Albuquerque Studios Expansion Phase I, North Development

Traffic Impact Study

June 1, 2021

Prepared for:

Confidential Private Client

Prepared by:

Stantec Consulting Services Inc.

ALBUQUERQUE STUDIOS EXPANSION PHASE I, NORTH DEVELOPMENT

Revision	Description	Author		Quality Check		Independent Review	

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Executive Summary

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

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

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

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

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

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

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

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

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

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

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

Abbreviations

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

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

1.0 INTRODUCTION AND BACKGROUND

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

1.1 STUDY PURPOSE

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

1.2 STUDY PROCEDURES

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

1.2.1 Information Sources

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

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

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

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

1.2.2 Scope

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

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

1.2.3 LOS

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

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

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

2.0 EXISTING CONDITIONS

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

2.1 GENERAL AREA CHARACTERISTICS

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

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

Figure 1. Study Area Map

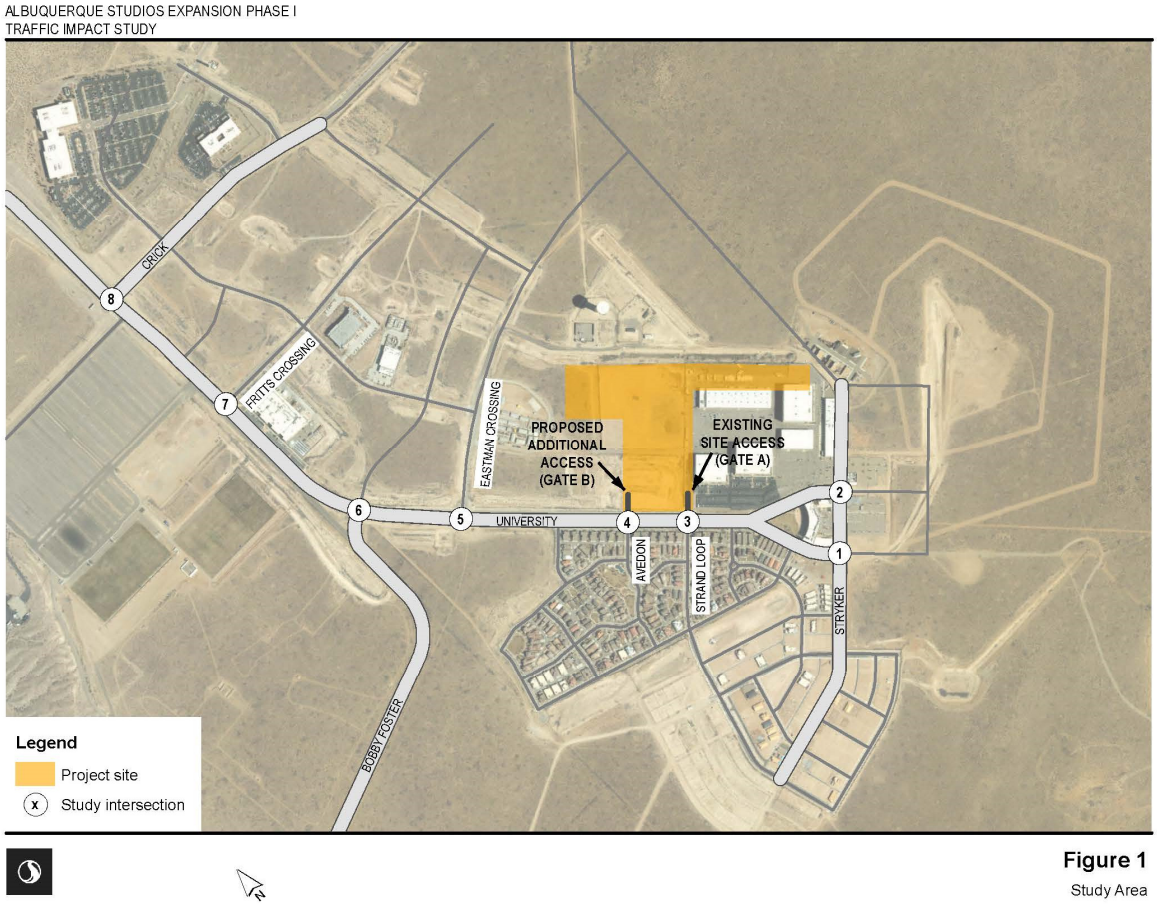


Figure 1
Study Area

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

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

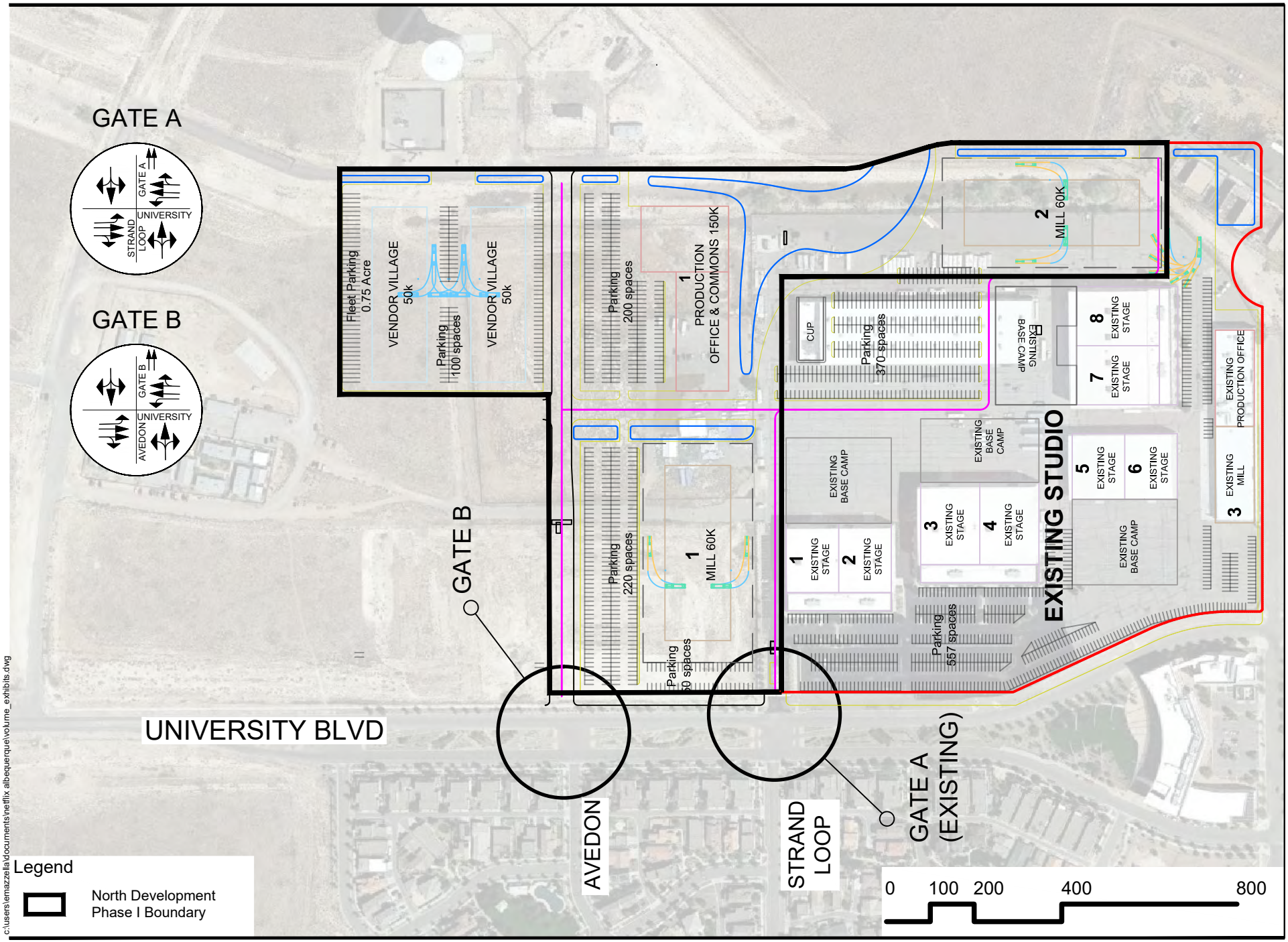


Figure 2

Project Site Plan

2.2 AREA STREET NETWORK

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

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

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

Figure 3. Southbound University Blvd at Site

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

2.3 EXISTING TRAFFIC VOLUMES

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

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

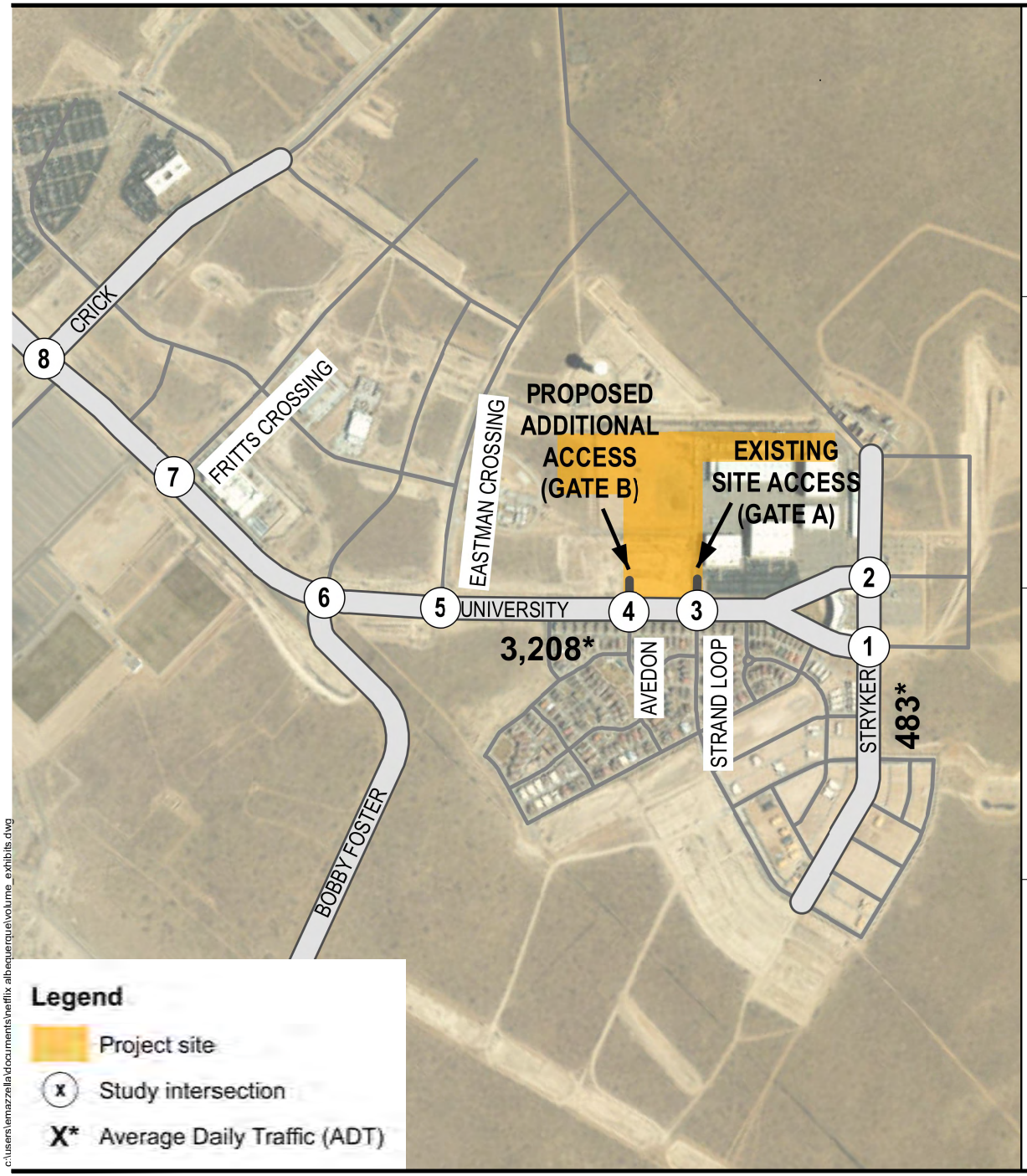
Table 2. Summary of Intersection TMCs*

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

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

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%		



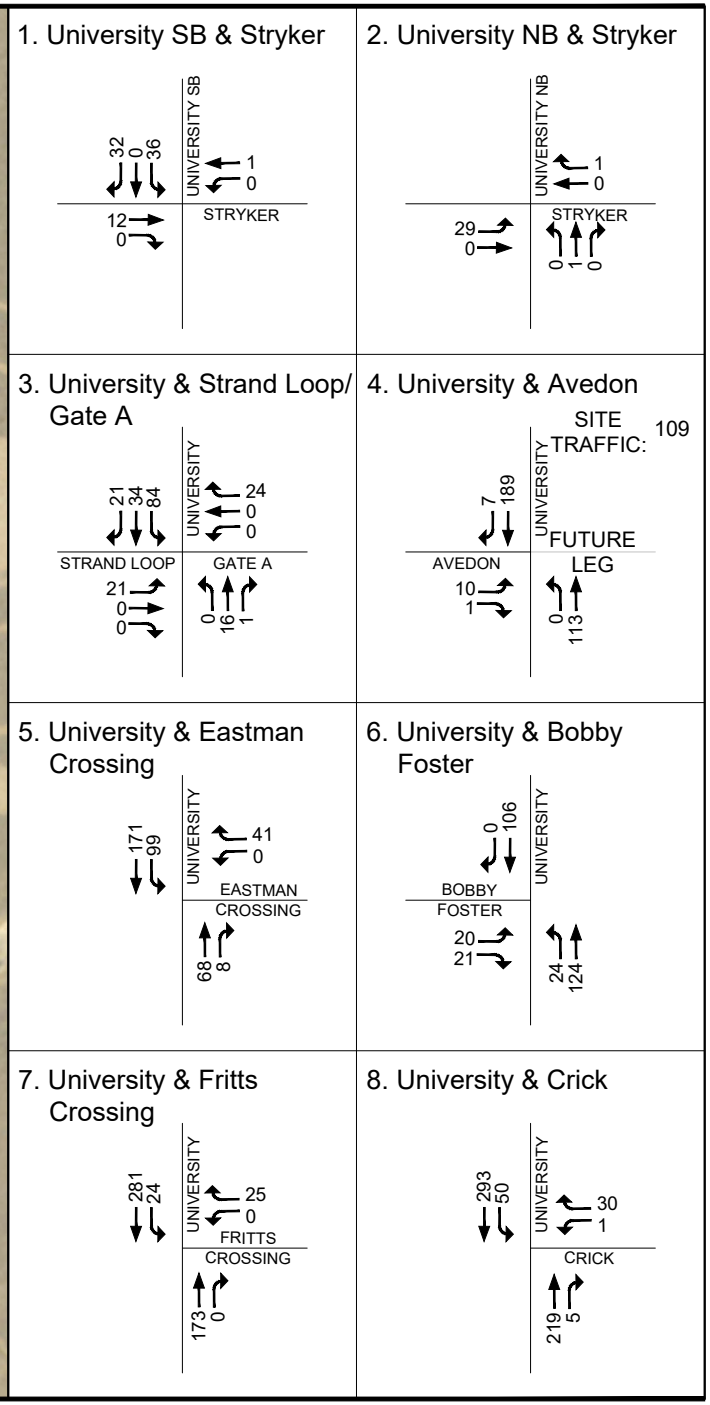


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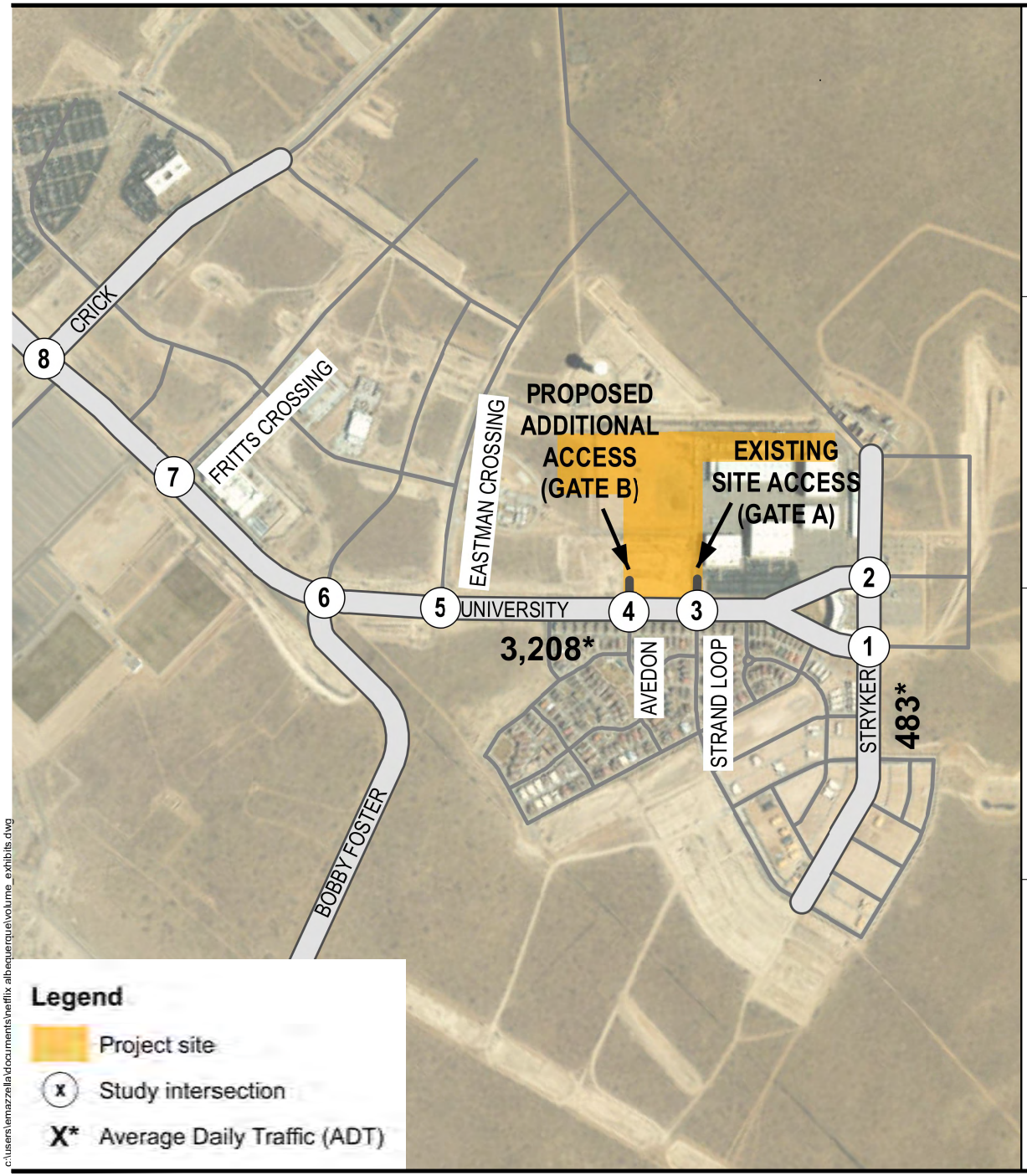
Figure 4

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



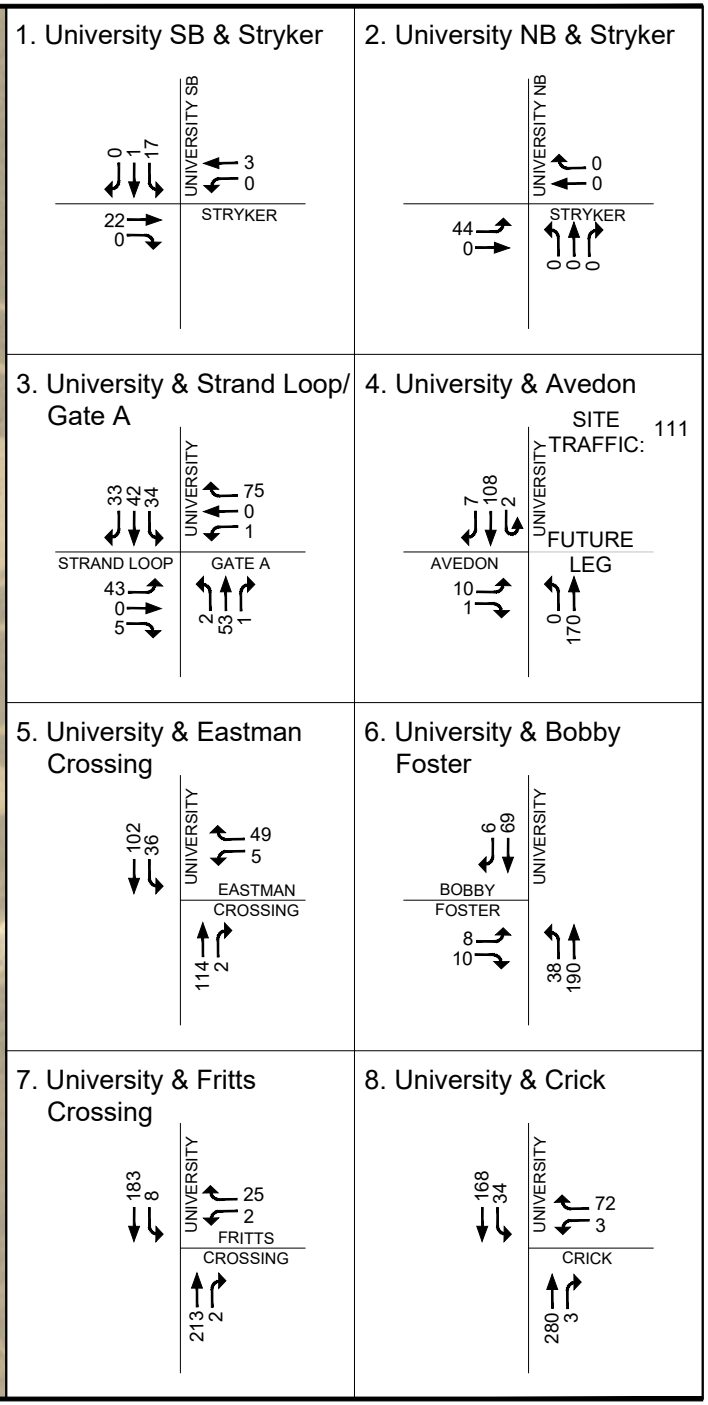


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Figure 5

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

2.4 EXISTING LEVELS OF SERVICE (LOS)

Table 4. Summary of Existing LOS

Intersection	Traffic Control	AM Peak Hour Delay (sec), LOS	Noon Peak Hour Delay (sec), LOS	PM Peak Hour Delay (sec), LOS
1. University (SB) & Stryker	TWSC	0, A	9.9, A	9.3, A
2. University (NB) & Stryker	TWSC	8.3, A	0.0, A	0.0, A
3. University & Ex Gate/Strand Loop	TWSC	10.8, B	12.3, B	10.3, B
4. University & Future Gate B/Avedon	TWSC	10.1, B	10.5, B	9.8, A
5. University & Eastman Crossing	TWSC	8.8, A	10.5, B	9.3, A
6. University & Bobby Foster	TWSC	9.8, A	9.5, A	9.8, A
7. University & Fritts Crossing	TWSC	9.4, A	9.3, A	9.8, A
8. University & Crick	TWSC	9.2, A	9.9, A	9.7, A
TWSC – Two-way stop-control				

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

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

2.5 EXISTING TRANSIT SERVICE

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

2.6 BICYCLE AND PEDESTRIAN CONSIDERATIONS

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

Table 5. Existing Pedestrians and Bicycle Flow on University Boulevard

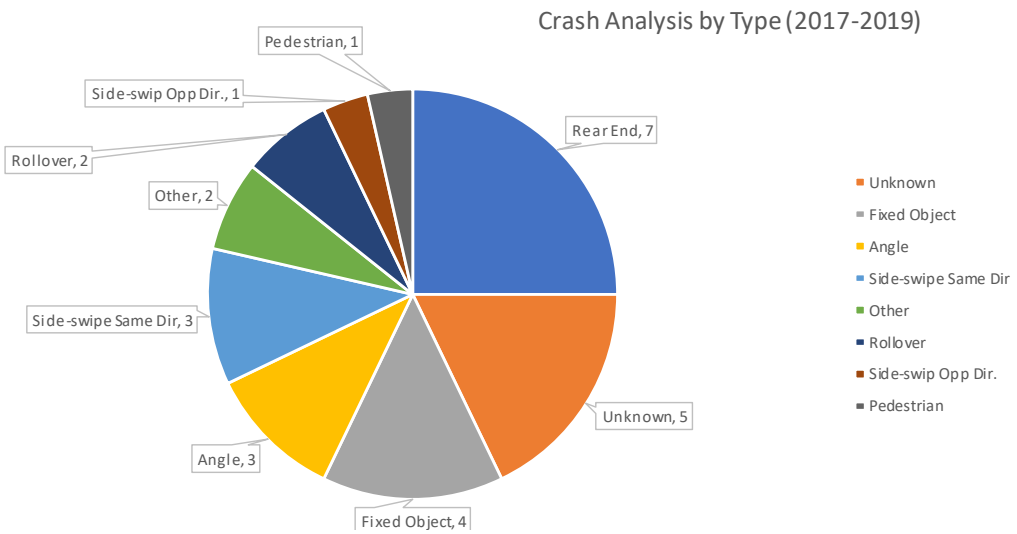
Intersection	Daily Pedestrian Flow	Daily Bicycle Flow
1. University (SB) and Stryker (9-hour)	26	2
2. University (NB) and Stryker (9-hour)	2	0
3. University and Gate A/Strand Loop (12-hour)	40	1
4. University and Avedon (9-hour)	33	0
5. University and Eastman Crossing (12-hour)	12	1
6. University and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

2.7 SAFETY EVALUATION/CRASH DATA

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

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

Figure 6. Crash Analysis (2017-2019)



3.0 FUTURE TRAFFIC CONDITIONS AND ANALYSIS YEARS

3.1 PROJECT IMPLEMENTATION YEAR

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

3.2 SITE TRAFFIC

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

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

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

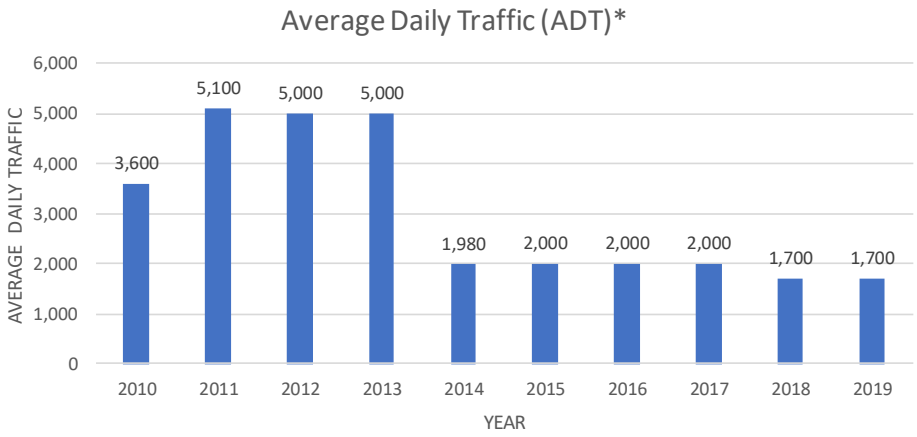
A Trip End is defined as either an arrival to the site, or departure from the site.

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

3.3 GROWTH IN THROUGH TRAFFIC

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

Figure 7. Historical Average Daily Traffic at Mesa del Sol



*Source MRCOG website.

3.4 OTHER PLANNED 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.

3.5 CONSIDERATION OF PROGRAMMED ROADWAY IMPROVEMENTS

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

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

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

4.0 PROPOSED SITE TRAFFIC CHARACTERISTICS

4.1 SITE DEVELOMENT CHARACTERISTICS

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

Table 7. Existing Site Facilities

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

Table 8. Proposed Northern Development

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

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

4.2 TRIP GENERATION

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

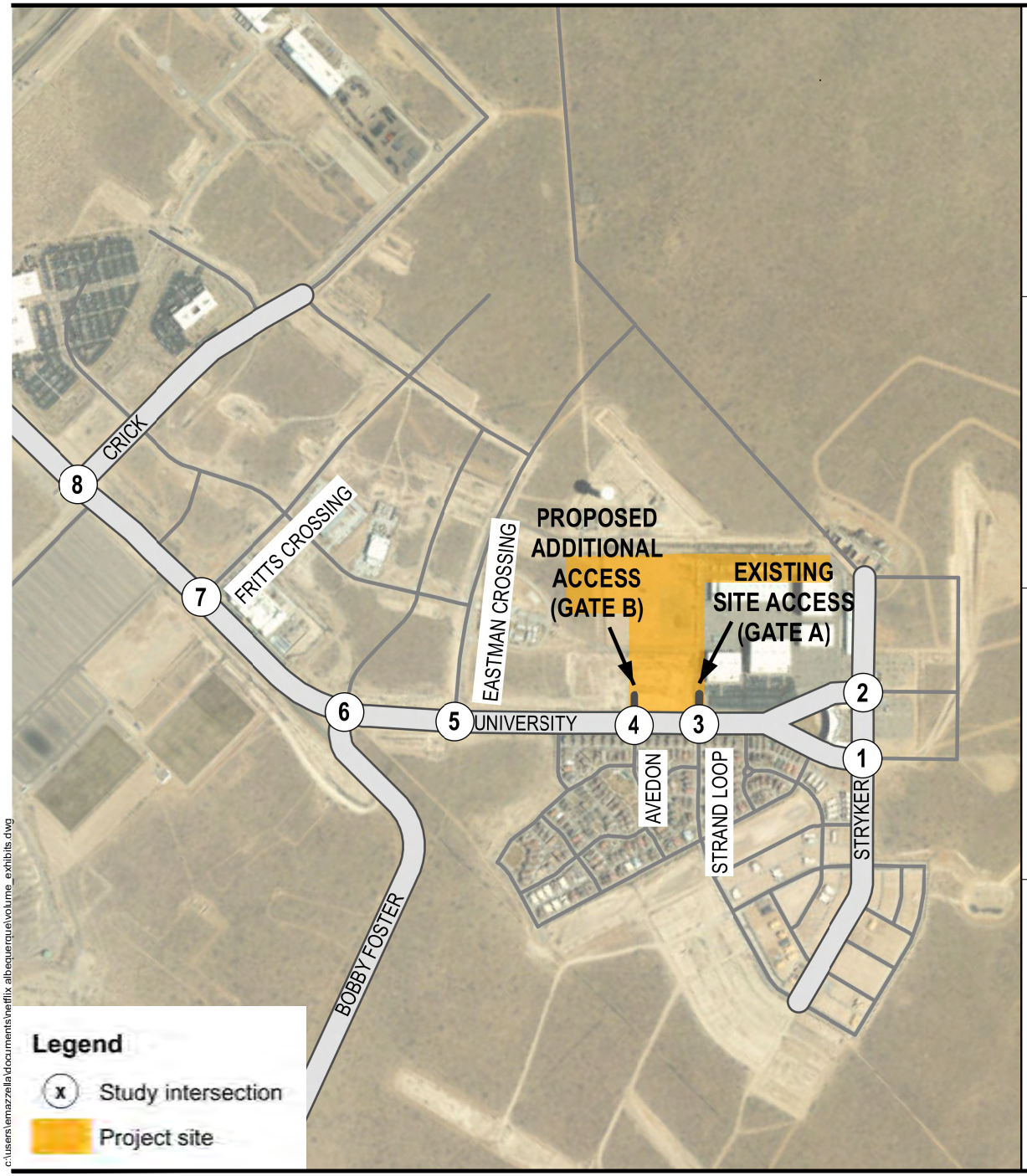
Table 9. Peak Hour Trip Generation Projections

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

proposed site traffic characteristics

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

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



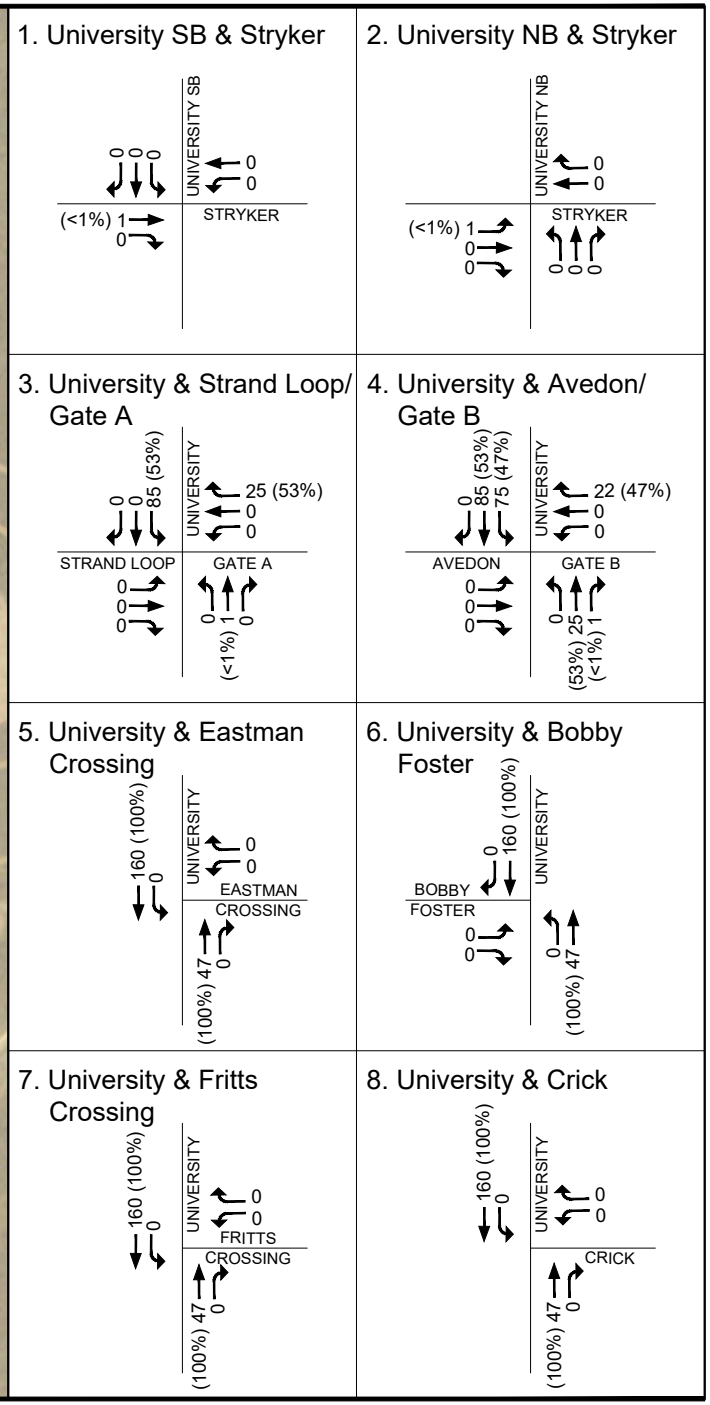


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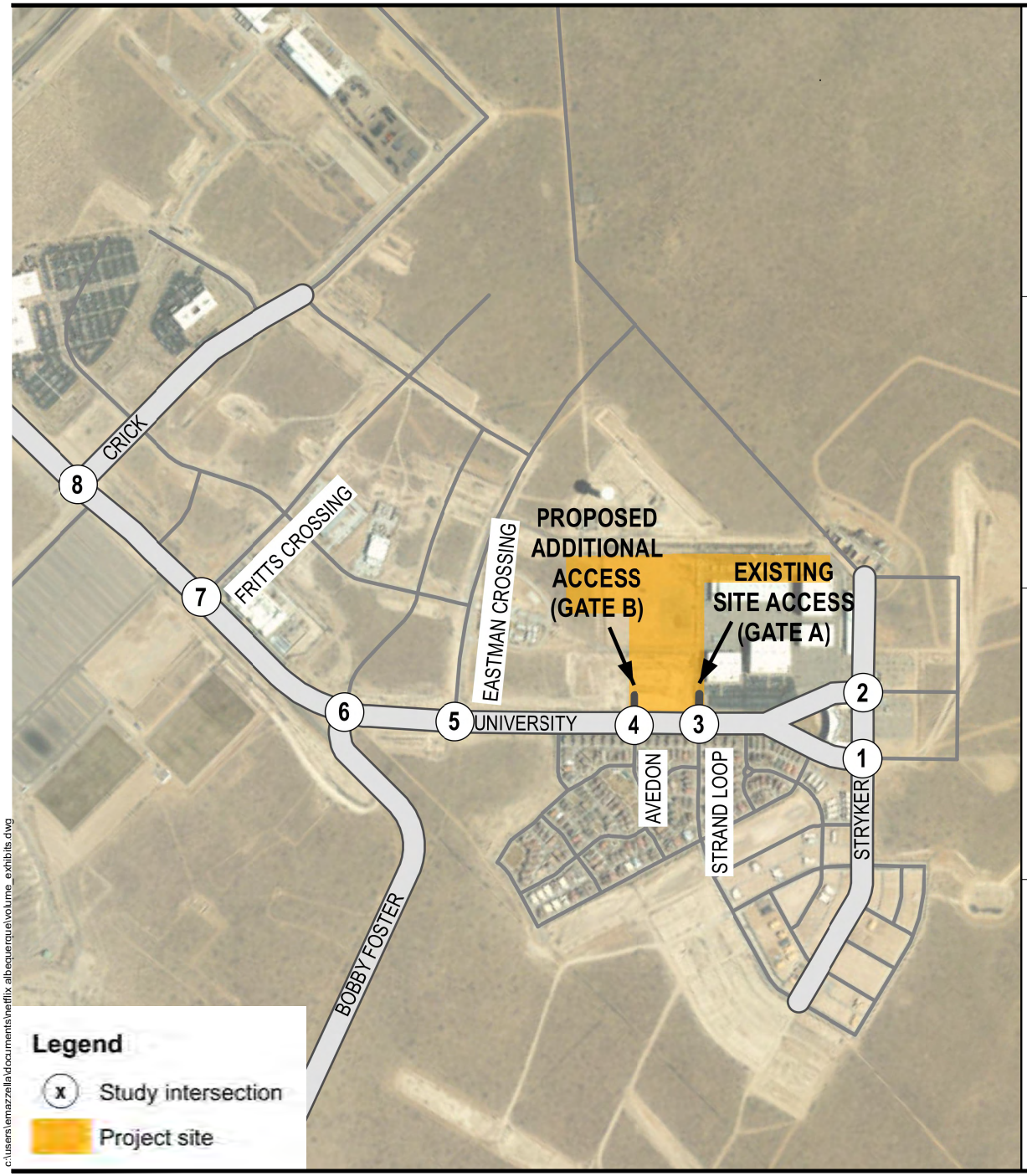
Figure 8

Project-Only Intersection AM Peak Hour Volumes



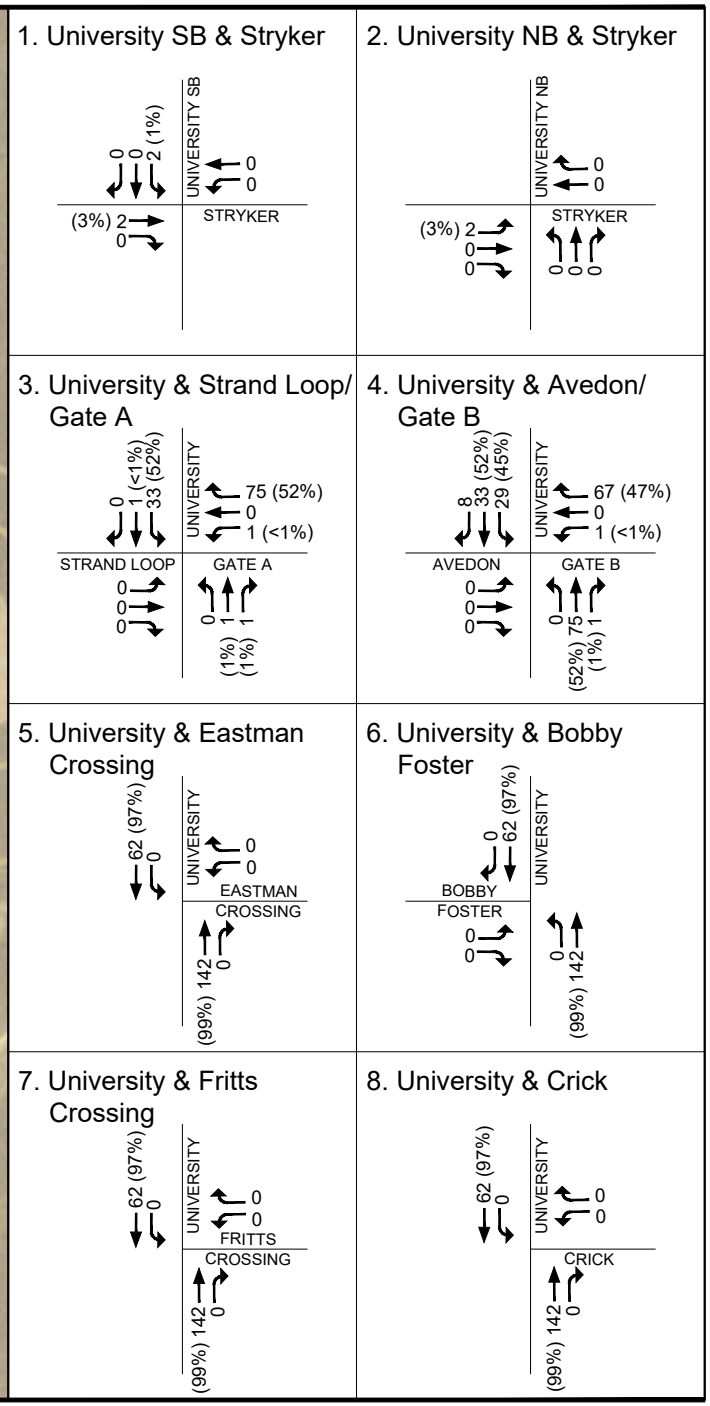


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Figure 9

Project-Only Intersection PM Peak Hour Volumes

4.3 OTHER TRIP GENERATION CONSIDERATIONS

No other trip generation considerations were relevant to this analysis.

4.4 TRIP DISTRIBUTION

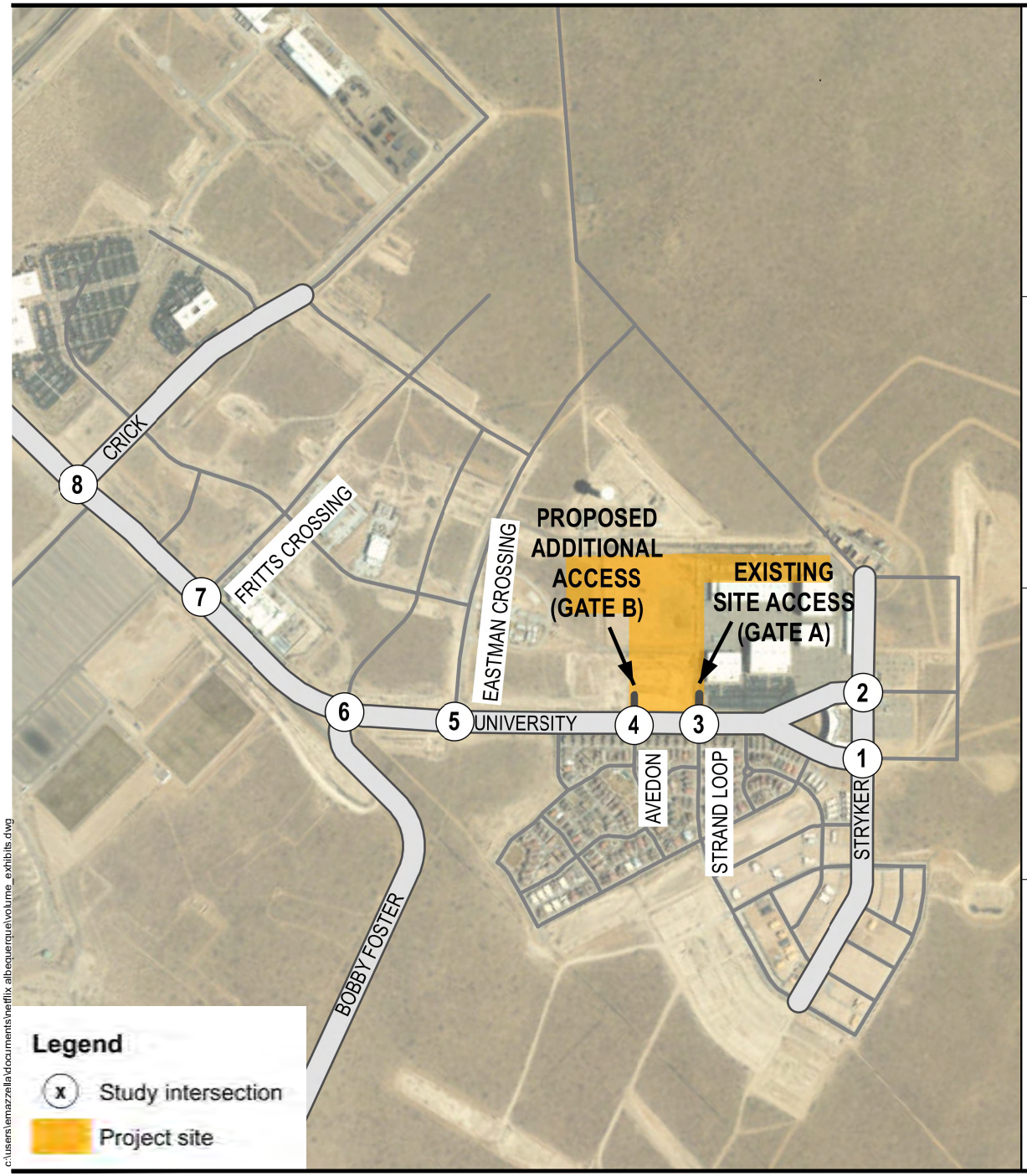
The primary distribution of Ingress/Egress traffic for this project (Phase I, North Development) is expected to use University Boulevard to and from the North to access I-25. Forecasted traffic was distributed considering existing travel patterns and distribution. The trip distribution along with percentages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

4.5 TRAFFIC ASSIGNMENT

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

5.0 TRAFFIC ANALYSIS

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



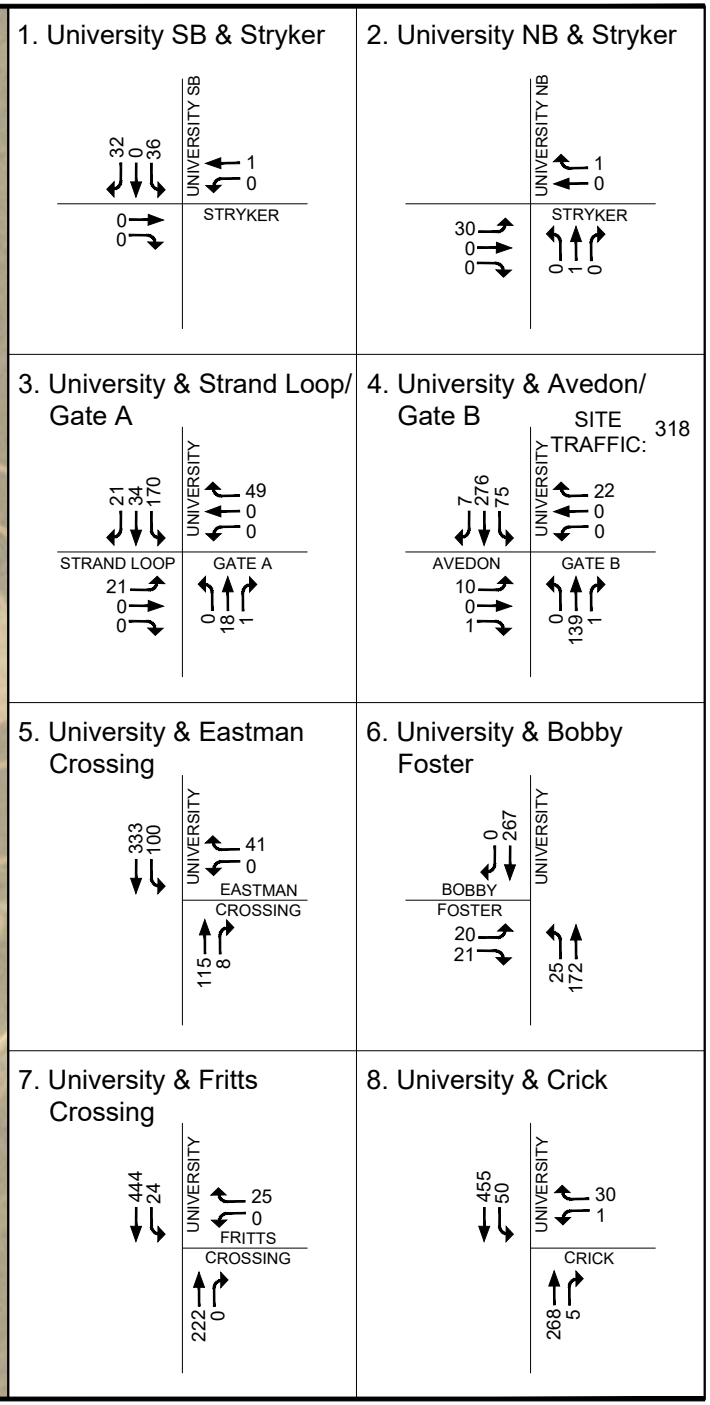


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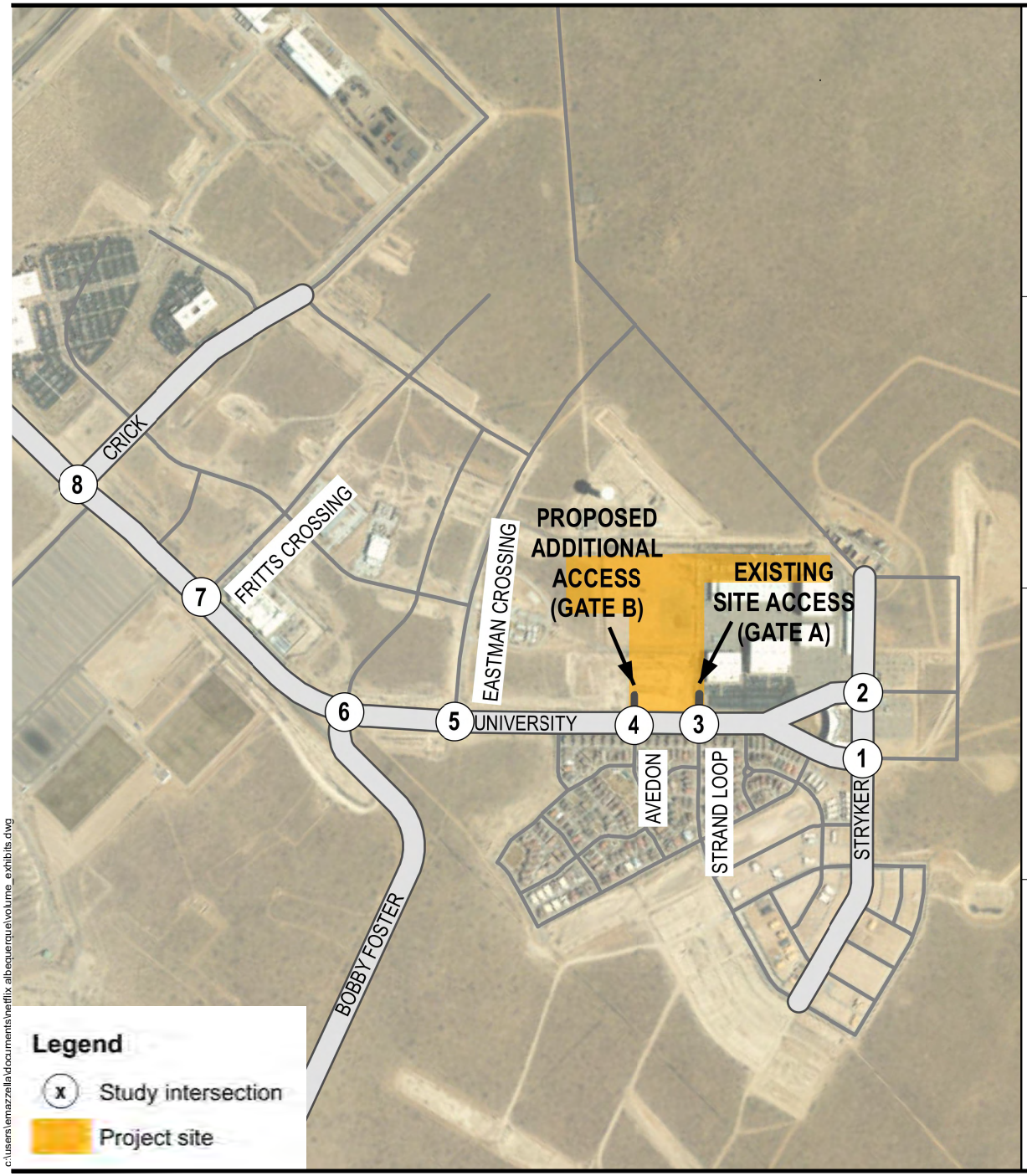
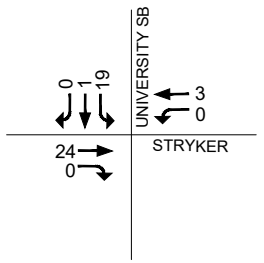
Figure 10

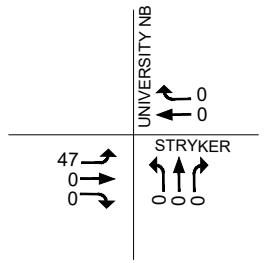
Opening Year (2023) with Project Intersection AM Peak Hour Volumes



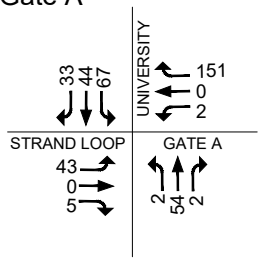
1. University SB & Stryker



2. University NB & Stryker

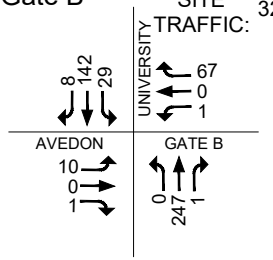


3. University & Strand Loop/ Gate A

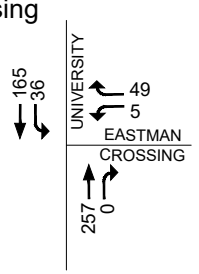


4. University & Avedon/ Gate B

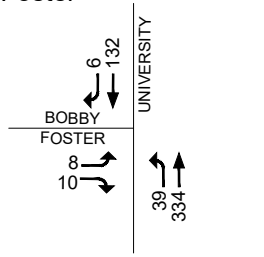
SITE TRAFFIC: 320



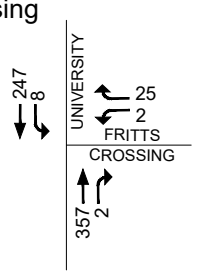
5. University & Eastman Crossing



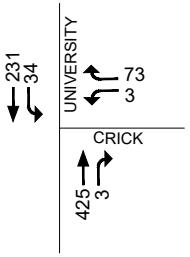
6. University & Bobby Foster



7. University & Fritts Crossing



8. University & Crick



c:\users\emazzella\documents\netflix albequerque\volume_exhibits.dwg

Figure 11

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

5.1 INTERSECTION AND ROADWAY ANALYSES

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

Table 10. Summary of Implementation Year (2023) LOS

Intersection	Traffic Control	AM Peak Hour Delay (sec), LOS	Noon Peak Hour Delay (sec), LOS	PM Peak Hour Delay (sec), LOS
1. University (SB) & Stryker	TWSC	0, A	10.1, B	9.4, A
2. University (NB) & Stryker	TWSC	8.3, A	0.0, A	0.0, A
3. University & Ex Gate/Strand Loop	TWSC	13.6, B	17.5, C	11.8, B
4. University & Future Gate B/Avedon	TWSC	14.0, B	16.1, C	11.9, B
5. University & Eastman Crossing	TWSC	9.1, A	12.9, B	10.4, B
6. University & Bobby Foster	TWSC	11.5, B	11.7, B	11.0, B
7. University & Fritts Crossing	TWSC	9.7, A	10.2, B	11.0, B
8. University & Crick	TWSC	9.5, A	11.0, B	10.4, B
TWSC – Two-way stop-control				

5.2 IDENTIFY ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

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

5.3 EVALUATE ALTERNATIVE INTERSECTION AND ROADWAY DESIGNS

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

5.4 PERFORM SIGNALIZATION AND STOP SIGN WARRANT ANALYSES

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

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

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

6.0 SITE ACCESS REQUIREMENTS

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

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

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

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

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

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

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

7.0 SUMMARY OF FINDINGS

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

8.0 RECOMMENDATIONS AND MITIGATION MEASURES

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

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

- Removals or relocation of existing infrastructure on the east side of University Boulevard to accommodate Gate B access will be necessary. These items include minor pavement marking removals, landscaping (NB University Boulevard), street lighting pole, signing, curb and gutter, and sidewalk,
- It is recommended that pedestrian access/accommodations be incorporated through sidewalks and ADA ramps at Access B. Bicycle lanes should remain 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.

9.0 REFERENCES

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

MRCOG Website www.mrcog-nm.gov

Geospatial and Population Studies | University of New Mexico (unm.edu) Website

HOK Masterplan site planning documents

10.0 APPENDIX

I. Traffic Data – April 2021 TMCs and ADT

II. Crash Data – 2017-2019

III. NMDOT COVID Traffic Data Calibration Methodology

IV. CABQ Zone Atlas

V. Traffic Analysis Detail – Synchro Operational Analyses

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

TRAFFIC DATA

April 2021 TMCs and ADT

Albuquerque Studios Expansion Traffic Data Calibration Summary

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

Albququerque Studios North
Development Trip Generation 5/11/2021

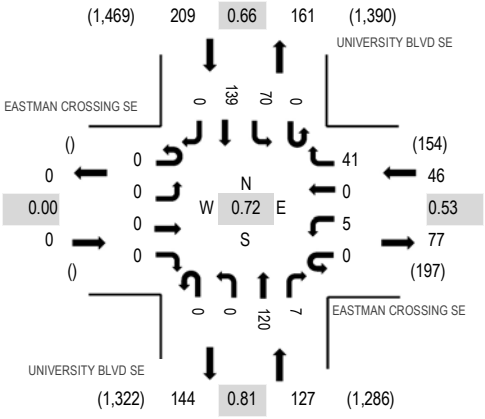
								AM Peak	AM Peak	Noon Peak	Noon Peak	PM Peak	PM Peak							
					Units	Existing	Permanent	Trip Gen	Trip Gen	Trip Gen	Trip Gen	Trip Gen	Trip Gen							
				Facility		Size X 1000	Jobs/Employees	Entering	Exiting	Entering	Exiting	Entering	Exiting							
	Existing			***Existing***		SQ. FT														
				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														
	Already Built out			Total SF Building		331		**85**	**25**	**107**	**56**	**34**	**76**		Ingress/Egress thru Existing Gate A					
						Proposed														
						Size X 1000														
						SQ. FT														
	Phase I			**<u>North</u>**																
	Buildout (Summer 2022)			Vendor Village (2@ 50K each)	2	100														
				Mill 1	1	50														
				Production Office and Commons 1&2	1	145														
				Mill 2 Demo and replacement	1	--														
				Total SF Building		295		76	22	95	50	30	68		Ingress/Egress thru proposed Gate B at Univ/Avedon					

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

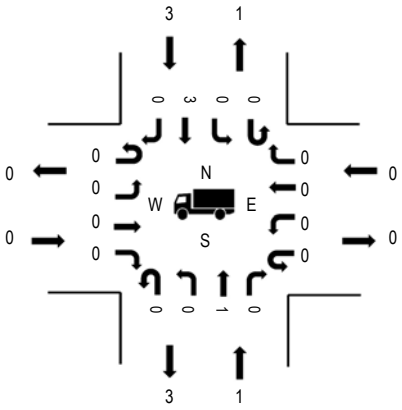
Location: 4 UNIVERSITY BLVD SE & EASTMAN CROSSING SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

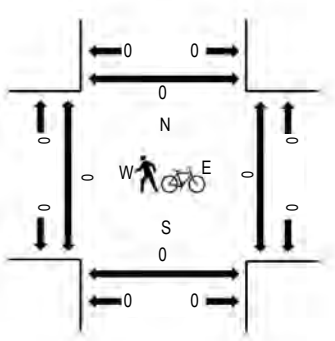
Motorized Vehicles



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

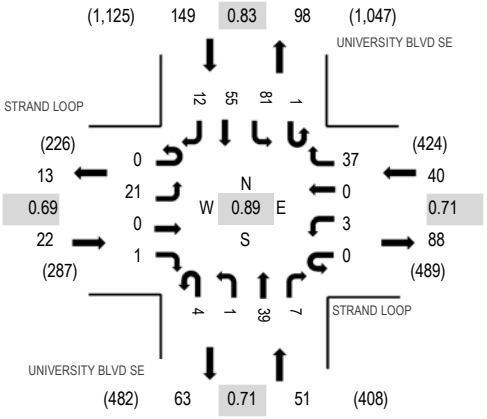
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	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
www.alltrafficdata.net

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

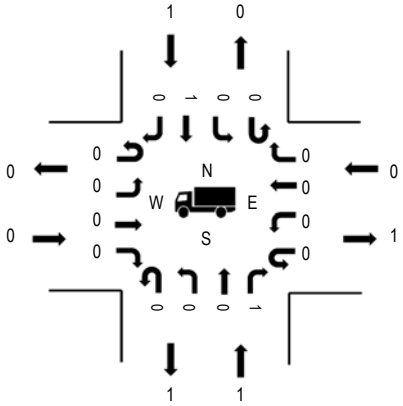
Motorized Vehicles



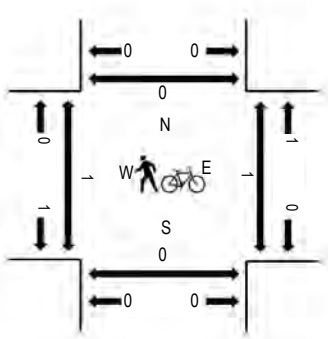
Note: Total study counts contained in parentheses.

	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

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

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

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

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

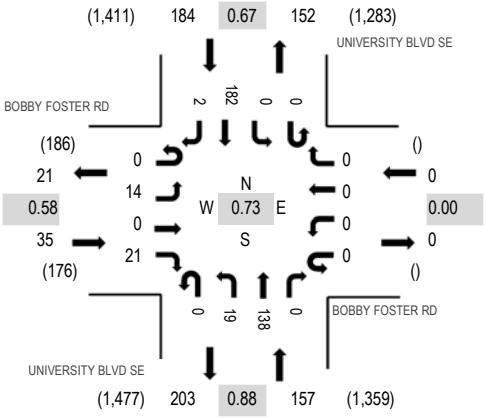
3:30 PM	0	0	0	0	0	3:30 PM	1	0	0	0	1
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1
4:00 PM	0	0	0	0	0	4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0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

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

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

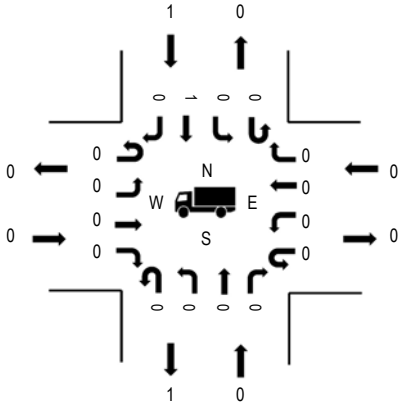
Motorized Vehicles



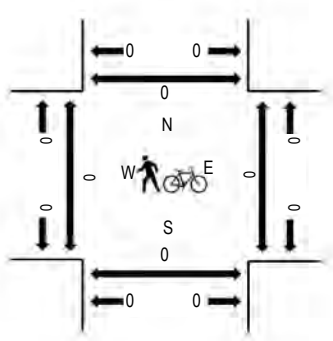
Note: Total study counts contained in parentheses.

	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

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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

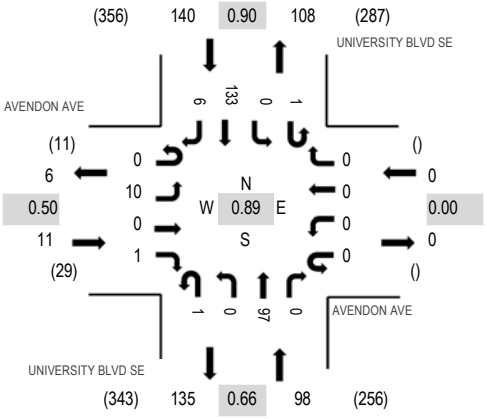
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	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
www.alltrafficdata.net

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

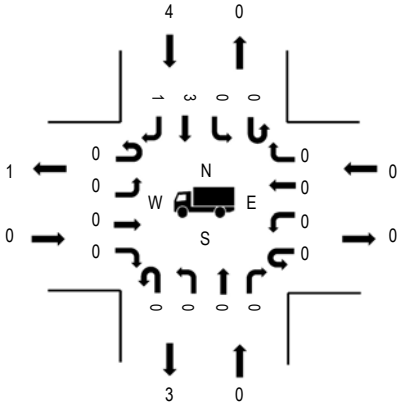
Motorized Vehicles



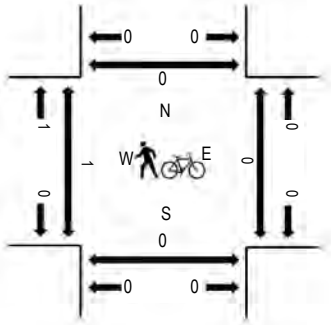
Note: Total study counts contained in parentheses.

	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

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					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

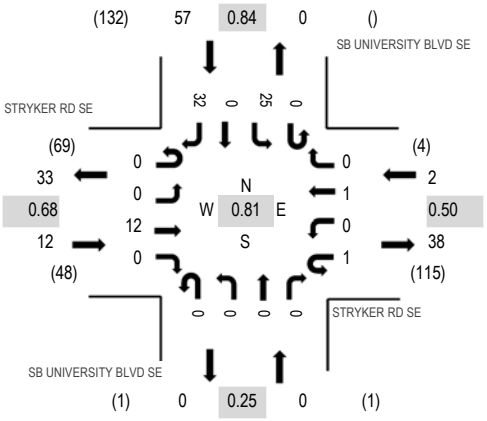
9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1	9:45 AM	0	0	0	0	0
Count Total	0	2	0	5	7	Count Total	5	0	0	1	6
Peak Hour	0	0	0	4	4	Peak Hour	1	0	0	0	1

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

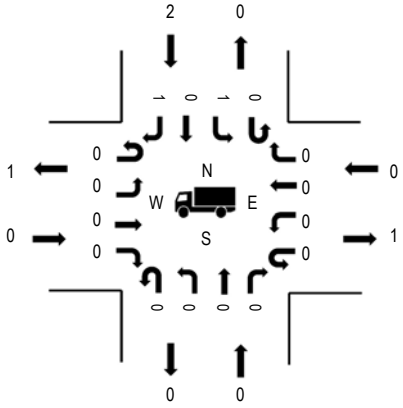
Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

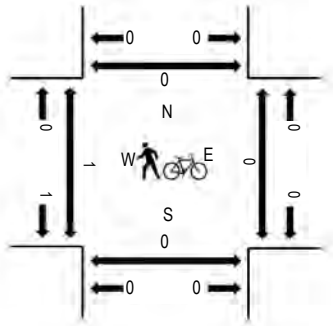
Motorized Vehicles



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

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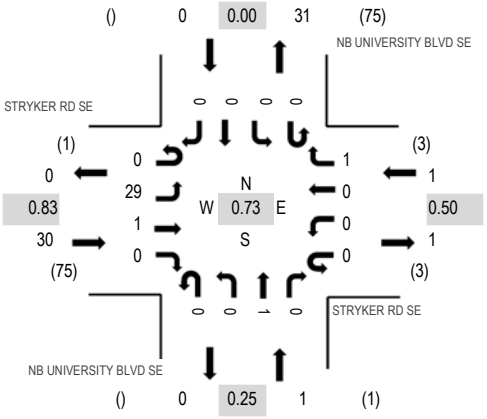
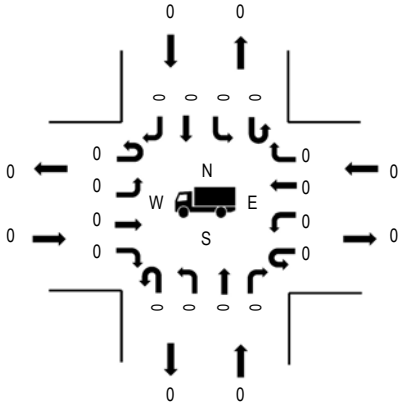
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 08:45 AM - 09:45 AM
Peak 15-Minutes: 09:30 AM - 09:45 AM

Peak Hour

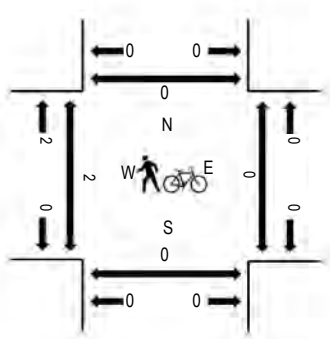
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



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

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

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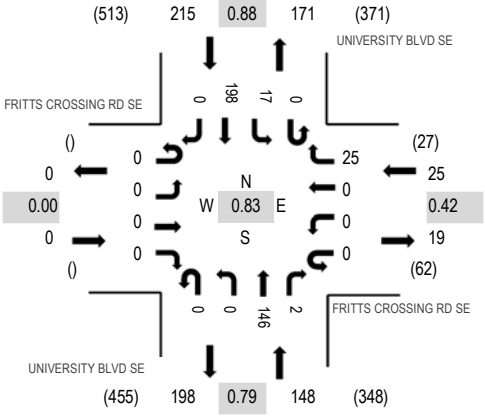
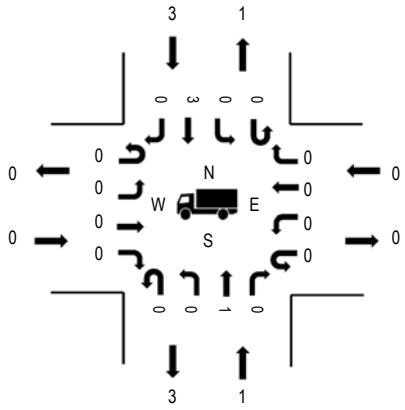
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

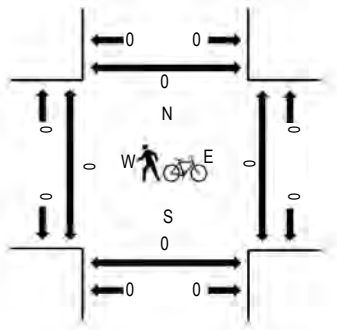
Motorized Vehicles



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

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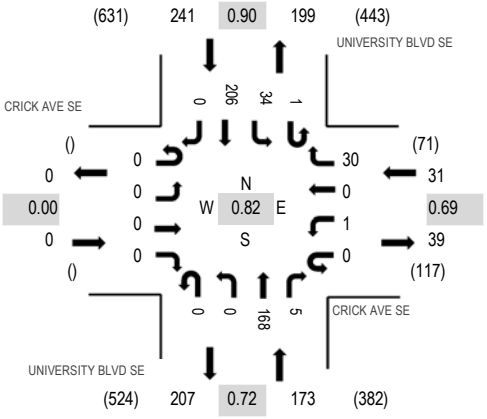
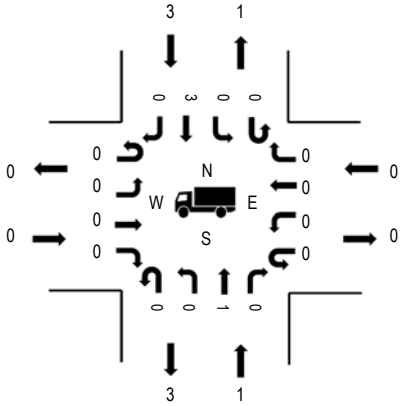
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE AM
Date: Wednesday, April 21, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

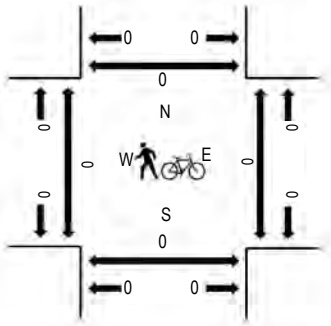
Motorized Vehicles



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

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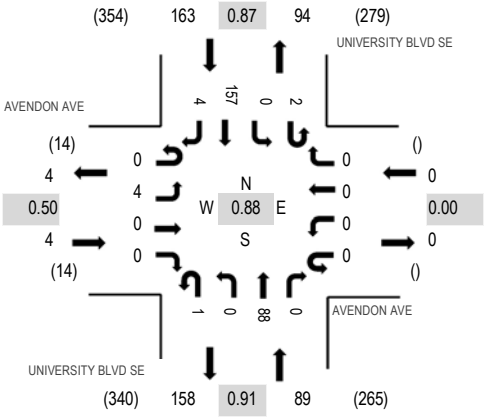
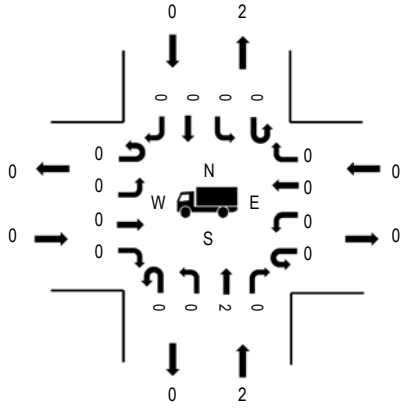
Location: 1 UNIVERSITY BLVD SE & AVENDON AVE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:30 AM - 12:30 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

Peak Hour

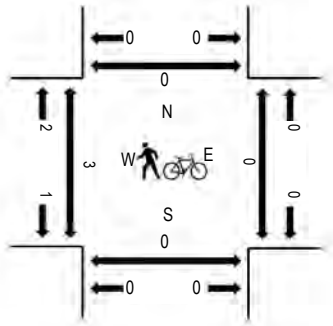
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

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

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENDON AVE Eastbound				AVENDON AVE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound					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	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
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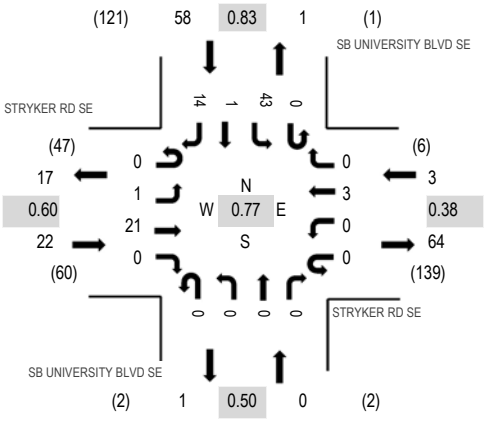
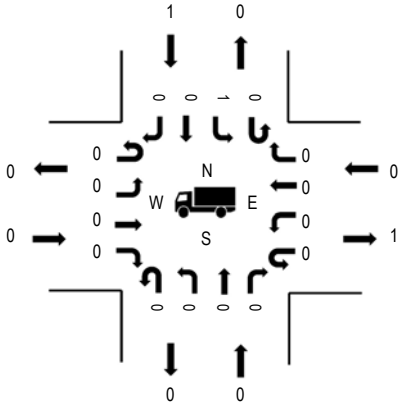
Location: 2 SB UNIVERSITY BLVD SE & STRYKER RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour

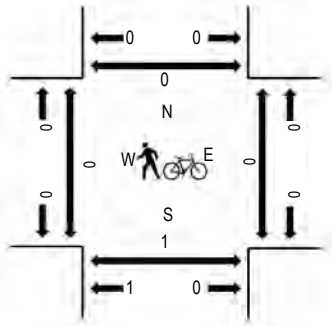
Motorized Vehicles



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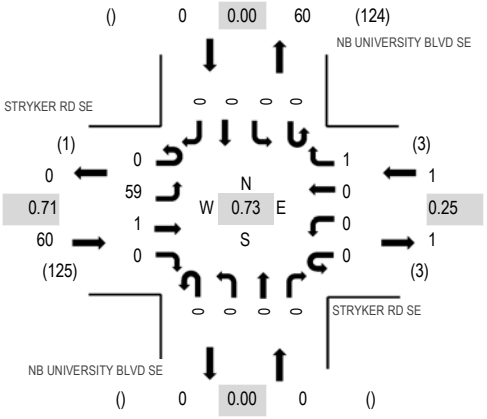
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

Peak Hour

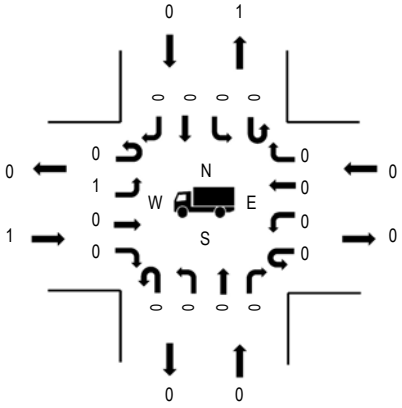
Motorized Vehicles



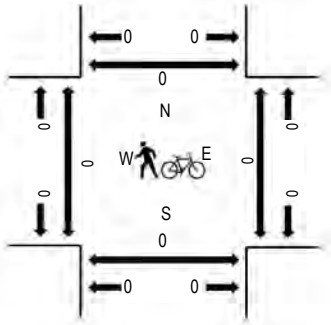
Note: Total study counts contained in parentheses.

	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

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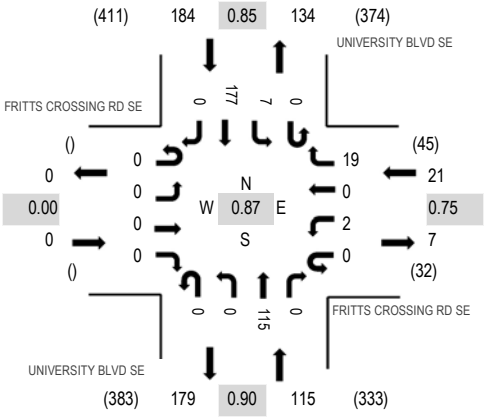
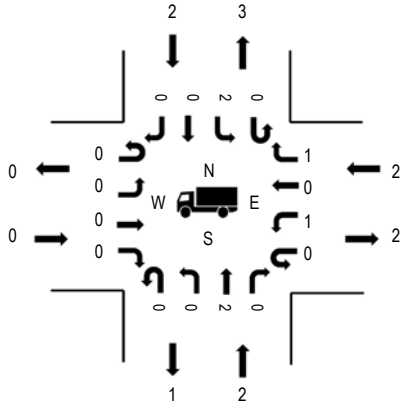
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:15 AM - 12:15 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

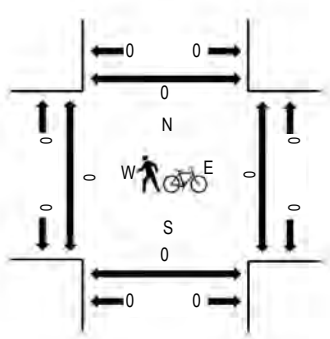
Motorized Vehicles



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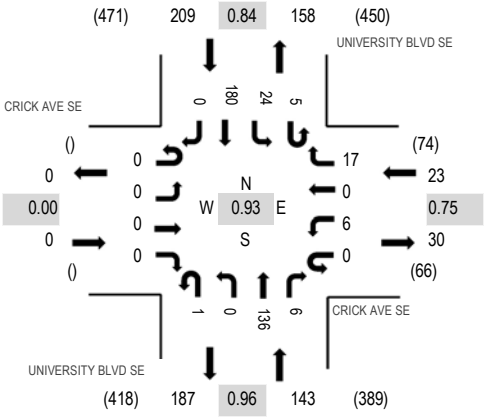
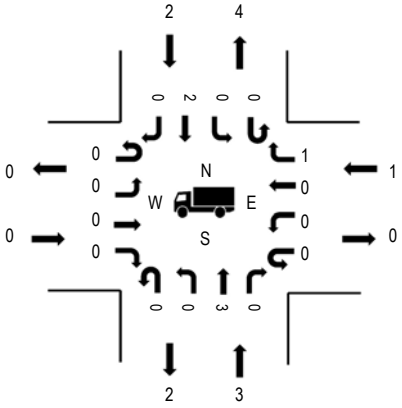
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE Noon
Date: Wednesday, April 21, 2021
Peak Hour: 11:30 AM - 12:30 PM
Peak 15-Minutes: 11:45 AM - 12:00 PM

Peak Hour

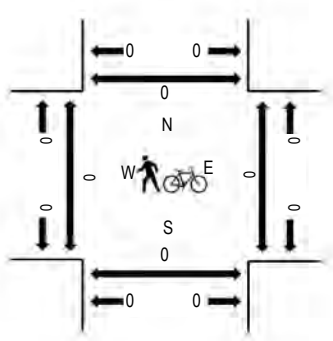
Motorized Vehicles



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

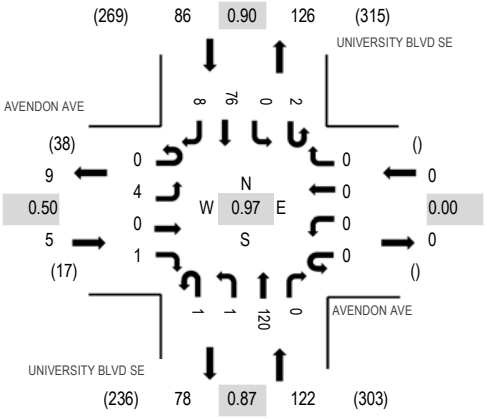
1:15 PM	0	0	0	1	1	1:15 PM	0	0	0	0	0
1:30 PM	0	0	2	1	3	1:30 PM	0	0	0	0	0
1:45 PM	0	0	0	1	1	1:45 PM	0	0	0	0	0
Count Total	0	4	4	7	15	Count Total	0	0	0	0	0
Peak Hour	0	3	1	2	6	Peak Hour	0	0	0	0	0

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

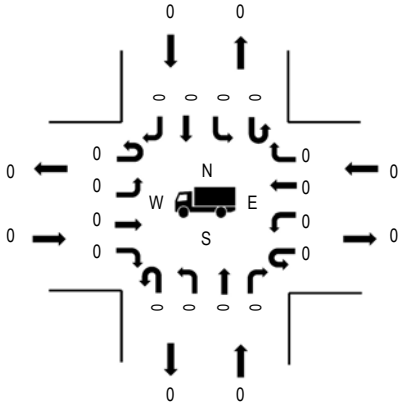
Motorized Vehicles



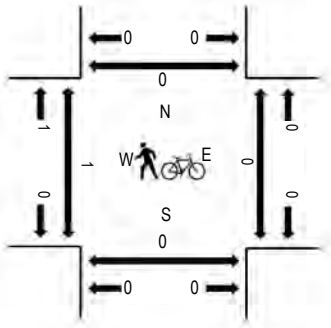
Note: Total study counts contained in parentheses.

	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

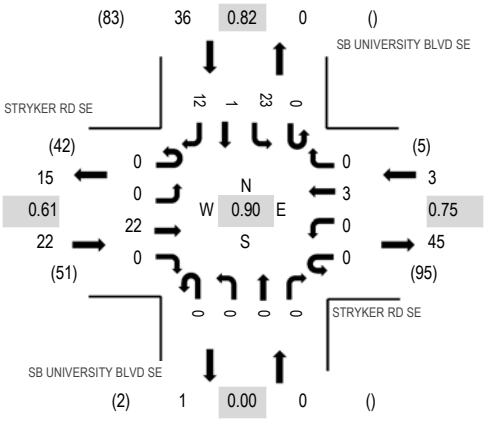
5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	3	0	0	3	6
5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	0	1
Count Total	0	0	0	1	1	Count Total	9	4	0	8	21
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1

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

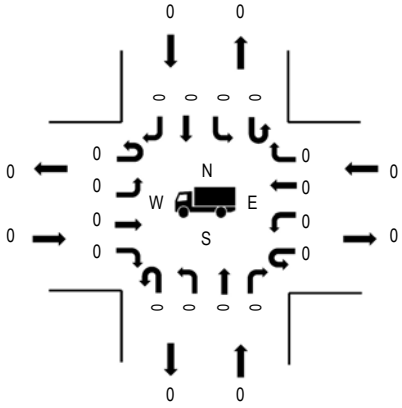
Motorized Vehicles



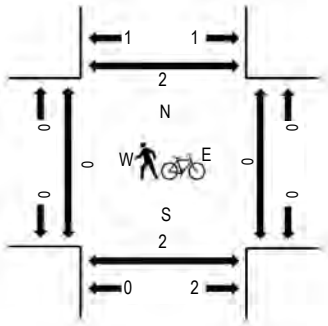
Note: Total study counts contained in parentheses.

	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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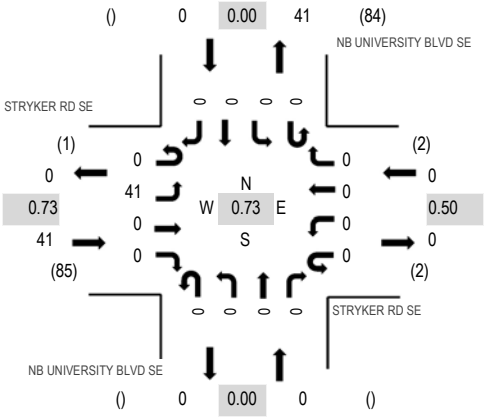
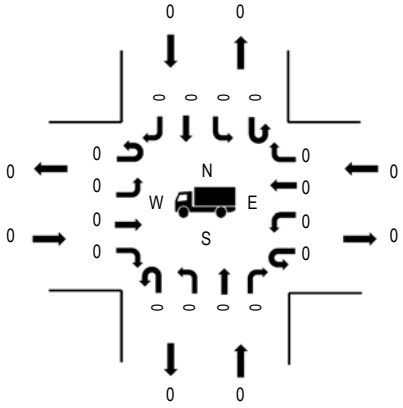
Location: 3 NB UNIVERSITY BLVD SE & STRYKER RD SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour

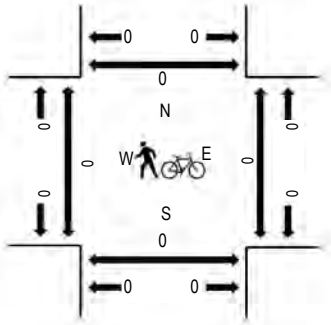
Motorized Vehicles



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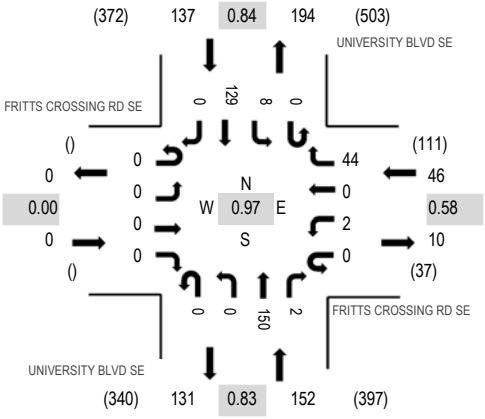
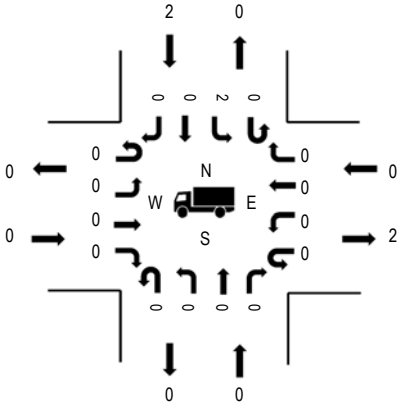
Location: 8 UNIVERSITY BLVD SE & FRITTS CROSSING RD SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour

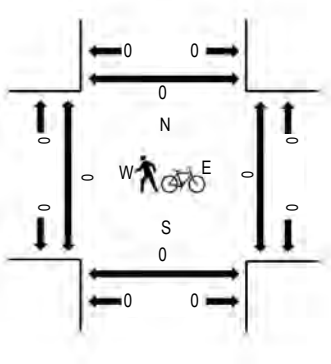
Motorized Vehicles



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					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	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

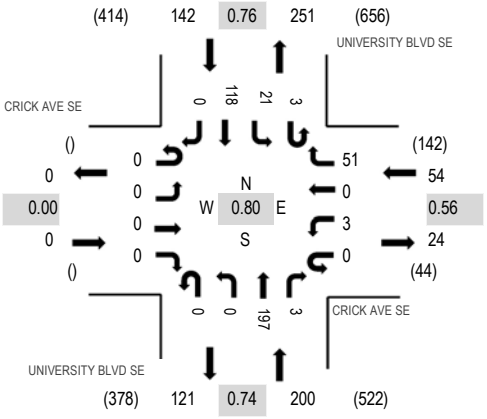
5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
Count Total	0	0	4	4	8	Count Total	0	2	2	0	4
Peak Hour	0	0	0	2	2	Peak Hour	0	0	0	0	0

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

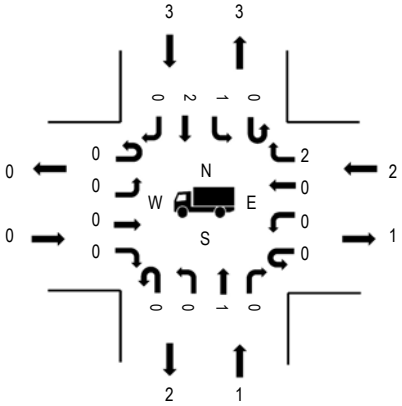
Location: 9 UNIVERSITY BLVD SE & CRICK AVE SE PM
Date: Wednesday, April 21, 2021
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour

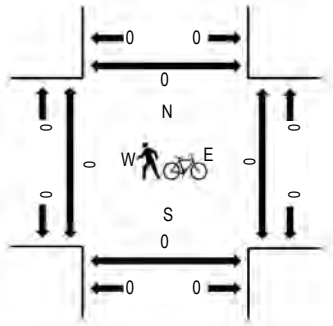
Motorized Vehicles



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					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	0	0	0	1	0	7	0	0	47	1	1	10	29	0	96	396
3:15 PM	0	0	0	0	0	1	0	7	0	0	27	1	1	3	35	0	75	370
3:30 PM	0	0	0	0	0	0	0	27	0	0	67	1	0	4	25	0	124	385
3:45 PM	0	0	0	0	0	1	0	10	0	0	56	0	1	4	29	0	101	364
4:00 PM	0	0	0	0	0	0	0	11	1	0	33	0	0	2	23	0	70	346
4:15 PM	0	0	0	0	0	1	0	11	0	0	42	0	2	6	28	0	90	366
4:30 PM	0	0	0	0	0	5	0	19	0	0	52	0	1	2	24	0	103	359
4:45 PM	0	0	0	0	0	2	0	2	0	0	47	0	0	3	29	0	83	321
5:00 PM	0	0	0	0	0	1	0	16	0	0	47	0	0	2	24	0	90	336
5:15 PM	0	0	0	0	0	0	0	15	0	0	29	0	1	3	35	0	83	
5:30 PM	0	0	0	0	0	0	0	2	0	0	26	0	0	1	36	0	65	
5:45 PM	0	0	0	0	0	1	0	2	0	0	45	0	2	1	47	0	98	
Count Total	0	0	0	0	0	13	0	129	1	0	518	3	9	41	364	0	1,078	
Peak Hour	0	0	0	0	0	3	0	51	0	0	197	3	3	21	118	0	396	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

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

All Traffic Data Services
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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						

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	UNIVERSITY BLVD SE	BOBBY RD SE	0	0	0	0	0	6	6	2	6	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision
8/9/2018	2018	August	23:00	11 p.m.	Thursday	UNIVERSITY BLVD	CRICK AVE	0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight
9/19/2018	2018	September	22:30	10 p.m.	Wednesday	5601 UNIVERSITY BLVD.		0	0	0	0	0	2	2	1	2	0	1	Property Damage Only Crash	Overturn/Rollover	Overturn/Rollover - Right Side of Road
9/24/2018	2018	September	18:35	6 p.m.	Monday	ISLETA BLVD SW		0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Left Blank
10/28/2018	2018	October	6:17	6 a.m.	Sunday	BOBBY FOSTER RD SE	UNIVERISTY BLVD SE	0	0	0	0	0	2	2	1	2	0	1	Property Damage Only Crash	Rollover	Invalid Code
11/18/2018	2018	November	11:52	11 a.m.	Sunday	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	UNIVERSITY BLVD SE	5601	0	0	0	0	0	2	2	2	1	1	1	Property Damage Only Crash	Pedestrian	Pedestrian Collision - Vehicle Going Straight
8/13/2019	2019	August	1:06	1 a.m.	Tuesday	5349 UNIVERSITY BLVD SE	ATRISCO RESERVOIR	0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other (Non-Collision)	Non-Collision - Vehicle Ran Across Open Area
8/20/2019	2019	August	23:41	11 p.m.	Tuesday	UNIVERSITY BLVD SE	CRICK AVE SE	0	0	0	0	0	3	3	2	3	0	2	Property Damage Only Crash	Other Vehicle	Invalid Code
8/27/2019	2019	August	20:50	8 p.m.	Tuesday	UNIVERSITY		0	0	0	0	0	2	2	2	2	0	2	Property Damage Only Crash	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle
9/5/2019	2019	September	20:51	8 p.m.	Thursday	UNIVERISTY BLVD SE	EASTMAN	0	1	0	0	1	0	1	1	1	0	1	Injury Crash	Fixed Object	Fixed Object - Median Raised Or Curb
								0	1	2	3		22								
9																					
13																					
6																					

NMDOT COVID TRAFFIC DATA CALIBRATION METHODOLOGY

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.

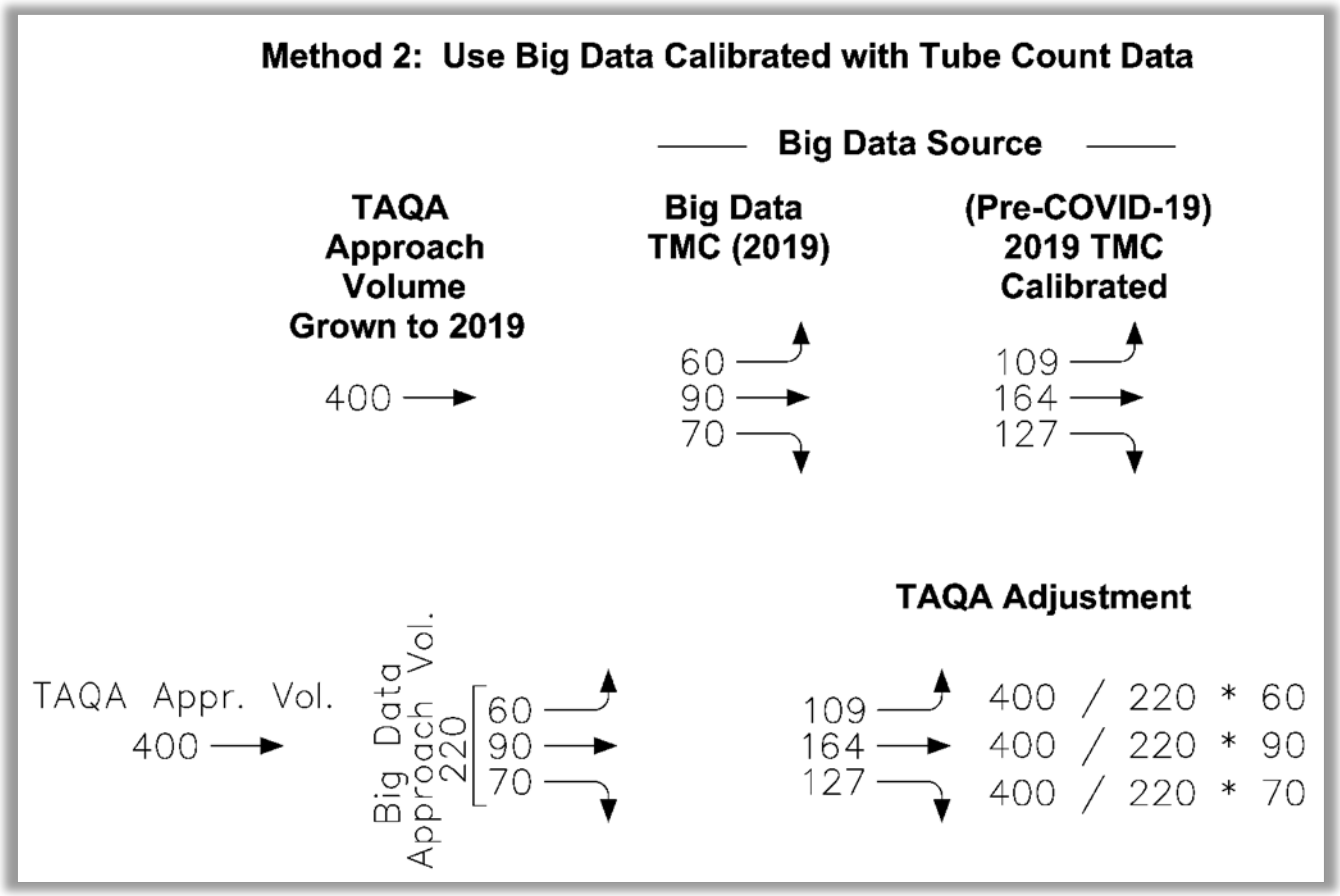
Method 1 – Use Recent Turning Movement Data

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.

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

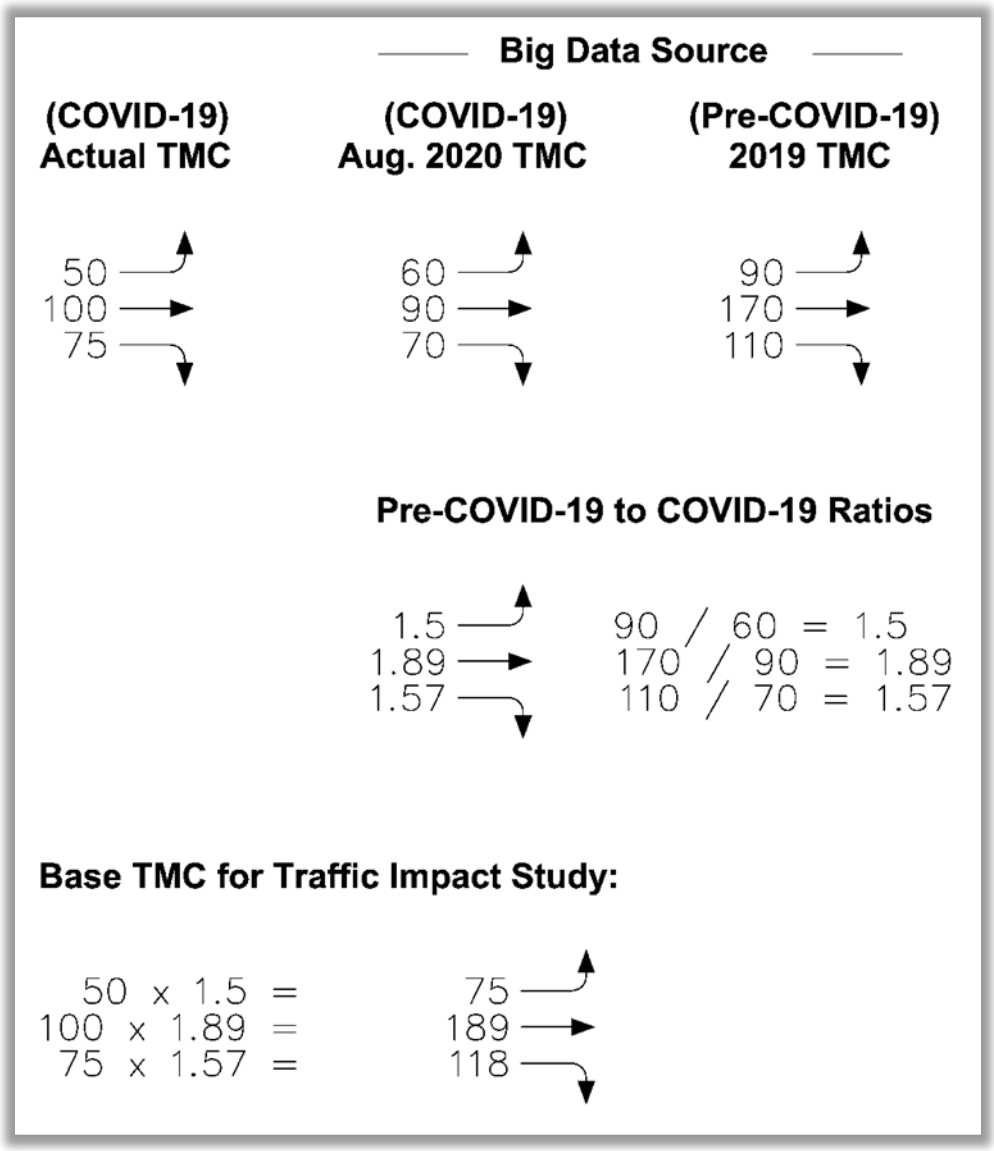
For Intersections where there is no recent turning movements volumes data, recent tube count data may be available at most or all legs. This is the case for most of the Mid-Region Council of Governments area on major streets intersection from Mid-Region Council of Governments' (MRCOG) Transportation 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
Big Data Source
TAQA Approach Volume Grown to 2019
Big Data TMC (2019)
(Pre-COVID-19) 2019 TMC Calibrated
400
60
90
70
109
164
127
TAQA Adjustment
TAQA Appr. Vol.
400
Big Data Approach Vol.
220
60
90
70
109
164
127
400 / 220 * 60
400 / 220 * 90
400 / 220 * 70

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:

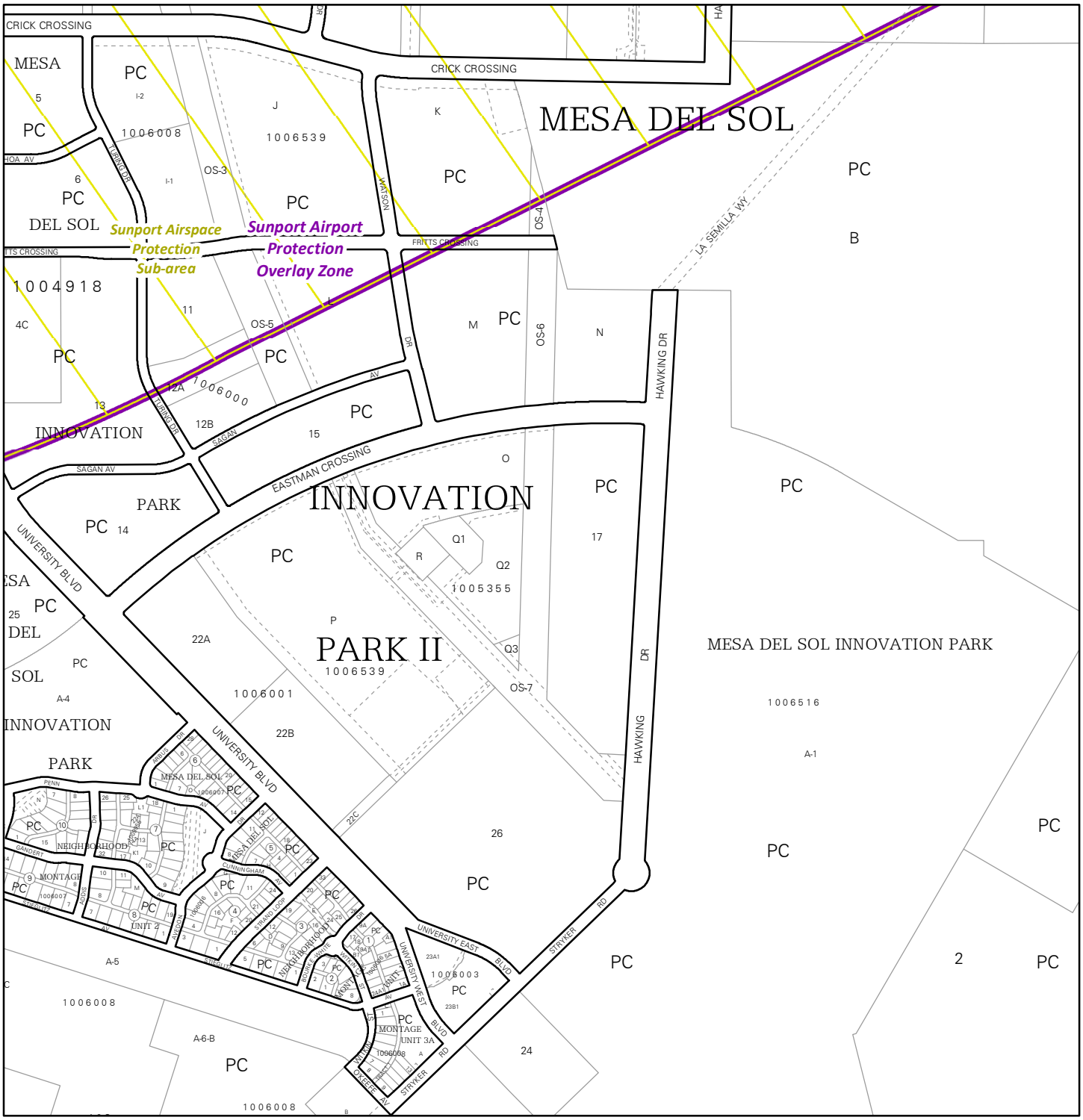
1) The existing current proposed field count will provide 15-minute increment volumes that will be proportioned to approximate pre-COVID-19 conditions.
2) The sampling rate becomes a non-issue because by dividing the pre-COVID-19 TMC's from Big Data by the COVID-19 TMC's from Big Data sources, the sampling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



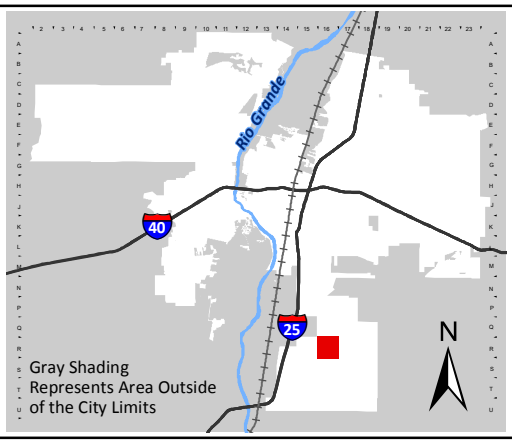
For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

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	-

2023 with Project

AM Peak Hour

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	30	0	1	0	0	1	0	0	0	0	1	0
Future Vol, veh/h	30	0	1	0	0	1	0	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	33	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	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	0	0	0	49	0	18	1	170	34	21
Future Vol, veh/h	21	0	0	0	0	49	0	18	1	170	34	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	53	0	20	1	185	37	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	429	440	30	410	451	11	60	0	0	21	0	0
Stage 1	419	419	-	21	21	-	-	-	-	-	-	-
Stage 2	10	21	-	389	430	-	-	-	-	-	-	-
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	510	510	1038	526	502	1067	1542	-	-	1593	-	-
Stage 1	582	588	-	995	877	-	-	-	-	-	-	-
Stage 2	1009	877	-	606	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	442	451	1038	479	444	1067	1542	-	-	1593	-	-
Mov Cap-2 Maneuver	442	451	-	479	444	-	-	-	-	-	-	-
Stage 1	582	520	-	995	877	-	-	-	-	-	-	-
Stage 2	959	877	-	536	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	8.6	0	5.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1542	-	-	442	1067	1593	-	-
HCM Lane V/C Ratio	-	-	-	0.052	0.05	0.116	-	-
HCM Control Delay (s)	0	-	-	13.6	8.6	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	0	0	22	0	139	1	75	276	7
Future Vol, veh/h	10	0	1	0	0	22	0	139	1	75	276	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	0	0	24	0	151	1	82	300	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	544	620	154	466	624	76	308	0	0	152	0	0
Stage 1	468	468	-	152	152	-	-	-	-	-	-	-
Stage 2	76	152	-	314	472	-	-	-	-	-	-	-
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	422	402	864	480	400	970	1249	-	-	1426	-	-
Stage 1	545	560	-	835	771	-	-	-	-	-	-	-
Stage 2	924	771	-	671	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	393	379	864	458	377	970	1249	-	-	1426	-	-
Mov Cap-2 Maneuver	393	379	-	458	377	-	-	-	-	-	-	-
Stage 1	545	528	-	835	771	-	-	-	-	-	-	-
Stage 2	901	771	-	632	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	8.8	0	1.6
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	413	970	1426	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.025	0.057	-	-
HCM Control Delay (s)	0	-	-	14	8.8	7.7	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	115	8	100	333
Future Vol, veh/h	0	41	115	8	100	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	125	9	109	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	130	0	0	134	0
Stage 1	130	-	-	-	-	-
Stage 2	580	-	-	-	-	-
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	400	920	-	-	1451	-
Stage 1	896	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	920	-	-	1451	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	920	1451	-
HCM Lane V/C Ratio	-	-	0.048	0.075	-
HCM Control Delay (s)	-	-	9.1	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	21	25	172	267	0
Future Vol, veh/h	20	21	25	172	267	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	23	27	187	290	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	531	290	290	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	241	-	-	-	-	-
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	509	749	1272	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	497	749	1272	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1272	-	600	-	-
HCM Lane V/C Ratio	0.021	-	0.074	-	-
HCM Control Delay (s)	7.9	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	222	0	24	444
Future Vol, veh/h	0	25	222	0	24	444
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	241	0	26	483

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	776	241	0	0	241	0
Stage 1	241	-	-	-	-	-
Stage 2	535	-	-	-	-	-
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	366	798	-	-	1326	-
Stage 1	799	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	359	798	-	-	1326	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1326	-
HCM Lane V/C Ratio	-	-	0.034	0.02	-
HCM Control Delay (s)	-	-	9.7	7.8	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	30	268	5	50	455
Future Vol, veh/h	1	30	268	5	50	455
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	33	291	5	54	495

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	650	148	0	0	296	0
Stage 1	294	-	-	-	-	-
Stage 2	356	-	-	-	-	-
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	402	872	-	-	1262	-
Stage 1	730	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	872	-	-	1262	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	385	872	1262	-
HCM Lane V/C Ratio	-	-	0.003	0.037	0.043	-
HCM Control Delay (s)	-	-	14.4	9.3	8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

2023 with Project

PM Peak Hour

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑			↑			↕				
Traffic Vol, veh/h	0	24	0	0	3	0	19	1	0	0	0	0
Future Vol, veh/h	0	24	0	0	3	0	19	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	26	0	0	3	0	21	1	0	0	0	0

Major/Minor	Minor1			Minor2			Major1		
Conflicting Flow All	-	43	-	-	43	-	0	0	0
Stage 1	-	43	-	-	0	-	-	-	-
Stage 2	-	0	-	-	43	-	-	-	-
Critical Hdwy	-	6.52	-	-	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	849	0	0	849	0	-	-	-
Stage 1	0	859	0	0	-	0	-	-	-
Stage 2	0	-	0	0	859	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	849	-	-	849	-	-	-	-
Mov Cap-2 Maneuver	-	849	-	-	849	-	-	-	-
Stage 1	-	859	-	-	-	-	-	-	-
Stage 2	-	-	-	-	859	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	849	849	-	-	-
HCM Lane V/C Ratio	0.031	0.004	-	-	-
HCM Control Delay (s)	9.4	9.3	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	47	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	47	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	51	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	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	0	5	2	0	151	2	54	2	67	44	33
Future Vol, veh/h	43	0	5	2	0	151	2	54	2	67	44	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	130	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	2	0	164	2	59	2	73	48	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	246	277	42	234	294	31	84	0	0	61	0	0
Stage 1	212	212	-	64	64	-	-	-	-	-	-	-
Stage 2	34	65	-	170	230	-	-	-	-	-	-	-
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	687	629	1019	701	616	1036	1511	-	-	1540	-	-
Stage 1	770	726	-	939	841	-	-	-	-	-	-	-
Stage 2	978	840	-	815	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	556	599	1019	672	586	1036	1511	-	-	1540	-	-
Mov Cap-2 Maneuver	556	599	-	672	586	-	-	-	-	-	-	-
Stage 1	769	692	-	938	840	-	-	-	-	-	-	-
Stage 2	822	839	-	772	679	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	9.2	0.3	3.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	584	1029	1540	-	-
HCM Lane V/C Ratio	0.001	-	-	0.089	0.162	0.047	-	-
HCM Control Delay (s)	7.4	-	-	11.8	9.2	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	1	1	0	67	0	247	1	2	29	142	8
Future Vol, veh/h	10	0	1	1	0	67	0	247	1	2	29	142	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	-	-	-	-	125	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	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	2
Mvmt Flow	11	0	1	1	0	73	0	268	1	2	32	154	9

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	361	-	82	414	500	135	163	0	0	270	269	0	0
Stage 1	227	-	-	269	269	-	-	-	-	-	-	-	-
Stage 2	134	-	-	145	231	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	-	6.94	7.54	6.54	6.94	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	-	3.32	3.52	4.02	3.32	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	570	0	961	523	471	889	1413	-	-	967	1292	-	-
Stage 1	755	0	-	713	685	-	-	-	-	-	-	-	-
Stage 2	855	0	-	843	712	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	512	-	961	511	458	889	1413	-	-	1256	1256	-	-
Mov Cap-2 Maneuver	512	-	-	511	458	-	-	-	-	-	-	-	-
Stage 1	755	-	-	713	685	-	-	-	-	-	-	-	-
Stage 2	785	-	-	819	693	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	9.5	0	1.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	535	879	1256	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.084	0.027	-	-
HCM Control Delay (s)	0	-	-	11.9	9.5	7.9	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	49	257	0	36	165
Future Vol, veh/h	5	49	257	0	36	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	53	279	0	39	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	536	279	0	0	279	0
Stage 1	279	-	-	-	-	-
Stage 2	257	-	-	-	-	-
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	505	760	-	-	1284	-
Stage 1	768	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	760	-	-	1284	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1284	-
HCM Lane V/C Ratio	-	-	0.081	0.03	-
HCM Control Delay (s)	-	-	10.4	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	39	334	132	6
Future Vol, veh/h	8	10	39	334	132	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	11	42	363	143	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	594	147	150	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	447	-	-	-	-	-
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	468	900	1431	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	451	900	1431	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	624	-	-
HCM Lane V/C Ratio	0.03	-	0.031	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	25	357	2	8	247
Future Vol, veh/h	2	25	357	2	8	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	27	388	2	9	268

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	389	0	0	390	0
Stage 1	389	-	-	-	-	-
Stage 2	286	-	-	-	-	-
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	419	659	-	-	1169	-
Stage 1	685	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	416	659	-	-	1169	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1169	-
HCM Lane V/C Ratio	-	-	0.046	0.007	-
HCM Control Delay (s)	-	-	11	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	73	425	3	34	231
Future Vol, veh/h	3	73	425	3	34	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	180	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	79	462	3	37	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	664	233	0	0	465	0
Stage 1	464	-	-	-	-	-
Stage 2	200	-	-	-	-	-
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	394	769	-	-	1093	-
Stage 1	599	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	381	769	-	-	1093	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	381	769	1093	-
HCM Lane V/C Ratio	-	-	0.009	0.103	0.034	-
HCM Control Delay (s)	-	-	14.5	10.2	8.4	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.3	0.1	-