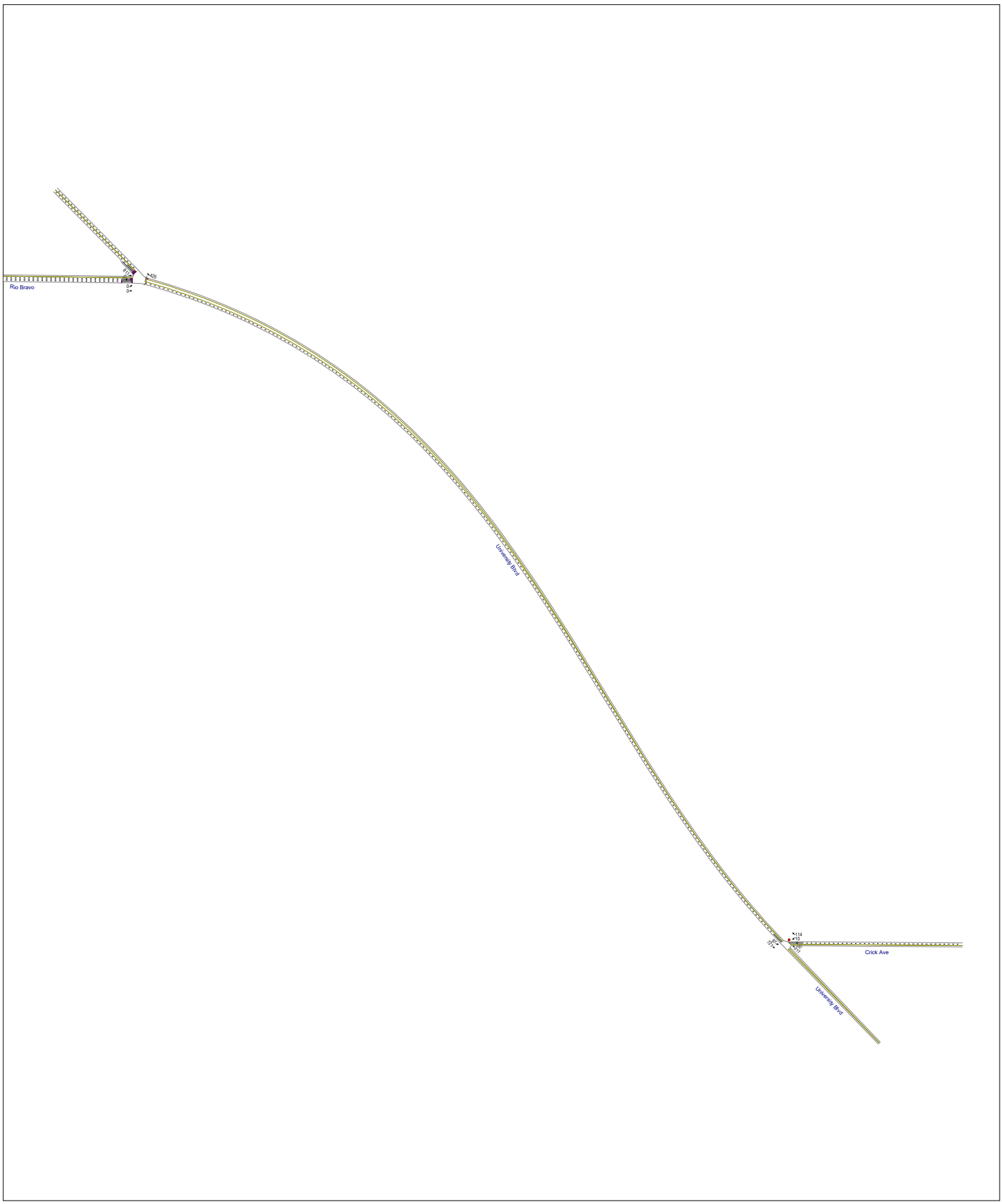
Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	163	649	-	-	898	-
HCM Lane V/C Ratio	0.133	0.017	-	-	-	-
HCM Control Delay (s)	30.5	10.6	-	-	0	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

TRAFFIC ANALYSIS DETAIL

Synchro Arterial LOS on University Blvd North of Crick Ave

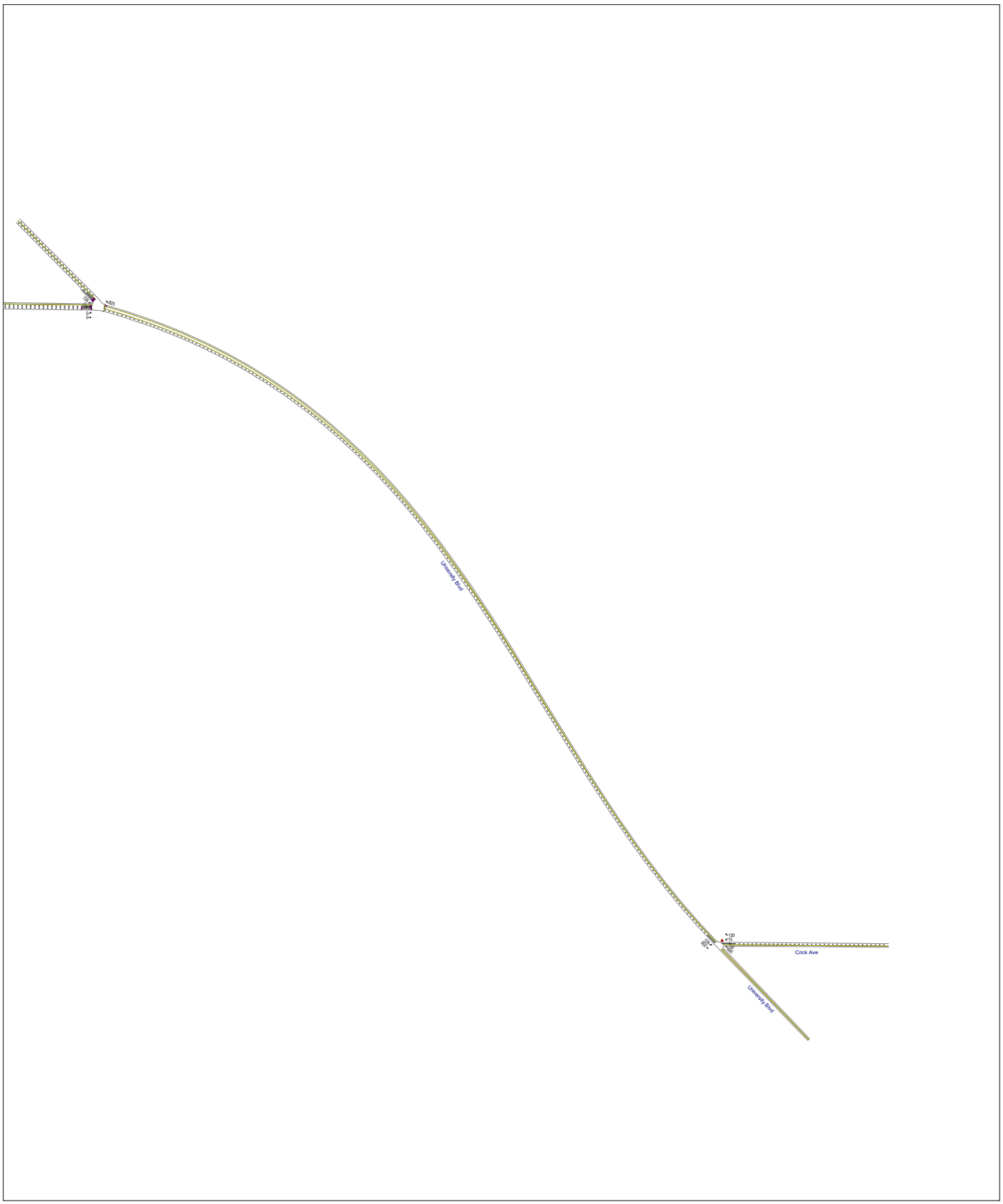
AM Implementation Year



Arterial Level of Service: WB University Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	31	219.1	0.9	220.0	1.86	30.4	A
Total	III		219.1	0.9	220.0	1.86	30.4	A

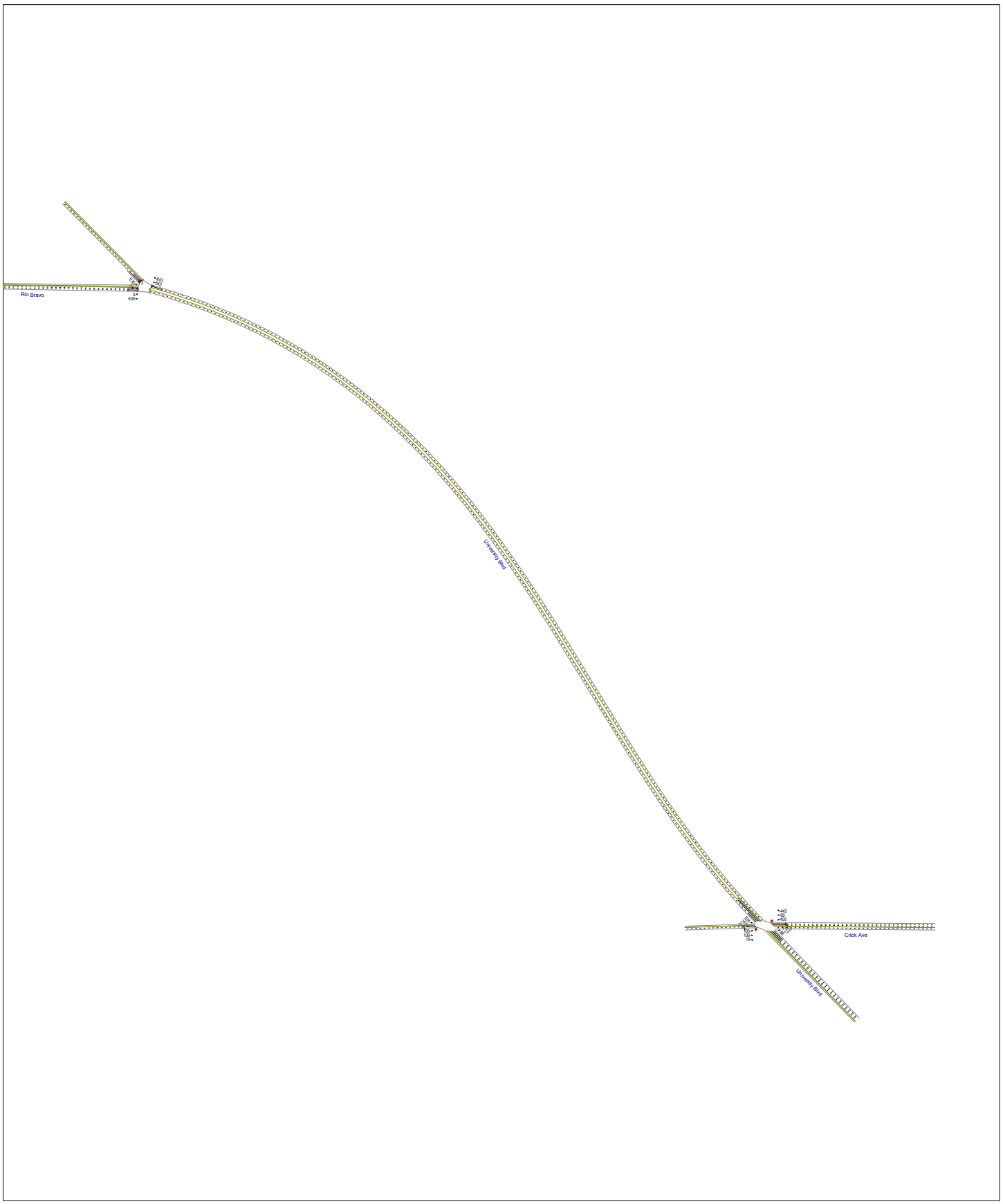
PM Implementation Year



Arterial Level of Service: WB University Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	31	219.1	5.6	224.7	1.86	29.8	B
Total	III		219.1	5.6	224.7	1.86	29.8	B

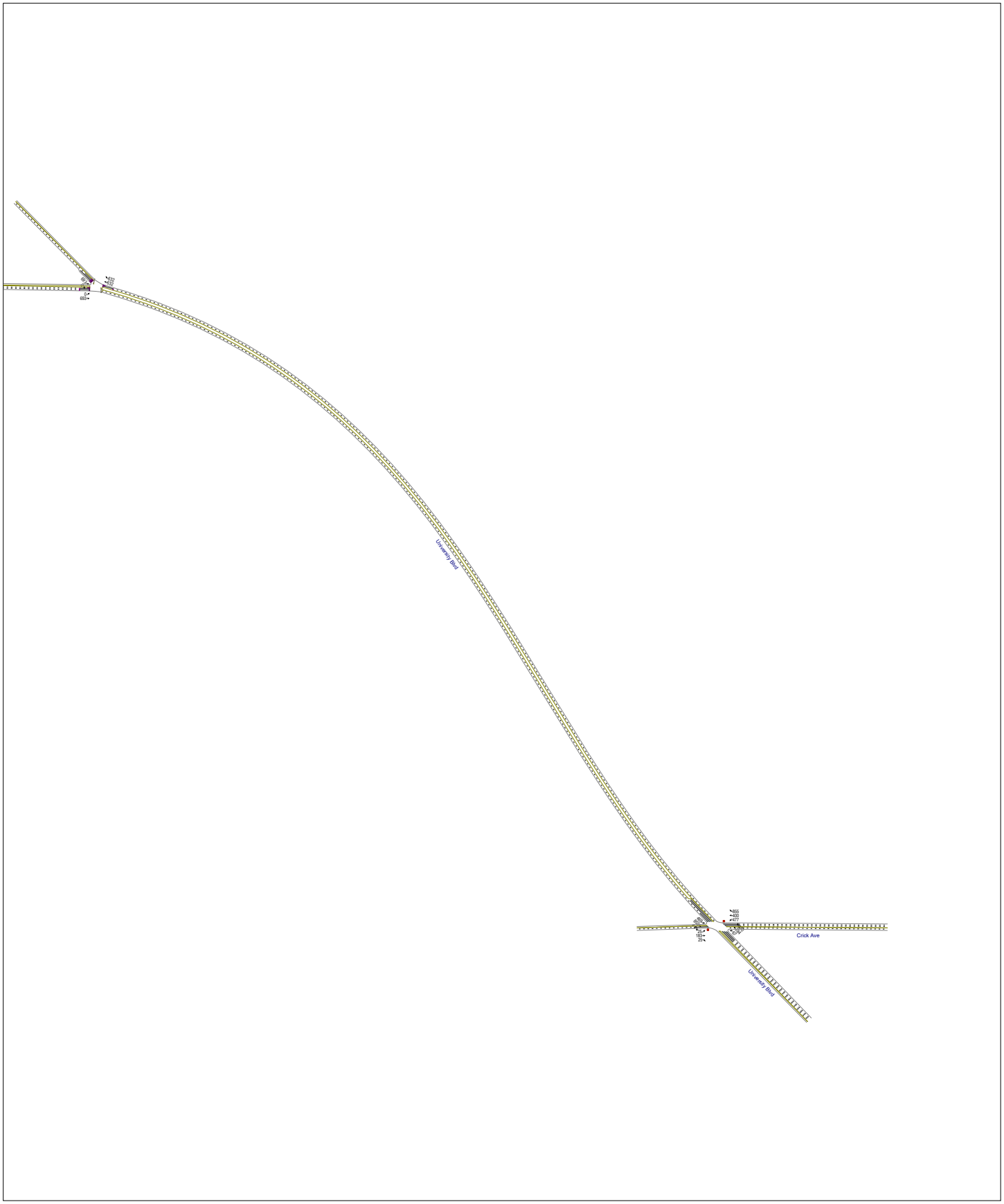
AM Horizon Year



Arterial Level of Service: WB University Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	31	219.1	126.9	346.0	1.86	19.3	C
Total	III		219.1	126.9	346.0	1.86	19.3	C

PM Horizon Year



Arterial Level of Service: WB University Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	31	219.1	118.8	337.9	1.86	19.8	C
Total	III		219.1	118.8	337.9	1.86	19.8	C

TRAFFIC ANALYSIS DETAIL

Signal Warrant Analysis Detail

University Boulevard and Eastman Drive/Bobby Foster Road

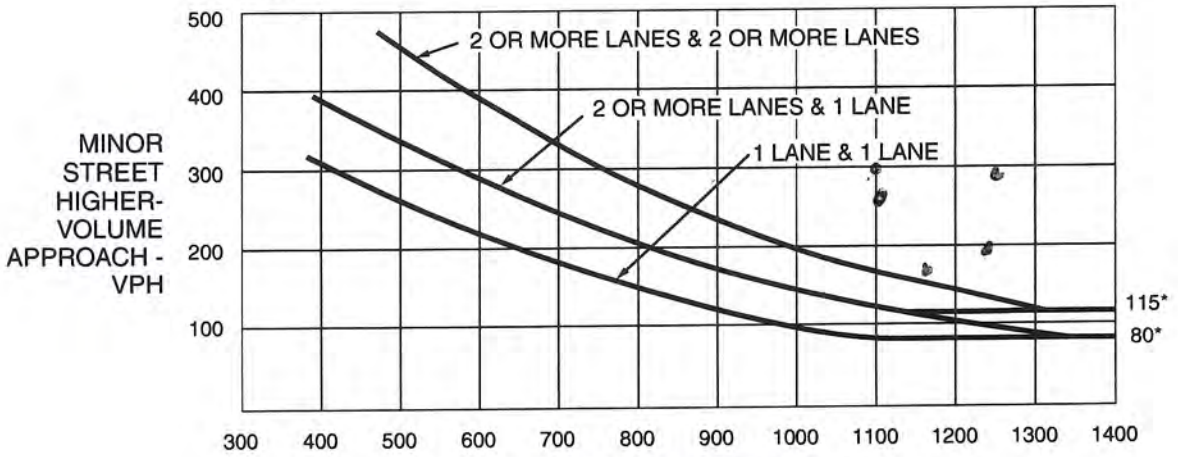
University Boulevard and Crick Avenue

				University and Eastman Implementation year					
							Mts Warr.	Mts Warr.	Mts Warr.
	Hour	Major NB	Major SB	Total Maj	Minor WB	Total	A	B	A&B
	0	150	150	300	25	325	--	--	--
	1	100	100	200	50	250	--	--	--
	2	100	100	200	50	250	--	--	--
	3	100	100	200	25	225	--	--	--
	4	300	300	600	50	650	--	--	--
	5	550	550	1100	300	1400	Yes	Yes	Yes
	6	300	703	1003	320	1323	Yes	Yes	Yes
	7	400	500	900	250	1150	Yes	Yes	Yes
	8	275	275	550	250	800	--	--	--
	9	150	150	300	150	450	--	--	--
	10	175	175	350	150	500	--	--	--
	11	500	500	1000	150	1150	--	--	--
	12	600	600	1200	150	1350	Yes	Yes	Yes
	13	500	500	1000	150	1150	--	--	--
	14	275	275	550	200	750	--	--	--
	15	400	400	800	200	1000	--	--	--
	16	600	600	1200	200	1400	Yes	Yes	Yes
	17	747	523	1270	283	1553	Yes	Yes	Yes
	18	750	500	1250	200	1450	Yes	Yes	Yes
	19	650	500	1150	175	1325	Yes	Yes	Yes
	20	500	400	900	80	980	--	--	--
	21	150	150	300	75	375	--	--	--
	22	150	150	300	50	350	--	--	--
	23	100	100	200	25	225	--	--	--
			Designates 5th thru the 8th highest hours						
			Designates 2nd thru 4th highest hours						
			Desigates Peak hour						
			Cond A	Cond B					
100%	Threshold	Major	600	900					
100%	Threshold	Minor	200	75					
80%	threshold	Major	480	720					
80%	threshold	Minor	160	80					

				University and Crick Implementation Year					
							Mts Warr.	Mts Warr.	Mts Warr.
	Hour	Major NB	Major SB	Total Maj	Minor EB	Total	A	B	A&B
	0	50	50	100	0	100	--	--	--
	1	50	50	100	4	104	--	--	--
	2	50	50	100	4	104	--	--	--
	3	50	50	100	4	104	--	--	--
	4	200	200	400	5	405	--	--	--
	5	250	500	750	7	757	No	No	No
	6	311	818	1129	10	1139	No	No	No
	7	50	600	650	7	657	No	No	No
	8	50	400	450	5	455	No	No	No
	9	50	300	350	5	355	--	--	--
	10	200	200	400	4	404	--	--	--
	11	75	250	325	10	335	--	--	--
	12	250	300	550	7	557	--	--	--
	13	200	225	425	5	430	--	--	--
	14	50	100	150	4	154	--	--	--
	15	200	75	275	8	283			
	16	250	400	650	12	662	No	No	No
	17	731	726	1457	15	1472	No	No	No
	18	600	600	1200	12	1212	No	No	No
	19	300	300	600	8	608	No	No	No
	20	200	200	400	7	407	--	--	--
	21	100	100	200	6	206	--	--	--
	22	50	50	100	5	105	--	--	--
	23	50	50	100	3	103	--	--	--
			Designates 5th thru the 8th highest hours						
			Designates 2nd thru 4th highest hours						
			Desigates Peak hour						
						Cond. A	Cond B		
			100%	Threshold	Major	600	900		
			100%	Threshold	Minor	200	75		
			80%	threshold	Major	480	720		
			80%	threshold	Minor	160	80		

University & Eastman / Bobby Foster
Implementation Year

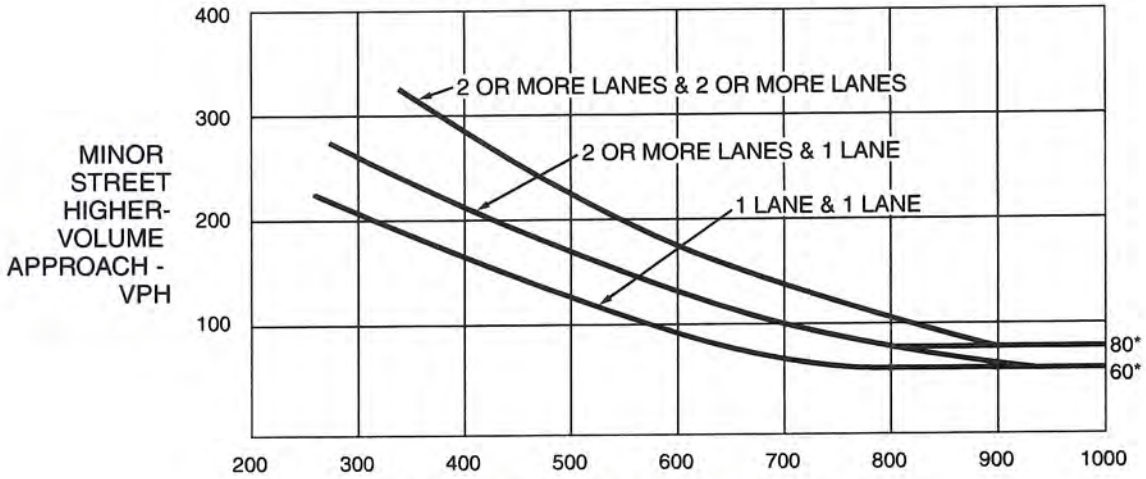
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

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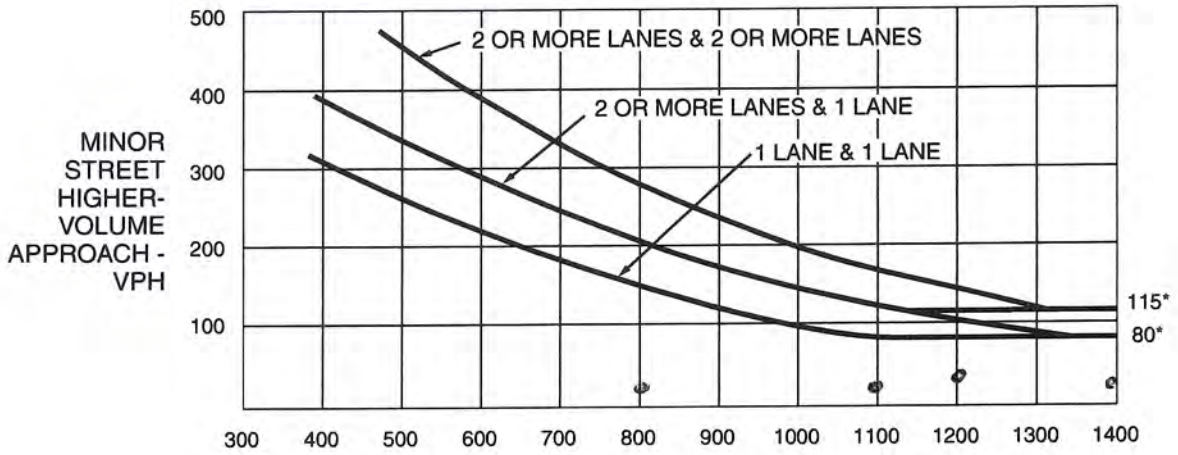
Implementation Year

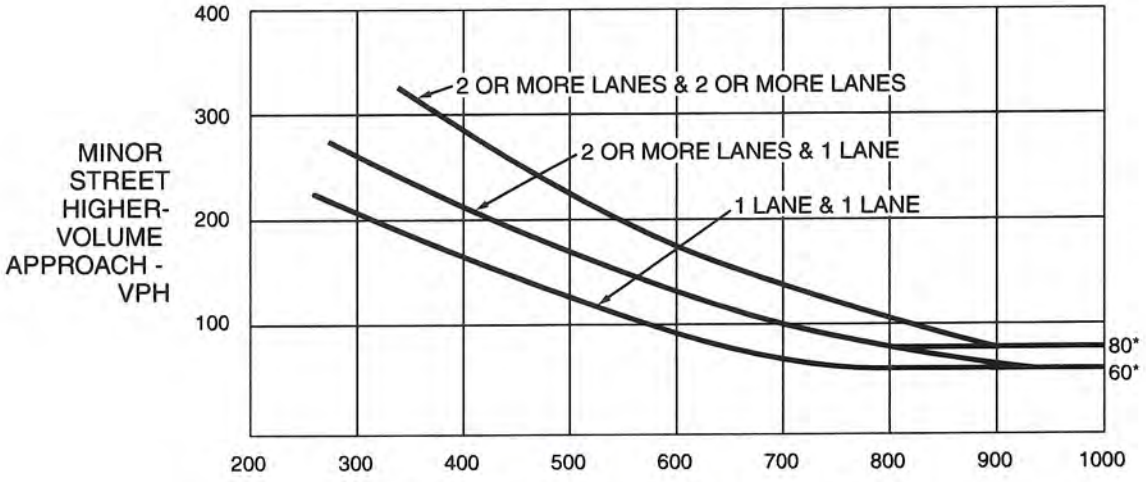
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

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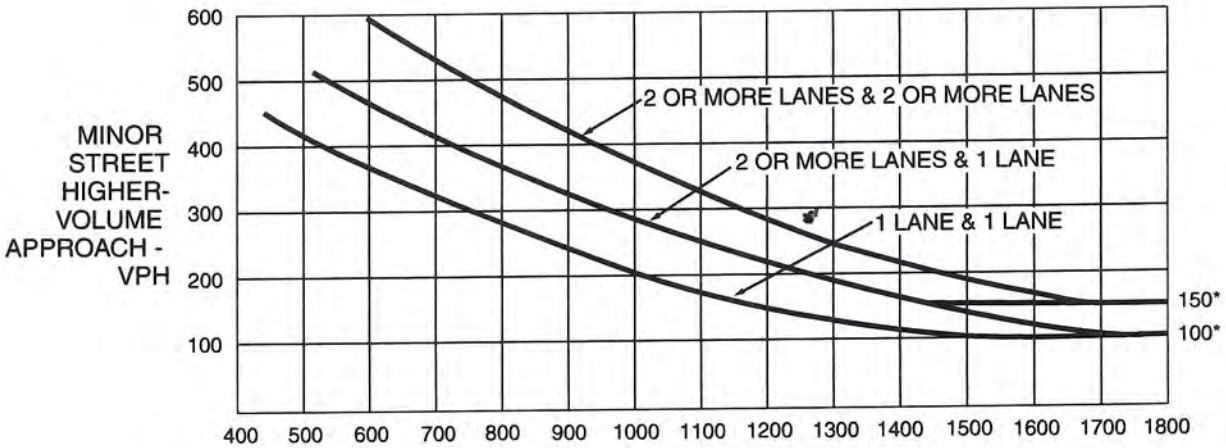
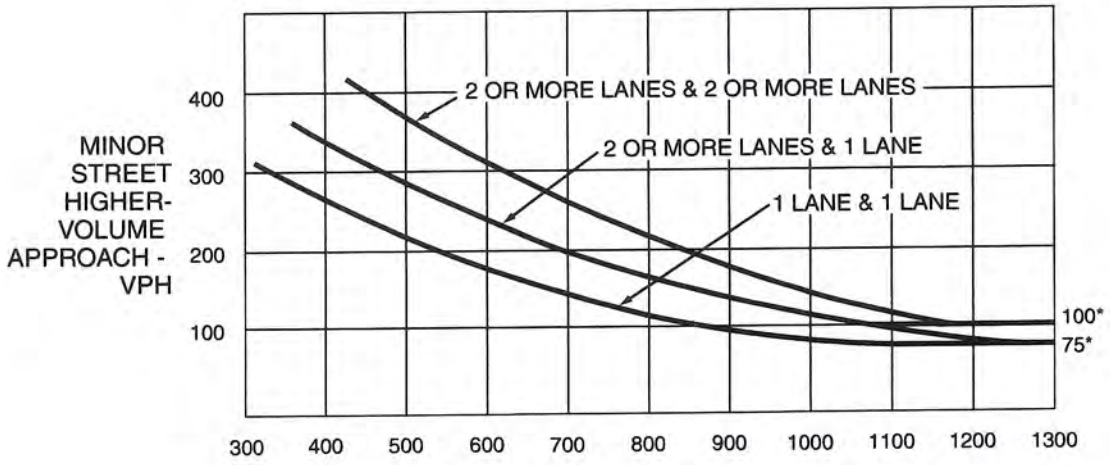
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

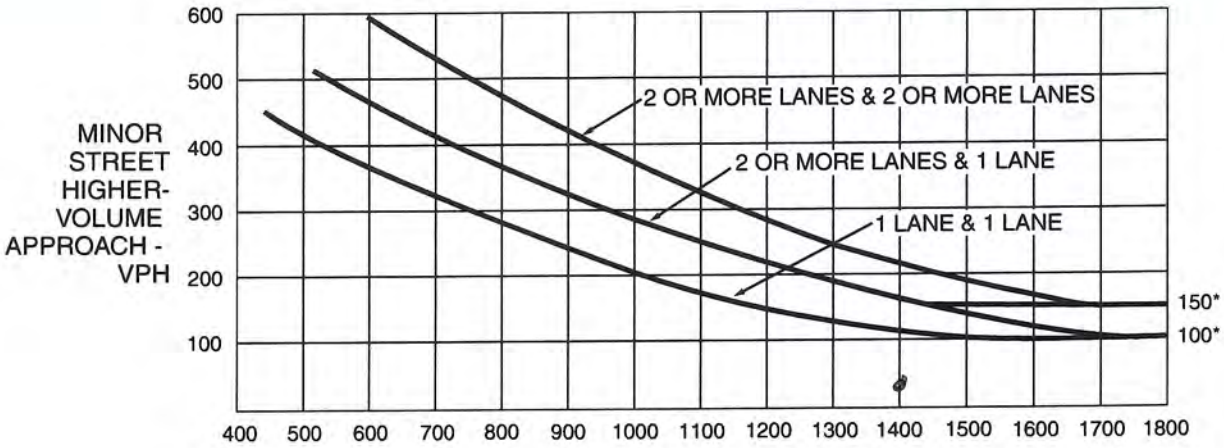
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

University & ~~EASTMAN/BOBBY FOSTER~~ CRICK ME
Implementation YEAR

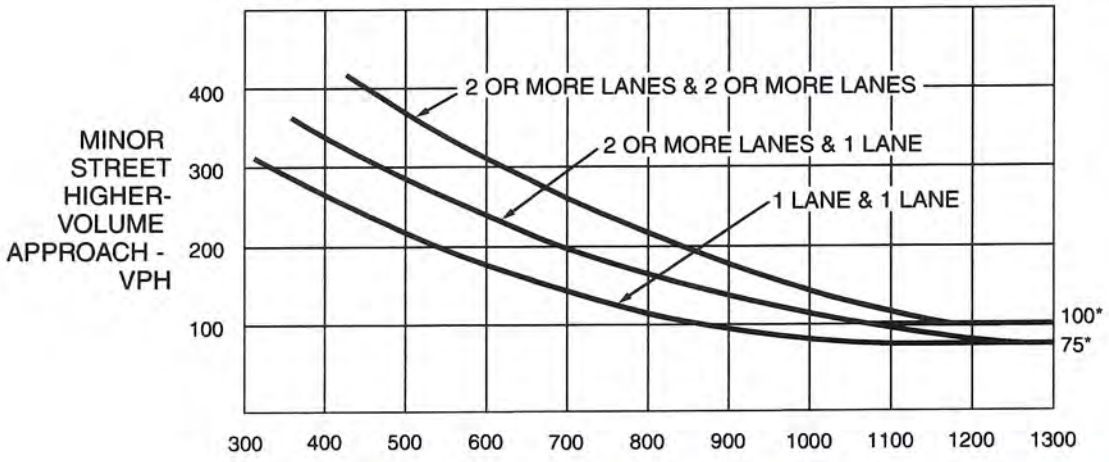
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.