



Juan Tabo Hills Traffic Study

City of Albuquerque

Juan Tabo Hills
Albuquerque, NM

9/29/2023

Juan Tabo Hills Traffic Study

Prepared for

City of Albuquerque

Juan Tabo Hills
Albuquerque, NM

Prepared by



4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109
505-348-4000

Audra V. Gallegos

Audra Gallegos, PE

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Date

Table of Contents

List of Tables	iv
List of Figures	v
List of Abbreviations	vii
Executive Summary.....	viii
1.0 Introduction	1
1.1 Project Area and Background.....	1
1.2 Willow Wood Community.....	1
2.0 Existing Conditions.....	3
2.1 Roadway Classification	3
2.2 Traffic	3
2.2.1 KAFB Eubank Gate Queues.....	7
2.2.2 Level of Service Criteria.....	7
2.2.3 Traffic Operations.....	8
2.3 Safety	14
2.3.1 Crash Data (2016-2020).....	14
2.3.2 Crash Reports Data (2018-2022).....	24
2.4 Multimodal Facilities	37
2.4.1 Transit.....	37
3.0 Proposed Conditions	41
3.1 Description of Alternatives.....	41
3.1.1 Turn Lane Warrants	41
3.1.2 Roundabouts	41
3.1.3 Continuous Green T Intersection	42
3.1.4 Continuous Flow Intersection.....	43
3.1.5 Intersection Crossing Enhancements.....	44
3.1.6 Eubank Boulevard Access Management.....	45
3.1.7 Multimodal Connectivity	46
3.1.8 FHWA Proven Safety Countermeasures	46
3.2 Alternatives	46
3.2.1 Alternative Analysis.....	46

3.2.2 No-Build Alternative	49
3.2.3 Turn Lanes.....	55
3.2.4 Roundabouts.....	60
3.2.5 Continuous Green T Intersection	63
3.2.6 Continuous Flow Interchange.....	65
3.2.7 Intersection Crossing Enhancements.....	68
3.2.8 Eubank Boulevard Access Management.....	71
3.2.9 Multimodal Connectivity	74
4.0 Public Involvement.....	76
4.1 Public Meeting.....	76
4.1.1 Public Meeting Poll	76
4.1.2 Post Meeting Comments	76
5.0 Summary of Findings.....	77
5.1 Existing Conditions.....	77
5.2 2032 No-Build Conditions	77
5.3 Multimodal Connectivity	78
5.2 Alternatives Summary.....	78
6.0 Recommendations	79

List of Tables

Table 1: Tube Count Data Summary.....	4
Table 2: Signalized Intersection Delay and LOS Criteria	7
Table 3: Unsignalized Intersection Delay and LOS Criteria	8
Table 4: Existing Intersection AM (PM) LOS and Delay	9
Table 5: Total Crash – Juan Tabo Hills Study Area	14
Table 6: Lighting Conditions.....	15
Table 7: Intersection #1 – Eubank Boulevard and Central Avenue – Crash Severity	16
Table 8: Intersection #2 – Eubank Boulevard and Southern Boulevard – Crash Severity	17
Table 9: Intersection #4 – Eubank Boulevard and Gibson Avenue – Crash Severity	18
Table 10: Intersection #5 – Eubank Boulevard and Research Road – Crash Severity.....	18
Table 11: Intersection #6 – Eubank Boulevard and H Avenue – Crash Severity	19
Table 12: Intersection #7 – Elizabeth Street and Southern Boulevard – Crash Severity	19
Table 13: Intersection #9 – Juan Tabo Boulevard and Central Avenue – Crash Severity	20
Table 14: Intersection #10 – Juan Tabo Boulevard and Herman Roser Avenue – Crash Severity.....	20
Table 15: Intersection #11 – Juan Tabo Boulevard and Singing Arrow Avenue – Crash Severity	21
Table 16: Crash Reports – Juan Tabo Hills Study Area	24
Table 17: Crash Type per Intersection (2018-2023).....	26

Table 18: 2032 Intersection AM (PM) LOS and Delay.....	53
Table 19: Turn Lane Warrant Summary	56
Table 20: 2032 Turn Lane Alternatives AM (PM) LOS and Delays	57
Table 21: Signalized vs. Roundabout Delay and LOS Criteria.....	60
Table 22: 2032 Roundabouts Alternatives AM(PM) LOS and Delays	60
Table 23: 2032 CGT Alternatives AM (PM) LOS and Delays	63
Table 24: 2032 CFI Alternative AM(PM) LOS and Delays	65
Table 25: 2032 Crossing Enhancements Alternatives AM (PM) LOS and Delays	68
Table 26: Access Management Alternatives AM(PM) LOS and Delays	71
Table 27: Crossing Treatment Selection Matrix.....	75
Table 28: Summary Alternatives Matrix	41

List of Figures

Figure 1: Study Area.....	2
Figure 2: Existing Traffic Volumes.....	5
Figure 3: Exiting Turning Movement Volumes Cont.	6
Figure 4: KAFB Eubank Gate Queues	7
Figure 5: Existing LOS Summary	12
Figure 6: Existing LOS Summary Continued	13
Figure 7: Crash Summary.....	15
Figure 8: Intersection #1 – Eubank Boulevard and Central Avenue – Crash Types	16
Figure 9: Intersection #2 – Eubank Boulevard and Southern Boulevard – Crash Types	17
Figure 10: Intersection #4 – Eubank Boulevard and Gibson Avenue – Crash Types	17
Figure 11: Intersection #5 – Eubank Boulevard and Research Road – Crash Types.....	18
Figure 12: Intersection #6 – Eubank Boulevard and H Avenue – Crash Types.....	18
Figure 13: Intersection #7 – Elizabeth Street and Southern Boulevard – Crash Types	19
Figure 14: Intersection #9 – Juan Tabo Boulevard and Central Avenue – Crash Types.....	20
Figure 15: Intersection #10 – Juan Tabo Boulevard and Herman Roser Avenue – Crash Types	20
Figure 16: Intersection #11 – Juan Tabo Boulevard and Singing Arrow Avenue – Crash Types.....	21
Figure 17: High Fatality and Injury Network - MRCOG	22
Figure 18: All Crash Type Density Heat Map.....	23
Figure 19: Crash Contributing Factor of Crash Reports	25
Figure 20: Crash Types of Crash Reports.....	26
Figure 21: Eubank Boulevard and Central Avenue – Collision Diagram	28
Figure 22: Eubank Boulevard and Southern Boulevard – Collision Diagram	29
Figure 23: Eubank Boulevard and Innovation Parkway	30
Figure 24: Eubank Boulevard and Gibson Avenue – Collision Diagram	31
Figure 25: Eubank Boulevard and Research Road – Collision Diagram.....	32
Figure 26: Elizabeth Street and Southern Boulevard – Collision Diagram	33
Figure 27: Juan Tabo Boulevard and Southern Avenue – Collision Diagram	34
Figure 28: Juan Tabo Boulevard and Herman Roser Avenue – Collision Diagram	35
Figure 29: Juan Tabo Boulevard and Singing Arrow Avenue – Collision Diagram.....	36
Figure 30: Multimodal Facilities.....	38
Figure 31: Transit Facilities	39
Figure 32: Existing Sidewalk and Bike Lanes	40

Figure 33: Intersection Conflict Points	42
Figure 34: Continuous Green T Intersection Example	43
Figure 35: Continuous Flow Intersection Example	44
Figure 36: Pedestrian and Bicycle-Friendly Intersection Example.....	45
Figure 37: Control Types - Before and After	45
Figure 38: Intersection Types - Before and After	45
Figure 39: 2032 No-Build Turning Movement Volumes.....	47
Figure 40: 2032 No-Build Turning Movement Volumes Continued.....	48
Figure 41: 2032 No-Build LOS Results	51
Figure 42: 2032 No-Build LOS Results Continued	52
Figure 43: 2032 Turn Lane Alternatives LOS.....	59
Figure 44: 2032 Roundabout Alternatives LOS.....	62
Figure 45: 2032 CGT Alternatives LOS.....	64
Figure 46: Eubank Boulevard and Southern Boulevard – CFI Alternative	65
Figure 47: 2032 CFI Alternatives LOS	67
Figure 48: 2032 Crossing Enhancements Alternative LOS.....	70
Figure 49: 2032 Access Management Alternative LOS	73
Figure 50: Potential Multi-Use Trail Alignment.....	74

Appendix

- Appendix A – Traffic Count Data
- Appendix B – Traffic Analysis Reports
- Appendix C – Crash Data
- Appendix D – Signal Timing Sheets
- Appendix E – Public Meeting Summary
- Appendix F – Conceptual Cost Estimates

List of Abbreviations

Abbreviation	Term/Phrase/Name
ADT	Average Daily Traffic
COA	City of Albuquerque
CFI	Continuous Flow Intersection
CGT	Continuous Green T
DPM	Development Process Manual
HCM	Highway Capacity Manual
HFIN	High Fatality and Injury Network
KAFB	Kirtland Airforce Base
LOS	Level of service
mph	Miles per hour
MRCOG	Mid-Region Council of Governments

Executive Summary

This traffic study evaluates the existing conditions within the Juan Tabo Hills study area and identifies any speeding and capacity issues. This study will document the existing traffic, multimodal deficiencies, and evaluate potential alternatives to improve the corridor conditions. The study limits are bounded by Central Avenue to the north, Eubank Boulevard to the west, Juan Tabo Boulevard to the east, and Kirtland Airforce Base (KAFB) to the south (see [Figure 1](#)).

This report studied 10 intersections within the study area to determine if there are any improvements that can be made to the existing intersections. A summary of the LOS results at each intersection analyzed is shown in the matrix in [Table 28](#). The summary alternatives matrix provides a side-by-side comparison of the existing conditions, no-build, and proposed alternatives based upon the LOS criteria.

Summary of Findings

Existing Conditions

The results of the traffic analysis indicate that the current existing conditions operate at acceptable LOS D or better, except for Juan Tabo Boulevard and Central Avenue which operates at LOS E in the PM Peak with LOS F for the northbound movement. There are lane and approach LOS that operate at LOS E or below at the following intersections:

- Eubank Boulevard and Southern Boulevard – the westbound left operates at LOS F in the AM Peak.
- Eubank Boulevard and Innovation Parkway North – operates at LOS E or below for the eastbound and westbound approaches. The southbound left is also operating at LOS F in the PM peak.
- Eubank Boulevard and Research Road – the westbound approach operates at LOS E in the PM Peak. The southbound left also operates at LOS E in the PM Peak.

2032 No-Build Conditions

Additional intersections are anticipated to operate at an unacceptable LOS by year 2032. The following is a summary of the 2032 No-Build results:

1. The following overall intersections are anticipated to operate at an acceptable LOS for both AM and PM Peaks:
 - a. Eubank Boulevard and Central Avenue
 - b. Eubank Boulevard and Gibson Avenue
 - c. Eubank Boulevard and Innovation Parkway/H Avenue
 - d. Elizabeth Street and Southern Boulevard
 - e. Juan Tabo Boulevard and Herman Roser Avenue
2. The following overall intersections are anticipated to operate at an acceptable LOS for both AM and PM Peaks:
 - a. Eubank Boulevard and Innovation Parkway
3. The following overall intersections are anticipated to operate at an acceptable LOS for just the AM Peak:
 - a. Eubank Boulevard and Southern Boulevard

4. The following overall intersections are anticipated to operate at an acceptable LOS for just the PM Peak:
 - a. Eubank Boulevard and Research Road
 - b. Juan Tabo Boulevard and Southern Boulevard
 - c. Juan Tabo Boulevard and Central Avenue

Multimodal Connectivity

The study area provides sidewalks, multiuse paths, and/or bike lanes on the major roadways. The bike lanes on Juan Tabo Boulevard and Innovation Parkway are narrow (less than 3-ft of asphalt) and do not meet current City of Albuquerque standards.

A bike route may be included to connect the alignment of the multiuse trail that was recommended in the *Juan Tabo Connectivity Study*, it would connect to Innovation Parkway and continue along Research Road, crossing Eubank Boulevard at a mid-block crossing and then connect to the KAFB Eubank Gate.

Based on the City of Albuquerque *Bicycle and Trail Crossing Guide*, the mid-block crossing would need pedestrian hybrid beacons and yield/stop lines.

Alternatives Summary

Alternative analysis results are summarized for the following intersections:

1. The following intersections are anticipated to perform with acceptable LOS in the 2032 No-Build, so geometric alternatives were not analyzed:
 - o Eubank Boulevard and Innovation Parkway South
 - o Elizabeth Street and Southern Boulevard
 - o Juan Tabo Boulevard and Herman Roser Avenue
2. Eubank Boulevard and Central Avenue
 - o The addition of a northbound right turn lane would result in an improved LOS. This alternative would require right-of-way acquisitions and may impact the internal circulation at the gas station.
 - o The removal of the channelized right turn would result in an improved LOS with the addition of the northbound right turn lane.
3. Eubank Boulevard and Southern Boulevard
 - o The installation of a CGT would result in an improved LOS. The west leg of the intersection would be eliminated, so traffic that normally uses that leg would be redirected to other intersections.
 - o The installation of a CFI would also result in an improved LOS. This alternative may require right-of-way acquisitions.
 - o The removal of the channelized right turn would result in improved LOS in the AM Peak but would degrade in the PM Peak.
4. Eubank Boulevard and Innovation Parkway
 - o Changing the control type from a TWSC to a signalized intersection would result in an improved LOS.
5. Eubank Boulevard and Gibson Avenue
 - o The addition of a roundabout is anticipated to have acceptable LOS, but it would degrade for 2032 No-Build?
 - o The addition of a CGT would result in an improved LOS.

6. Eubank Boulevard and Research Road
 - Changing the intersection to right-in/right-out/left-in only would improve LOS in the AM Peak but would remain LOS F in the PM Peak. Eliminating the left-out will reduce conflict points at the intersection, which in return may provide a safer intersection.
7. Juan Tabo Boulevard and Southern Boulevard
 - The addition of an eastbound thru lane and replacing the northbound channelized right turn with two right turn lanes would result in an improved LOS. This alternative may require right-of-way acquisitions.
8. Juan Tabo Boulevard and Central Avenue
 - The addition of two eastbound left turn lanes would result in an improved LOS. This alternative may require right-of-way acquisitions.
 - The addition of a northbound right turn lane would result in an improved LOS. This alternative may require right-of-way acquisitions.

Note: It was observed that the KAFB Eubank Gate traffic queue extends to just north of the Innovation Parkway N. intersection, which is approximately 0.58 miles. Although the intersections show acceptable LOS, these do not consider the effects of the KAFB queue. If the intersections are improved to allow more capacity to go through them, this may cause longer queues at the KAFB Eubank Gate.

Recommendations

The following are recommendations based on the analysis of the study area:

- Addition of a northbound right-turn lane for Eubank Boulevard at Central Avenue (\$417,232) – over 400 vehicles make this movement in the PM peak. Right-of-way may need to be acquired.
- Access management along Eubank Boulevard – converting Innovation Parkway to a signalized intersection (\$539,674) and Gibson Avenue to a two-way stop-controlled intersection (\$67,770) will improve progression. Converting the Research Road intersection to right-in/right-out/left-in only (\$42,217) would improve LOS in the AM Peak. Eliminating the left-out will reduce conflict points at the intersection, which in return may provide a safer intersection.
- Restriping lanes/intersections – make the study area more multimodal friendly.
- Multiuse trail along the Tijeras Arroyo (\$666,361) – as recommended in the *Juan Tabo Connectivity Study*.
- Midblock crossing on Eubank Boulevard at Research Road (\$199,516) – provide multimodal connectivity to/from Kirtland Airforce Base and the Sandia Science and Technology Park.
- Radar signing on Juan Tabo Boulevard (\$53,382) – traffic calming.
- Reanalyze intersections after KAFB Wyoming Gate is improved and in operation – this may shift traffic from the KAFB Eubank Gate.
- Leading pedestrian intervals – Add at all signalized intersections within the study area. Eubank Boulevard and Central Avenue intersection being the higher priority due to pedestrian volumes.
- Backplates with retroreflective borders – add at all signalized intersections within the study area. The Eubank Boulevard and Central Avenue intersection and the Juan Tabo Boulevard and Central Avenue intersection number of signal heads do not meet MUTCD requirements.
- Appropriately timed yellow change intervals – implement at all signalized intersections within the study area. Prior to implementation, need to verify if controllers are compatible.
- Conduct left-turn arrow warrants at Eubank Boulevard and Central Avenue,

Note: Conceptual construction estimates are shown in parentheses above. The full estimates can be found in the Appendix F.

1.0 Introduction

1.1 Project Area and Background

This study is being conducted as part of the recommendations that came out of the City of Albuquerque *Juan Tabo Boulevard Connectivity Study*, prepared in February 2021 by Wilson & Company. The goal of the 2021 study was to determine if a new Juan Tabo Boulevard to Eubank Boulevard roadway connection is feasible. The study recommended projects that can be done to improve the study area, this included analyzing the existing roadway network and identifying improvements to increase capacity.

This traffic study evaluates the existing conditions within the Juan Tabo Hills study area and identifies any speeding and capacity issues. This study will document the existing traffic, multimodal deficiencies, and evaluate potential alternatives to improve the corridor conditions. The study limits are bounded by Central Avenue to the north, Eubank Boulevard to the west, Juan Tabo Boulevard to the east, and Kirtland Airforce Base (KAFB) to the south (see [Figure 1](#)).

1.2 Willow Wood Community

As discussed in the *Juan Tabo Boulevard Connectivity Study*, the Willow Wood Community experiences cut-through traffic from drivers trying to access Eubank Boulevard from Juan Tabo Boulevard. The community has worked to vacate the City of Albuquerque right-of-way at Tony Sanchez Drive and Gibson Avenue. They are currently in the beginning process to get a gate installed to help reduce the amount of cut-through traffic.

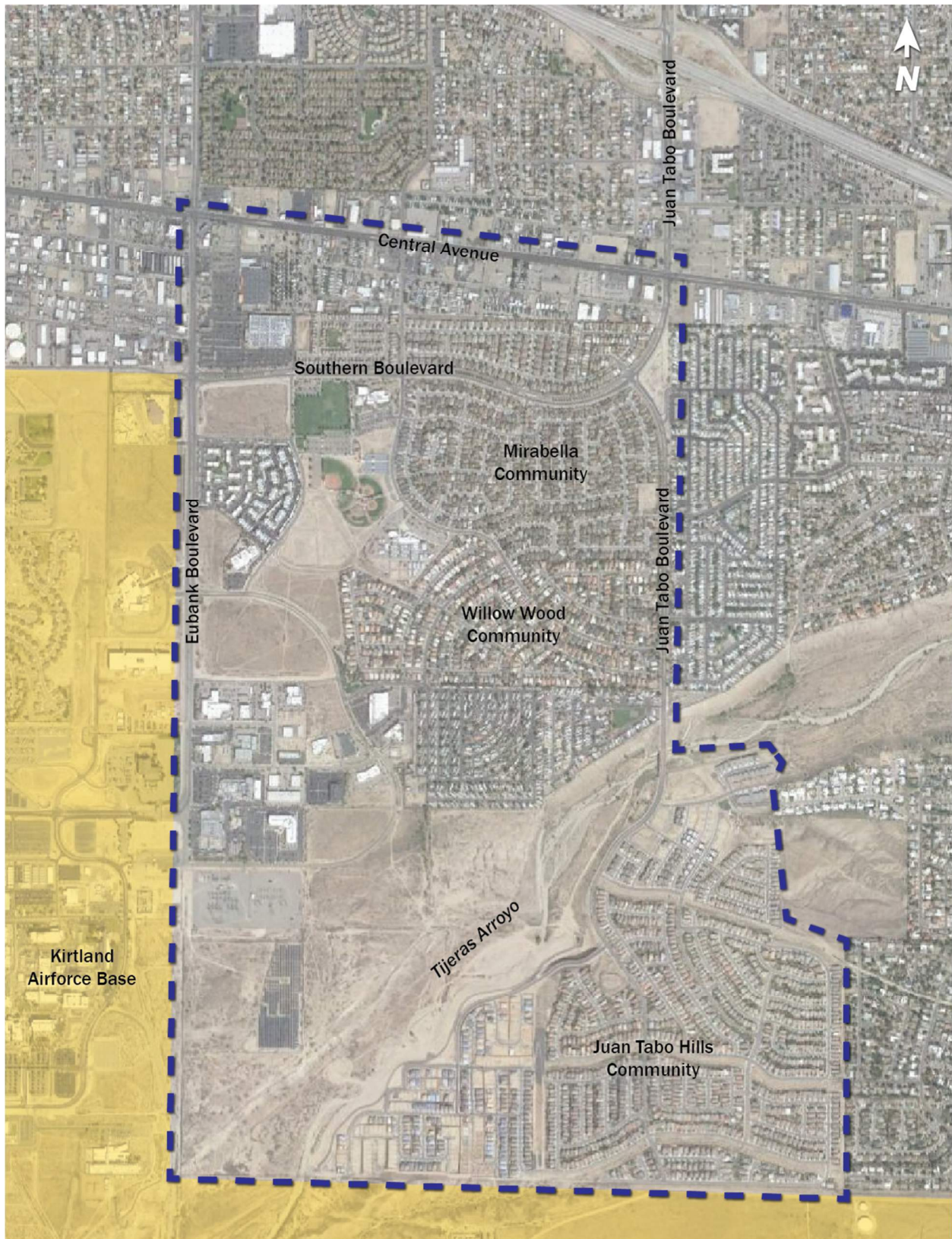


Figure 1: Study Area

2.0 Existing Conditions

2.1 Roadway Classification

The study area has eight (8) main roadways that were analyzed. These roadways are described below.

Juan Tabo Boulevard. Juan Tabo Boulevard is a north-south roadway that is classified as a minor collector south of Central Avenue. It serves mainly residential houses and is the only ingress/egress for the Juan Tabo Hills Community. Juan Tabo Boulevard is a four-lane, divided, roadway with bike lanes, sidewalk, and a posted speed limit of 35 mph.

Eubank Boulevard. Eubank Boulevard is a north-south roadway that is classified as a minor collector south of Central Avenue. It mainly serves KAFB as well as the Sandia Science and Technology Park. Eubank Boulevard is a six-lane, divided, roadway with bike lanes, portions of sidewalk/multiuse path, and a posted speed limit of 40 mph.

Central Avenue. Central Avenue is an east-west, principal arterial with a posted speed limit of 40 mph. It is a seven-lane roadway (three lanes in each direction with a two-way left-turn lane) that has sidewalk on both sides of the roadway.

Southern Boulevard. Southern Boulevard is an east-west, major collector that is located between Eubank Boulevard and Juan Tabo Boulevard. It is a four-lane, divided, roadway with bike lanes, multiuse paths, and a posted speed limit of 35 mph.

Innovation Parkway. Innovation Parkway is a local loop road that intersects Eubank Boulevard on both ends. The northern half of the roadway is a two-lane, divided roadway with curb and gutter, sidewalk, and bike lanes. The southern half is two-lane, undivided, with no curb and gutter or sidewalk. Innovation Parkway has a posted speed limit of 25 mph and mainly serves the Sandia Science and Technology Park.

Gibson Avenue. Gibson Avenue is an east-west, local roadway with a posted speed limit of 25 mph. It is a two-lane, undivided, roadway with sidewalk on majority of the south side. Gibson Avenue connects the Willow Wood community to Innovation Parkway and Eubank Boulevard.

Research Road. Research Road is an east-west, local roadway with a posted speed limit of 25 mph. It is a two-lane, undivided, roadway with sidewalk built on the developed parcels. Research Road intersects Eubank Boulevard to the west and Innovation Parkway to the east.

Elizabeth Street. Elizabeth Street is a north-south, local roadway with a posted speed limit of 25 mph. It is a two-lane, undivided, roadway with sidewalk and bike lanes.

Herman Roser Avenue. Herman Roser Avenue is a local roadway with a posted speed limit of 25 mph. It is a two-lane, undivided, roadway with sidewalk and speed humps.

2.2 Traffic

Tube count data (volume, speed, classification) was collected for a 48-hour period in May 2022. The tube counts were setup at four locations. [Table 1](#) summarizes the data collected from the tube counters; the full tube count data can be found in [Appendix A](#). The average daily traffic (ADT) in the study area ranged from 8,423 vehicles per day on Juan Tabo Boulevard up to 20,522 vehicles per day on Eubank Boulevard. The 85th-percentile speed was found to be five miles per hour or more

above the posted speed limit along Eubank Boulevard, Juan Tabo Boulevard and Southern Boulevard.

Table 1: Tube Count Data Summary

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85th-Percentile Speed (mph)
1	Eubank Boulevard - south of Southern Boulevard	NB	10,961	20,522	40	53.0
		SB	9,561			55.0
2	Southern Boulevard - east of Eubank Boulevard	EB	7,923	15,400	35	44.0
		WB	7,477			45.0
3	Juan Tabo Boulevard - south of Southern Boulevard	NB	7,304	13,549	35	44.0
		SB	6,245			44.0
4	Juan Tabo Boulevard - south of the bridge	NB	4,183	8,423	35	49.0
		SB	4,240			46.0

Traffic cameras were setup at the following 10 intersections to collect turning movement data in May 2022:

1. Eubank Boulevard and Central Avenue
2. Eubank Boulevard and Southern Boulevard
3. Eubank Boulevard and Innovation Parkway North
4. Eubank Boulevard and Gibson Avenue
5. Eubank Boulevard and Research Road
6. Eubank Boulevard and Innovation Parkway South
7. Elizabeth Street and Southern Boulevard
8. Juan Tabo Boulevard and Southern Boulevard
9. Juan Tabo Boulevard and Central Avenue
10. Juan Tabo Boulevard and Herman Roser Avenue

Turning movement counts were collected for a total of 13-hours, from 6:00 AM to 7:00 PM. For the majority of the intersections within the study area, the AM and PM Peak Hours were found to be 7:15 AM to 8:15 AM and 4:00 PM to 5:00 PM. [Figure 2](#) and [Figure 3](#) summarizes the AM and PM Peak Hour turning movement counts at each intersection. The full turning movement count data can be found in [Appendix A](#).

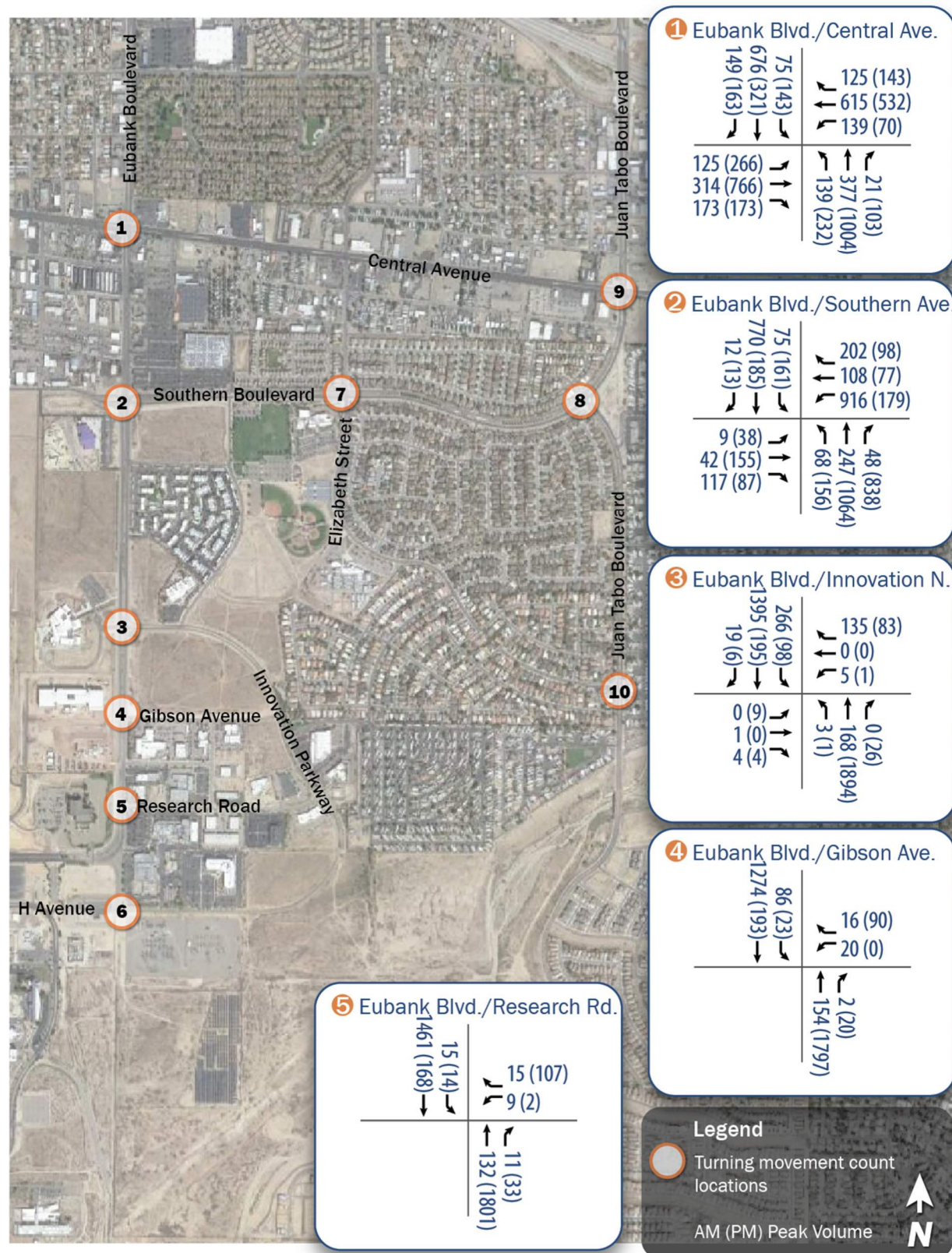


Figure 2: Existing Traffic Volumes

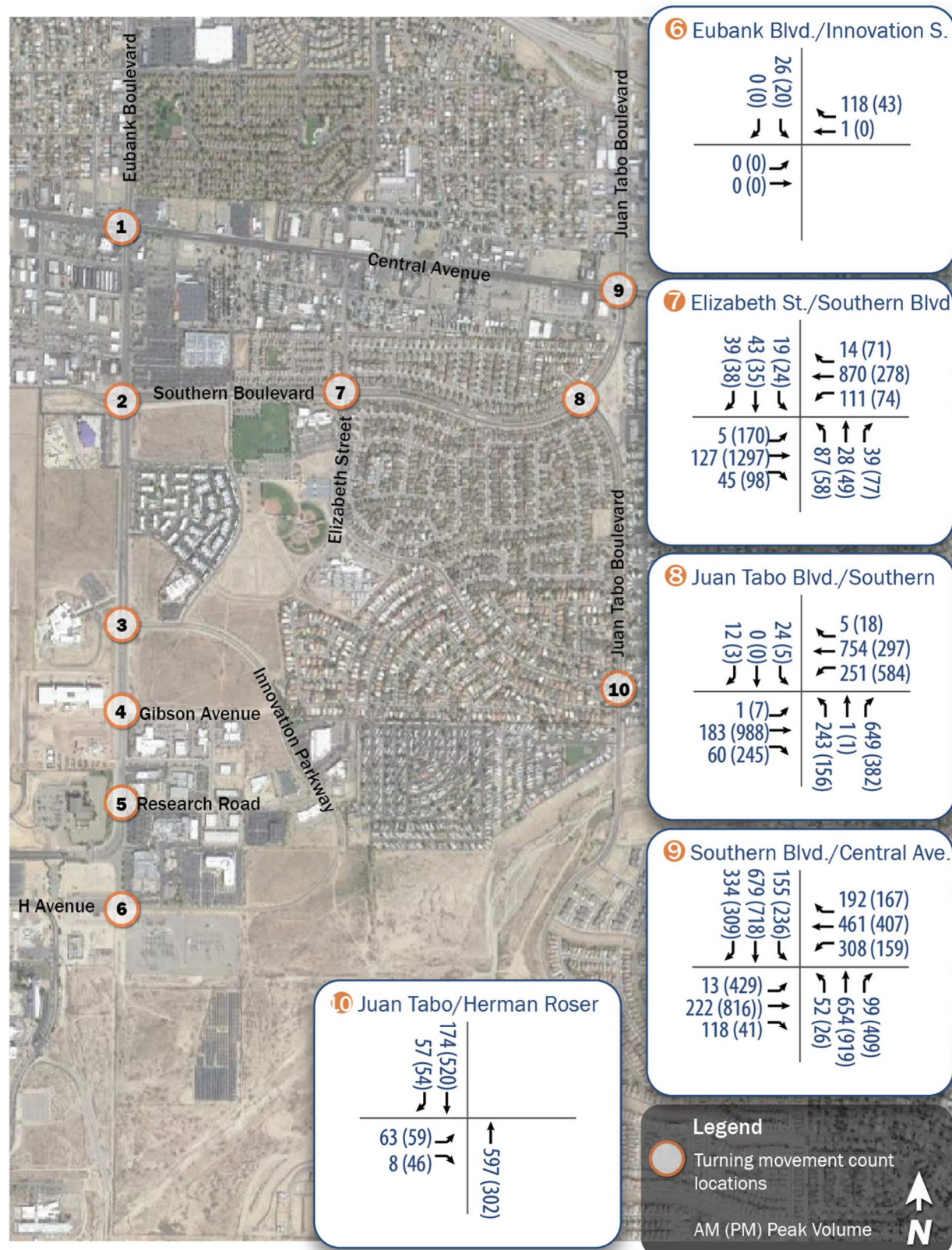


Figure 3: Exiting Turning Movement Volumes Cont.

2.2.1 KAFB Eubank Gate Queues

During data collection, it has been observed that the queues from the KAFB Eubank Gate extend north of the Innovation Parkway N. intersection during the AM Peak, see [Figure 4](#).



Figure 4: KAFB Eubank Gate Queues

2.2.2 Level of Service Criteria

This section addresses unsignalized and signalized operations using the procedures and methodologies contained in the Highway Capacity Manual (HCM), 6th Edition; Transportation Research Board, 2016 for the level of service (LOS) criteria to determine Peak Hours traffic operations.

Signalized Intersections

The intersection analysis conforms to the operational analysis methodology outlined in the HCM. The HCM methodology relates the intersection LOS to the intersection delay, in terms of seconds per vehicle. Synchro 11, macrosimulation software was used for the traffic analysis, as it employs the methods of HCM to calculate level of service. The LOS criteria used for the analysis of the intersections are described in [Table 2](#) and identify the thresholds of control delays and the associated LOS.

Table 2: Signalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	≤ 10	Free-flow operations, minimal delay
B	> 10 - 20	Stable flow, slight delays
C	> 20 - 35	Stable flow, acceptable delay
D	> 35 - 55	Approaching unstable flow, long delay
E	> 55 - 80	Unstable flow, intolerable delay
F	> 80	Forced flow, congestion

Unsignalized Intersections

For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement. The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For all-way stop-controlled intersections, the HCM defines the LOS as the average delay per vehicle for the overall intersection. For side street stop-controlled intersections,

LOS is reported for the approach with the highest average delay per vehicle. [Table 3](#) summarizes the relationship between delay and LOS for unsignalized intersections.

Table 3: Unsignalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	$0 \leq 10$	Free-flow operations, minimal delay
B	$> 10 \leq 15$	Stable flow, slight delays
C	$> 15 \leq 25$	Stable flow, acceptable delay
D	$> 25 \leq 35$	Approaching unstable flow, long delay
E	$> 35 \leq 50$	Unstable flow, intolerable delay
F	> 50	Forced flow, congestion

Table 7.5.88 in the City of Albuquerque *Development Process Manual* (DPM) specifies a minimum LOS E or better as the acceptable condition for most roadway types, such as arterials and multi-modal collectors near an Employment Center that are controlled by traffic control devices. This applies to the average LOS for each intersection approach. For collector roadways, such as Innovation Parkway, the DPM specifies a LOS D or better as the acceptable condition.

TABLE 7.5.88 Desired LOS by Location and Corridor Type							
Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D

2.2.3 Traffic Operations

An analysis of the AM and PM Peak Hours traffic operations was conducted. [Table 4](#), [Figure 5](#), and [Figure 6](#) summarizes the delay and associated level of service (LOS) of the analyzed intersections for the 2022 Existing Conditions. The existing signal timing plans for the signalized intersections were provided by the City of Albuquerque and were used in the analysis.

Most intersections operate with acceptable LOS D or better, except for Juan Tabo Boulevard and Central Avenue which operates at LOS E in the PM Peak with LOS F for the northbound movement. There are lane and approach LOS that operate at LOS E or below at the following intersections:

- The westbound left at Eubank Boulevard and Southern Boulevard operates at LOS F in the AM Peak.
- Eubank Boulevard and Innovation Parkway North operates at unacceptable LOS E or below for the eastbound and westbound approaches. The southbound left is also operating at LOS F in the PM peak.
- Eubank Boulevard and Research Road westbound approach operates at LOS F in the PM Peak. The southbound left also operates at LOS E in the PM Peak.

Appendix B has the full traffic analysis output reports.

Table 4: Existing Intersection AM (PM) LOS and Delay

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1. Eubank Boulevard and Central Avenue (Signalized)												
Volume (veh)	139 (232)	377 (1004)	21 (103)	75 (143)	676 (321)	149 (163)	125 (266)	314 (766)	173 (173)	139 (70)	615 (532)	125 (143)
Lane Delay (sec)	29.0 (23.4)	32.0 (40.3)	32.3 (45.5)	29.4 (28.3)	37.8 (31.0)	36.7 (33.6)	12.5 (20.2)	14.9 (21.8)	0.0 (0.0)	11.9 (21.1)	16.4 (28.0)	16.9 (29.4)
Lane LOS	C (C)	C (D)	C (D)	C (C)	D (C)	D (C)	B (C)	B (C)	- (-)	B (C)	B (C)	B (C)
Approach Delay (sec)	31.3 (38.8)			36.9 (31.0)			14.2 (21.4)			15.8 (27.8)		
Approach LOS	C (D)			D (C)			B (C)			B (C)		
Intersection Delay	25.5 (30.5)											
Intersection LOS	C (C)											
2. Eubank Boulevard and Southern Boulevard (Signalized)												
Volume (veh)	68 (156)	247 (1064)	48 (838)	75 (161)	770 (185)	12 (13)	9 (38)	42 (155)	117 (87)	916 (179)	108 (77)	202 (98)
Lane Delay (sec)	10.0 (8.0)	11.8 (12.9)	0.0 (0.0)	9.5 (9.3)	13.5 (10.0)	0.0 (0.0)	36.3 (30.9)	37.7 (34.6)	0.0 (0.0)	86.3 (25.8)	22.5 (23.7)	0.0 (0.0)
Lane LOS	A (A)	B (B)	- (-)	A (A)	B (B)	- (-)	D (C)	D (C)	- (-)	F (C)	C (C)	- (-)
Approach Delay (sec)	11.4 (12.2)			13.1 (9.7)			37.5 (33.9)			79.6 (25.1)		
Approach LOS	B (B)			B (A)			D (C)			E (C)		
Intersection Delay	43.9 (15.5)											
Intersection LOS	D (B)											
3. Eubank Boulevard and Innovation Parkway North (TWSC Unsignalized)												
Volume (veh)	3 (1)	168 (1894)	0 (26)	266 (98)	1395 (195)	19 (6)	0 (9)	1 (0)	4 (4)	5 (1)	0 (0)	135 (83)
Lane Delay (sec)	21.2 (8.9)	- (-)	- (-)	10.3 (120.1)	- (-)	- (-)	129.3 (198.9)		16.9 (9.6)	36.4 (404.1)		10.4 (36.2)
Lane LOS	C (A)	- (-)	- (-)	B (F)	- (-)	- (-)	F (F)		C (A)	E (F)		B (E)
Approach Delay (sec)	0.4 (0.0)			1.6 (39.4)			39.4 (140.7)			11.3 (40.6)		
Approach LOS	- (-)			- (-)			E (F)			B (E)		
Intersection Delay	2.3 (7.3)											
4. Eubank Boulevard and Gibson Avenue (Signalized)												
Volume (veh)	- (-)	154 (1797)	2 (20)	86 (23)	1274 (193)	- (-)	- (-)	- (-)	- (-)	20 (0)	- (-)	16 (90)
Lane Delay (sec)	- (-)	3.0 (5.7)	3.1 (6.3)	1.6 (3.8)	1.8 (1.8)	- (-)	- (-)	- (-)	- (-)	39.7 (0.0)	- (-)	39.7 (47.6)
Lane LOS	- (-)	A (A)	A (A)	A (A)	A (A)	- (-)	- (-)	- (-)	- (-)	D (A)	- (-)	D (D)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Approach Delay (sec)	3.0 (5.9)			1.8 (2.0)			- (-)			39.7 (47.6)		
Approach LOS	A (A)			A (A)						D (D)		
Intersection Delay	2.8 (7.3)											
Intersection LOS	A (A)											
5. Eubank Boulevard and Research Road (Unsignalized)												
Volume (veh)	- (-)	132 (1801)	11 (33)	15 (14)	1461 (168)	- (-)	- (-)	- (-)	- (-)	9 (2)	- (-)	15 (107)
Lane Delay (sec)	- (-)	- (-)	- (-)	8.7 (40.8)	- (-)	- (-)	- (-)	- (-)	- (-)	11.4 (52.5)	- (-)	- (-)
Lane LOS	- (-)	- (-)	- (-)	A (E)	- (-)	- (-)	- (-)	- (-)	- (-)	B (F)	- (-)	- (-)
Approach Delay (sec)	0.0 (0.0)			0.1 (3.1)			- (-)			11.4 (52.5)		
Approach LOS	- (-)			- (-)			- (-)			B (F)		
Intersection Delay	0.3 (3.0)											
6. Innovation Parkway South and Eubank Boulevard (TWSC Unsignalized)												
Volume (veh)	- (-)	- (-)	- (-)	26 (20)	- (-)	0 (0)	0 (0)	0 (0)	- (-)	- (-)	1 (0)	118 (43)
Lane Delay (sec)	- (-)	- (-)	- (-)	7.3 (7.3)	- (-)	0.0 (0.0)	0.0 (0.0)	0.0 (0.0)	- (-)	- (-)	9.0 (8.5)	
Lane LOS	- (-)	- (-)	- (-)	A (A)	- (-)	- (-)	A (A)	A (A)	- (-)	- (-)	A (A)	
Approach Delay (sec)	- (-)			7.3 (7.3)			0.0 (0.0)			9.0 (8.5)		
Approach LOS	- (-)			- (-)			A (A)			A (A)		
Intersection Delay	8.7 (8.1)											
7. Elizabeth Street and Southern Boulevard (Signalized)												
Volume (veh)	87 (58)	28 (49)	39 (77)	19 (24)	43 (35)	39 (38)	5 (170)	127 (1297)	45 (98)	111 (74)	870 (278)	14 (71)
Lane Delay (sec)	27.2 (27.3)	0.0 (0.0)	24.9 (27.8)	21.4 (21.8)	0.0 (0.0)	21.0 (21.3)	8.1 (6.4)	8.4 (13.9)	8.4 (8.0)	5.6 (9.2)	9.8 (9.1)	9.8 (9.2)
Lane LOS	C (C)	A (A)	C (C)	C (C)	A (A)	C (C)	A (A)	A (B)	A (A)	A (A)	A (A)	A (A)
Approach Delay (sec)	26.6 (27.5)			21.1 (21.4)			8.4 (12.7)			9.3 (9.2)		
Approach LOS	C (C)			C (C)			A (B)			A (A)		
Intersection Delay	11.9 (13.6)											
Intersection LOS	B (B)											
8. Juan Tabo Boulevard and Southern Boulevard (Signalized)												
Volume (veh)	243 (156)	1 (1)	649 (382)	24 (5)	0 (0)	12 (3)	1 (7)	183 (988)	60 (245)	251 (584)	754 (297)	5 (18)
Lane Delay (sec)	19.5 (20.1)	14.3 (16.9)	0.0 (0.0)	14.6 (17.0)	0.0 (0.0)	14.4 (16.9)	9.8 (8.0)	10.6 (14.6)	10.6 (11.6)	6.7 (8.9)	11.1 (5.8)	11.1 (5.8)
Lane LOS	B (C)	B (B)	- (-)	B (B)	A (A)	B (B)	A (A)	B (B)	B (B)	A (A)	B (A)	B (A)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Approach Delay (sec)	19.5 (20.1)			14.5 (17.0)			10.6 (14.0)			10.0 (7.8)		
Approach LOS	B (C)			B (B)			B (B)			B (A)		
Intersection Delay	11.7 (12.0)											
Intersection LOS	B (B)											
9. Juan Tabo Boulevard and Central Avenue (Signalized)												
Volume (veh)	52 (26)	645 (919)	99 (409)	155 (236)	679 (718)	334 (309)	13 (429)	222 (816)	118 (41)	308 (159)	461 (407)	192 (167)
Lane Delay (sec)	29.3 (28.5)	37.4 (131.5)	39.3 (138.9)	29.2 (39.3)	37.3 (30.3)	49.6 (31.3)	18.5 (24.2)	21.2 (24.3)	22.0 (25.2)	16.4 (23.3)	16.6 (31.7)	17.3 (33.8)
Lane LOS	C (C)	D (F)	D (F)	C (D)	D (C)	D (C)	B (C)	C (C)	C (C)	B (C)	B (C)	B (C)
Approach Delay (sec)	37.5 (131.8)			39.8 (32.2)			21.4 (24.4)			16.7 (30.5)		
Approach LOS	D (F)			D (C)			C (C)			B (C)		
Intersection Delay	30.5 (58.9)											
Intersection LOS	C (E)											
10. Juan Tabo Boulevard and Herman Roser Avenue (Unsignalized)												
Volume (veh)	0 (0)	597 (302)	- (-)	- (-)	174 (520)	57 (54)	63 (59)	- (-)	8 (46)	- (-)	- (-)	- (-)
Lane Delay (sec)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	14.7 (16.7)	- (-)	- (-)	- (-)	- (-)	- (-)
Lane LOS	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	B (C)	- (-)	- (-)	- (-)	- (-)	- (-)
Approach Delay (sec)	0.0 (0.0)			0.0 (0.0)			14.7 (16.7)			- (-)		
Approach LOS	- (-)			- (-)			B (C)			- (-)		
Intersection Delay	1.2 (1.8)											

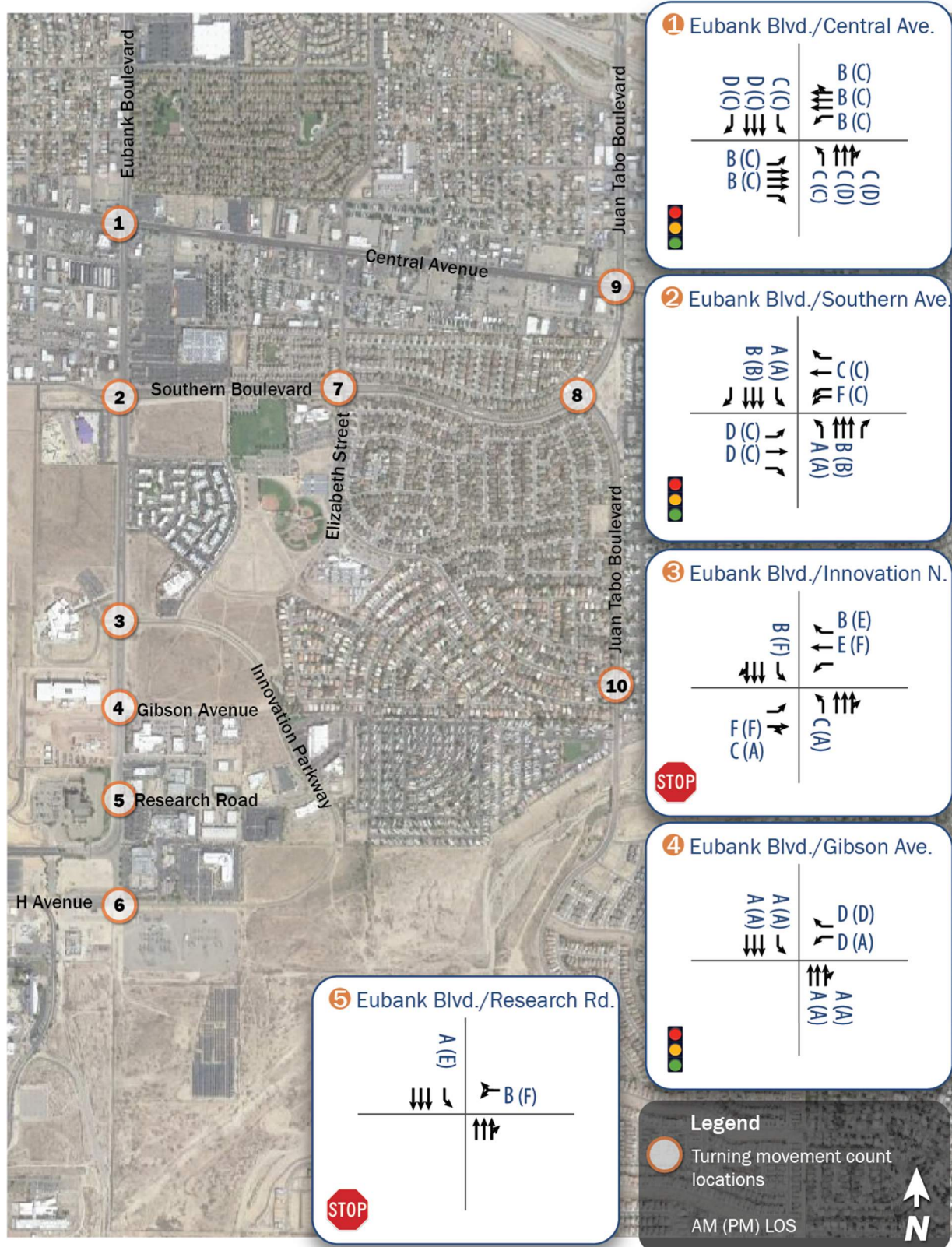


Figure 5: Existing LOS Summary

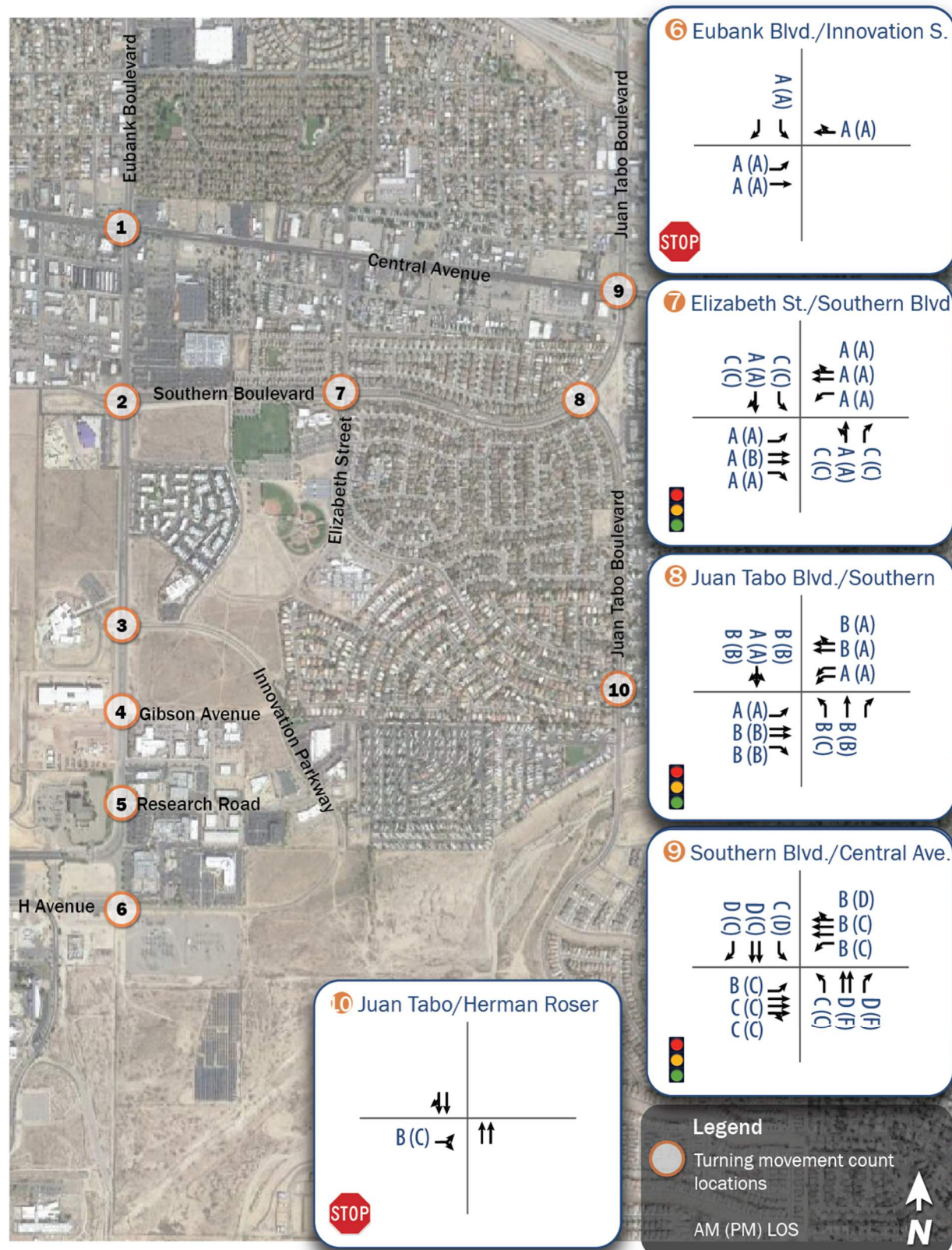


Figure 6: Existing LOS Summary Continued

2.3 Safety

2.3.1 Crash Data (2016-2020)

Historical crash data was requested from the Mid-Region Council of Governments (MRCOG) for the most recent five years available (2016 to 2020). The crash data requested was for the study area around Juan Tabo Hills. The crash data was analyzed to identify any crash trends within the study limits.

There was a total of 853 reported crashes at the specified locations. [Table 5](#) summarizes the total crash severity.

Table 5: Total Crash – Juan Tabo Hills Study Area

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016	1 (1%)	55 (32%)	115 (67%)	171 (100%)
2017	1 (1%)	53 (28%)	137 (71%)	191 (100%)
2018	1 (1%)	56 (30%)	128 (69%)	185 (100%)
2019	0 (0%)	53 (32%)	113 (68%)	166 (100%)
2020	3 (2%)	41 (29%)	96 (69%)	140 (100%)
Total	6 (1%)	258 (30%)	589 (69%)	853 (100%)

*PDO – Property Damage Only

The following observations were concluded from the historical crash data:

- A total of one hundred and seventy-one (171) crashes occurred in 2016, one hundred and ninety-one (191) crashes occurred in 2017, one hundred and eighty-five (185) crashes occurred in 2018, one hundred and sixty-six (166) crashes occurred in 2019, and one hundred and forty (140) occurred in 2020.
- Out of the total crashes in the five-year period, 1% resulted in a fatal crash (6 crashes), 30% resulted in injury with no fatalities (252 crashes) and 69% of crashes (589 crashes) resulted in property damage only (PDO).
- Single vehicles crashes made up 10% (84 crashes) of those reported at the specified study area, while 83% of crashes involved two-vehicles (708 crashes), 6% involved three-vehicles (50 crashes), and 1% involved four-vehicles or more (11 crashes).
- Approximately 80% (682 crashes) of all the crashes had as classification collision with other vehicle, and 5% (40 crashes) were classified as collision with a fixed object.
- About 70% (593 crashes) of all the crashes occurred during daylight conditions, 18% (155 crashes) occurred during dark-lighted conditions, 5% (42 crashes) occurred in unknown conditions, 3% (28 crashes) occurred during dark-not-lighted conditions, 3% (24 crashes) occurred during dusk conditions, and 1% (11 crashes) occurred during dawn conditions (see [Table 6](#)).
- Close to 87% (746 crashes) of all crashes occurred during clear weather conditions, 6% (54 crashes) occurred in unknown weather conditions, 4% (30 crashes) occurred in raining weather conditions, 1% (10 crashes) occurred in snowing weather conditions, 1% (7 crashes) occurred in windy weather conditions, and 1% (6 crashes) occurred in cloudy and in other weather conditions.
- On average, approximately 81% of crashes (688 crashes) occurred on weekdays compared with 19% (165 crashes) occurring on an average weekend day.

- Fatal crashes are further described in the intersections assessment sections.

Physical conditions during crashes such as lighting, and weather did not indicate any strong influence on crashes.

Table 6: Lighting Conditions

Light Conditions	Juan Tabo Hills Study Area	Juan Tabo Hills Study Area Percent
Daylight	593	70%
Dark & Low Light*	219	26%
Unknown	41	5%
Grand Total	853	100%

*Dark & Low Light include the following light conditions: Dark-Not Lighted, Dark-Lighted, Dawn and Dusk.

The distribution of crash type over the five-year study period is shown in [Figure 7](#). Angle were the most common crash type, followed by other, rear end, and head-on.

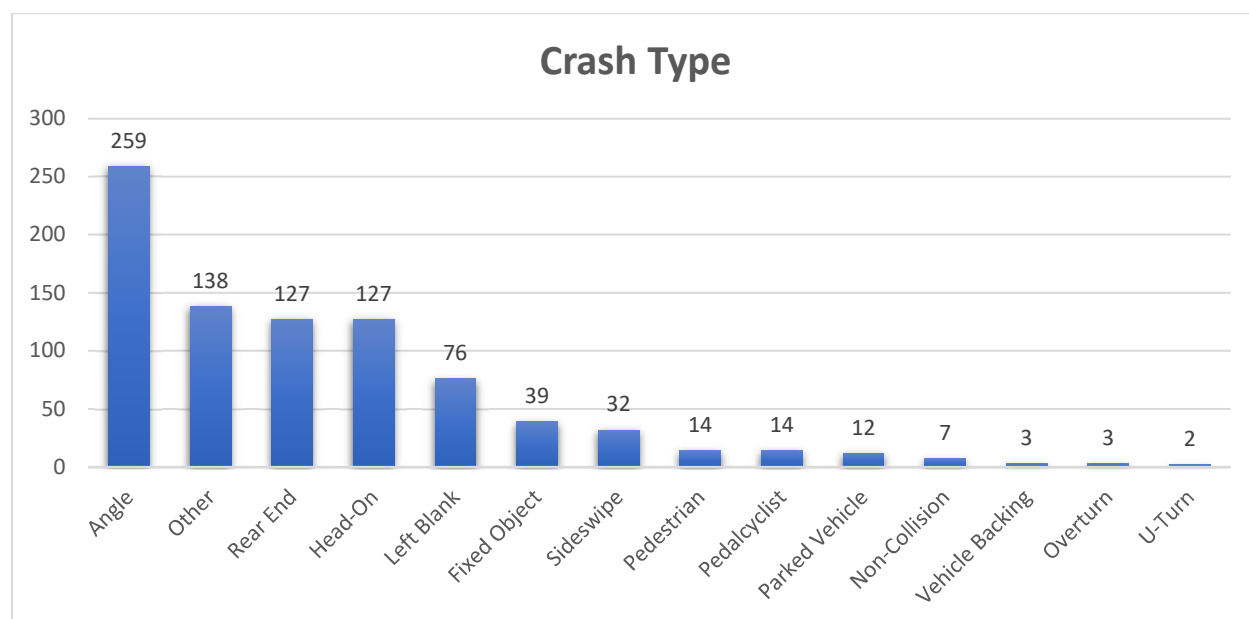


Figure 7: Crash Summary

The following intersections were analyzed further:

- Eubank Boulevard and Central Avenue
- Eubank Boulevard and Southern Boulevard
- Eubank Boulevard and Innovation Parkway
- Eubank Boulevard and Gibson Avenue
- Eubank Boulevard and Research Road
- Eubank Boulevard and Innovation Parkway/H Avenue
- Elizabeth Street and Southern Boulevard
- Juan Tabo Boulevard and Southern Boulevard
- Juan Tabo Boulevard and Central Avenue
- Juan Tabo Boulevard and Herman Roser Avenue
- Juan Tabo Boulevard and Singing Arrow Avenue

From the crash data, the two intersections with the highest numbers of crashes were (1) Eubank Boulevard and Central Avenue and (9) Juan Tabo Boulevard and Central Avenue. About 34% (293 crashes) of the total crashes, were observed in the five-year period at the intersection of (1) Eubank Boulevard and Central Avenue. Close to 18% (154 crashes) of the total crashes occurred at the intersection of (9) Juan Tabo Boulevard and Central Avenue.

Intersection #1 – Eubank Boulevard and Central Avenue

The intersection of Eubank Boulevard and Central Avenue had a total of 293 reported crashes. From the crash data, it was observed that 85 of the crashes were angle. In addition, 49 crashes were reported as rear end and 45 crashes as head-on, see [Figure 8](#). [Table 7](#) summarizes the crash severities. The only fatal crash reported that was observed at the intersection of Eubank Boulevard and Central Avenue was classified as entering at an angle. It occurred in 2018, alcohol and/or drug was involved, and happened at night with lighting conditions provided.

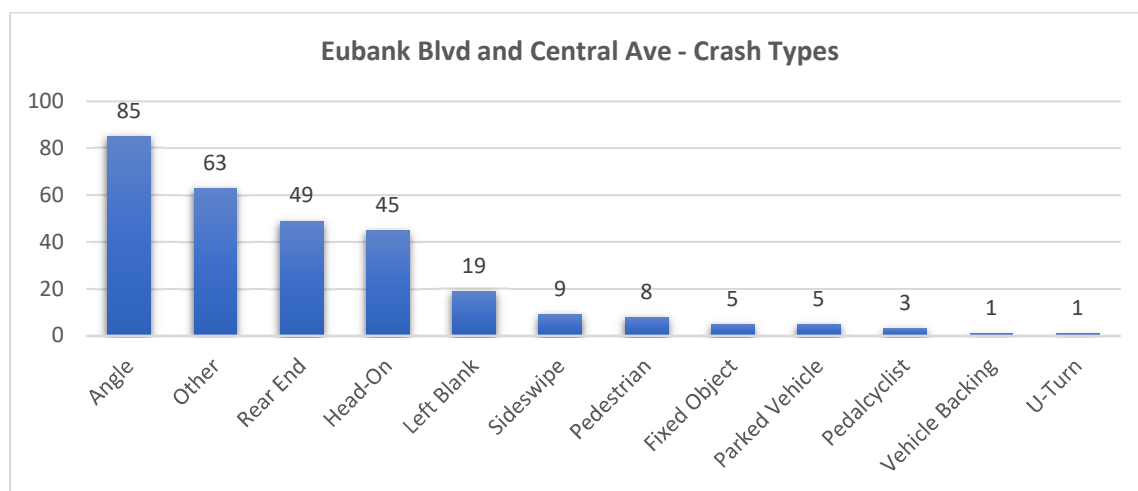


Figure 8: Intersection #1 – Eubank Boulevard and Central Avenue – Crash Types

Table 7: Intersection #1 – Eubank Boulevard and Central Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	1 (0.3%)	91 (31.1%)	201 (68.6%)	293 (100%)

*PDO – Property Damage Only

Intersection #2 – Eubank Boulevard and Southern Boulevard

The intersection of Eubank Boulevard and Southern Avenue had a total of 80 reported crashes. From the crash data, it was observed that 18 of the crashes were angle. In addition, 13 crashes were reported as rear end and 13 crashes as head-on, see [Figure 9](#). [Table 8](#) summarizes the crash severities.

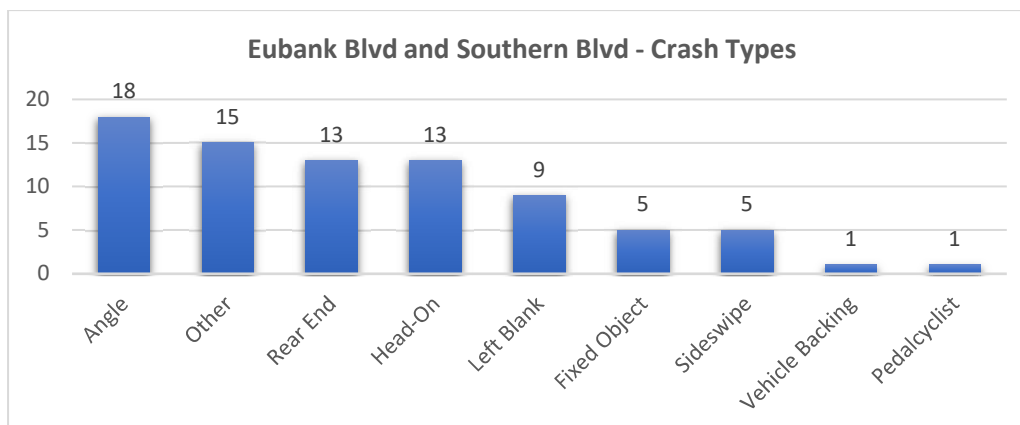


Figure 9: Intersection #2 – Eubank Boulevard and Southern Boulevard – Crash Types

Table 8: Intersection #2 – Eubank Boulevard and Southern Boulevard – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	28 (35.0%)	52 (65.0%)	80 (100%)

*PDO – Property Damage Only

Intersection #3 – Eubank Boulevard and Innovation Parkway

Only five crashes were observed at this intersection, one was reported as entering at an angle, one as rear end, one as head-on and two crashes with no information regarding crash classification or analysis (left blank). Two crashes were reported as injury with no fatalities and three were reported as property damage only.

Intersection #4 – Eubank Boulevard and Gibson Avenue

The intersection of Eubank Boulevard and Gibson Avenue had a total of 16 reported crashes. From the crash data, it was observed that six of the crashes were reported as rear end, three crashes as angle, and three crashes as head-on, see Figure 10. Table 9 summarizes the crash severities.

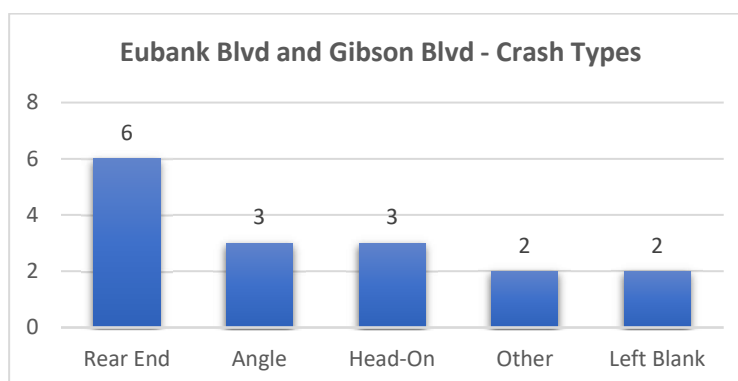


Figure 10: Intersection #4 – Eubank Boulevard and Gibson Avenue – Crash Types

Table 9: Intersection #4 – Eubank Boulevard and Gibson Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	6 (37.5%)	10 (62.5%)	16 (100%)

*PDO – Property Damage Only

Intersection #5 – Eubank Boulevard and Research Road

The intersection of Eubank Boulevard and Research Road had a total of eight crashes. [Figure 11](#) summarizes the crash types. [Table 10](#) summarizes the crash severities.

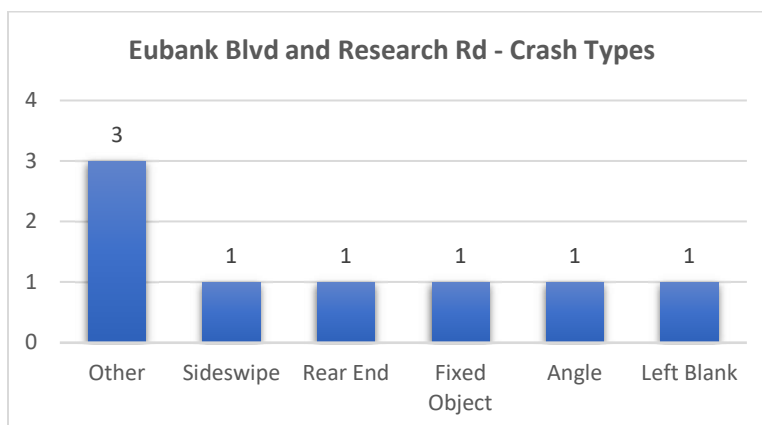


Figure 11: Intersection #5 – Eubank Boulevard and Research Road – Crash Types

Table 10: Intersection #5 – Eubank Boulevard and Research Road – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	1 (12.5%)	7 (87.5%)	8 (100%)

*PDO – Property Damage Only

Intersection #6 – Eubank Boulevard and Innovation Pkwy/H Avenue

The intersection of Eubank Boulevard and Innovation Parkway/H Avenue had a total of 15 crashes. From this data it was observed that four of the crashes were classified as collision with another vehicle and three crashes as angle, see [Figure 12](#). [Table 11](#) summarizes the crash severities.

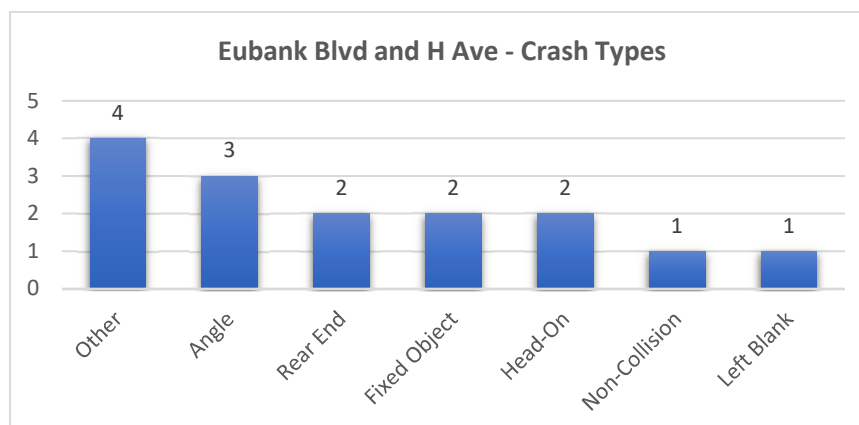


Figure 12: Intersection #6 – Eubank Boulevard and H Avenue – Crash Types

Table 11: Intersection #6 – Eubank Boulevard and H Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	4 (26.7%)	11 (73.3%)	15 (100%)

*PDO – Property Damage Only

Intersection #7 – Elizabeth Street and Southern Boulevard

The intersection of Elizabeth Street and Southern Boulevard had a total of 15 crashes. From this data it was observed that five of the crashes were classified as rear end and four crashes as angle, see Figure 13. Table 12 summarizes the crash severities.

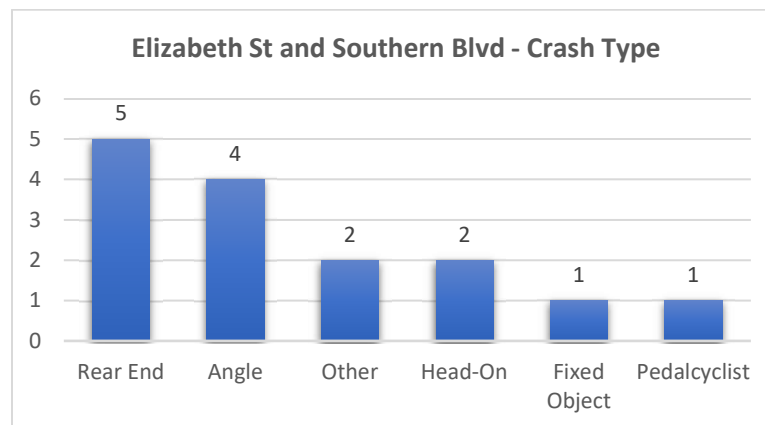


Figure 13: Intersection #7 – Elizabeth Street and Southern Boulevard – Crash Types

Table 12: Intersection #7 – Elizabeth Street and Southern Boulevard – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	5 (33.3%)	10 (66.7%)	15 (100%)

*PDO – Property Damage Only

Intersection #8 – Juan Tabo Boulevard and Southern Boulevard

Only two crashes were observed at this intersection, one was reported as entering at an angle and one as a collision with a fixed object. Both crashes were reported as property damage only.

Intersection #9 – Juan Tabo Boulevard and Central Avenue

The intersection of Juan Tabo Boulevard and Central Avenue had a total of 154 crashes. From this data it was observed that 44 of the crashes were classified as angle and 24 crashes as head-on, see Figure 14. Table 13 summarizes the crash severities. There were three fatal crashes reported at this intersection. One of the fatal crashes was a pedestrian collision, it occurred in 2017, alcohol and/or drugs were involved, and happened at night with lighting conditions provided. The other two fatal crashes were reported as angle and occurred in 2020. One of the fatal angle crashes happened on a clear day and the other happened on a windy day at night with lighting conditions provided.

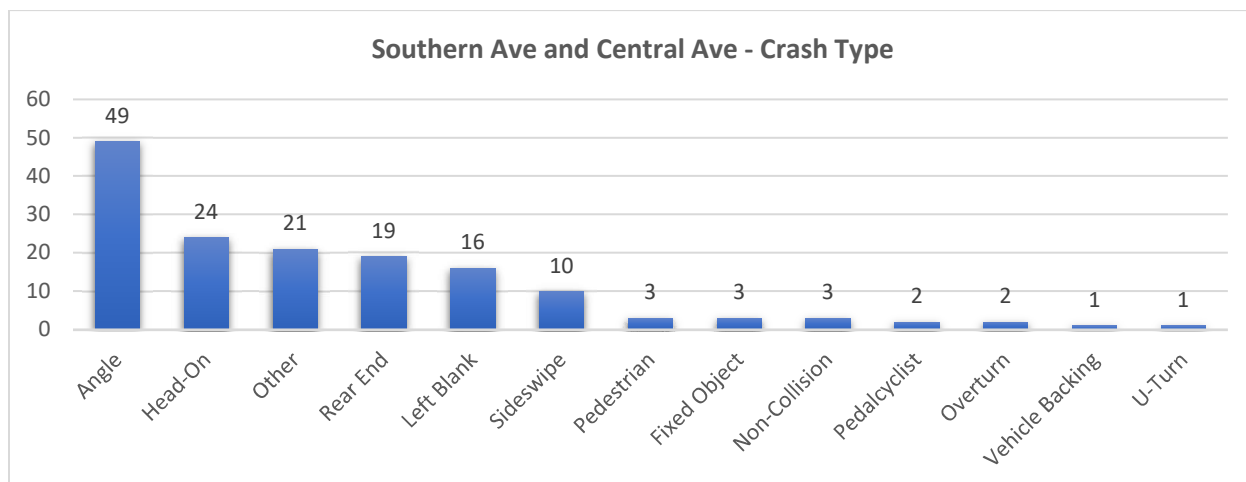


Figure 14: Intersection #9 – Juan Tabo Boulevard and Central Avenue – Crash Types

Table 13: Intersection #9 – Juan Tabo Boulevard and Central Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	3 (1.9%)	40 (26.0%)	111 (72.1%)	154 (100%)

*PDO – Property Damage Only

Intersection #10 – Juan Tabo Boulevard and Herman Roser Avenue

Seven crashes were observed at this intersection, six were reported as entering at an angle, and one as collision with a fixed object, see Figure 15. Four crashes were reported as injury with no fatalities and three were reported as property damage only, see Table 14.

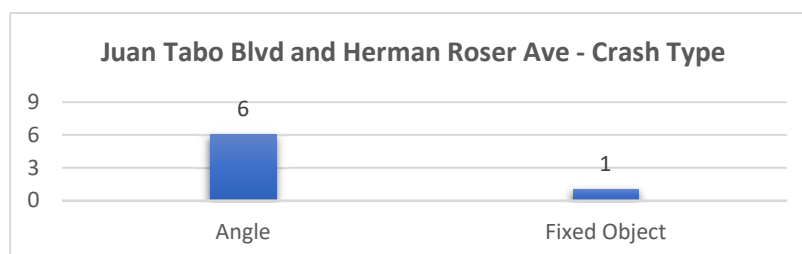


Figure 15: Intersection #10 – Juan Tabo Boulevard and Herman Roser Avenue – Crash Types

Table 14: Intersection #10 – Juan Tabo Boulevard and Herman Roser Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	4 (57.1%)	3 (42.9%)	7 (100%)

*PDO – Property Damage Only

Intersection #11 – Juan Tabo Boulevard and Singing Avenue

The intersection of Juan Tabo Boulevard and Singing Arrow Avenue had a total of 11 crashes. From this data it was observed that three of the crashes were classified as angle and three as head-on, see Figure 16. Table 15 summarizes the crash severities.

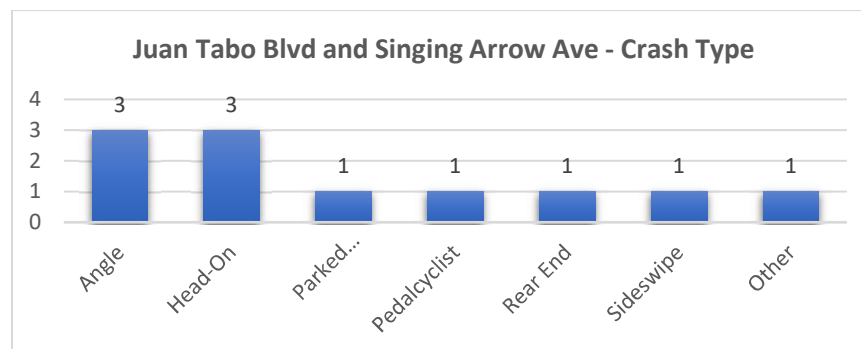


Figure 16: Intersection #11 – Juan Tabo Boulevard and Singing Arrow Avenue – Crash Types

Table 15: Intersection #11 – Juan Tabo Boulevard and Singing Arrow Avenue – Crash Severity

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	0 (0.0%)	2 (18.2%)	9 (81.8%)	11 (100%)

*PDO – Property Damage Only

The other fatal crashes that occurred within the study area but not at the analyzed intersections, were observed at the intersections of Central Avenue and Elizabeth Street (one crash) and Central Avenue and Britt Street (one crash). The fatal crash reported at Central Avenue and Britt Street was classified as a pedestrian collision during a rainy day at night with lighting conditions provided, having as top contributing factor pedestrian error. The other fatal crash was classified as head-on at night with lighting conditions provided.

High Fatality and Injury Network (HFIN)

The MRCOG Fatal and Injury Network (HFIN) highlights the intersections and roadways that are prone to high crash rates in Albuquerque, NM. [Figure 17](#) is the 2015 to 2019 MRCOG HFIN map within the study area. The map shows:

- Central Avenue and Eubank Boulevard has a crash rate of 2 times above the City average.
- Central Avenue and Juan Tabo Boulevard has a crash rate of between 1.5 to 2 times above the City average.
- Eubank Boulevard north of Southern Avenue has a crash rate of 2 times above the City average.
- Central Avenue west of Elizabeth Street has a crash rate of 2 times above the City average.
- Central Avenue east of the Elizabeth Street has a crash rate of between 1 to 1.5 above the City average.
- Crashes along Juan Tabo Boulevard between Southern Avenue and Central Avenue have a rate of 2 times above the City average
- Juan Tabo Boulevard north of Central Avenue has a crash rate between 1 to 1.5 above the City average.

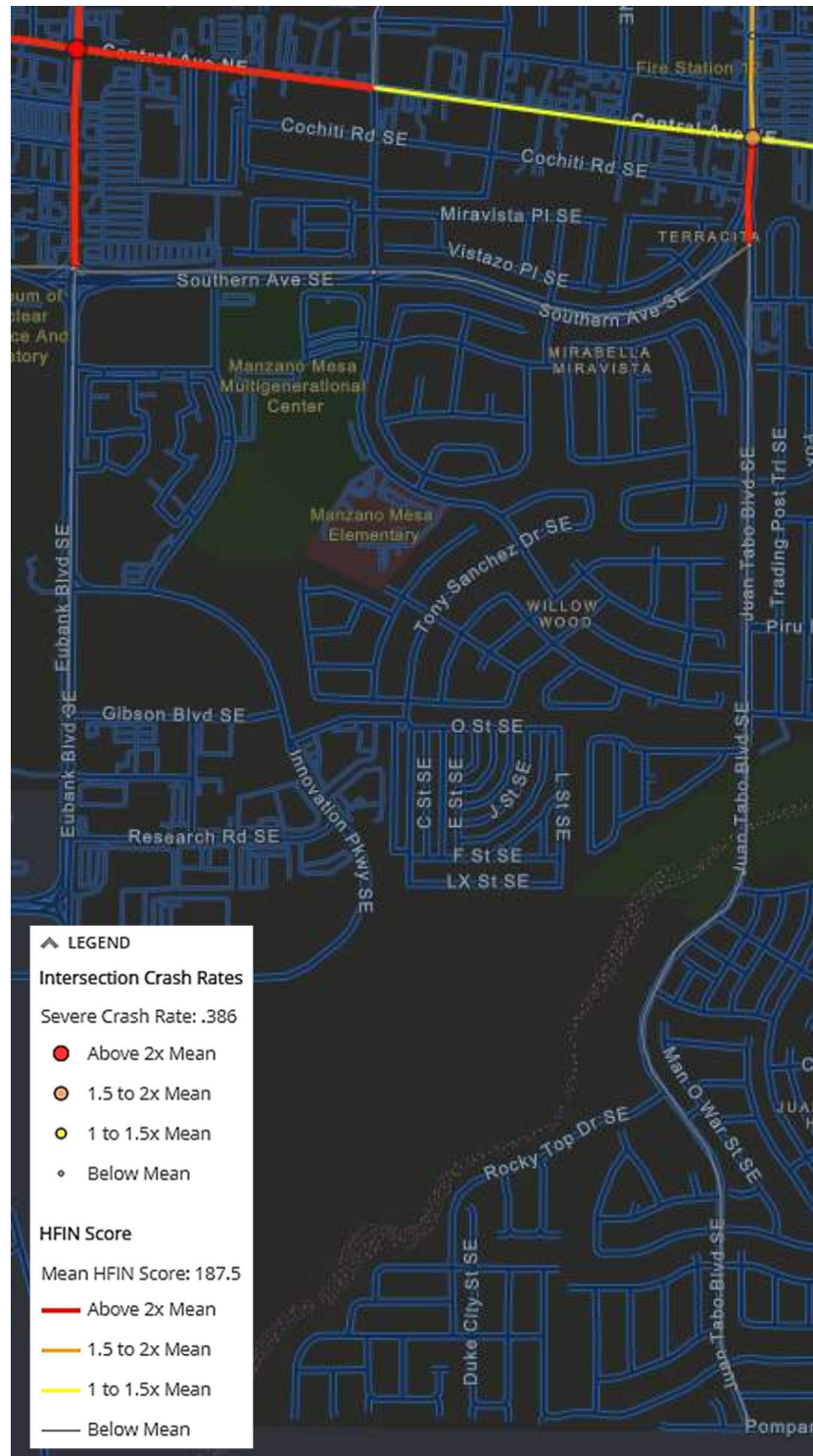


Figure 17: High Fatality and Injury Network - MRCOG

Figure 18 provides a heat density map of the intersections being analyzed within the study area.

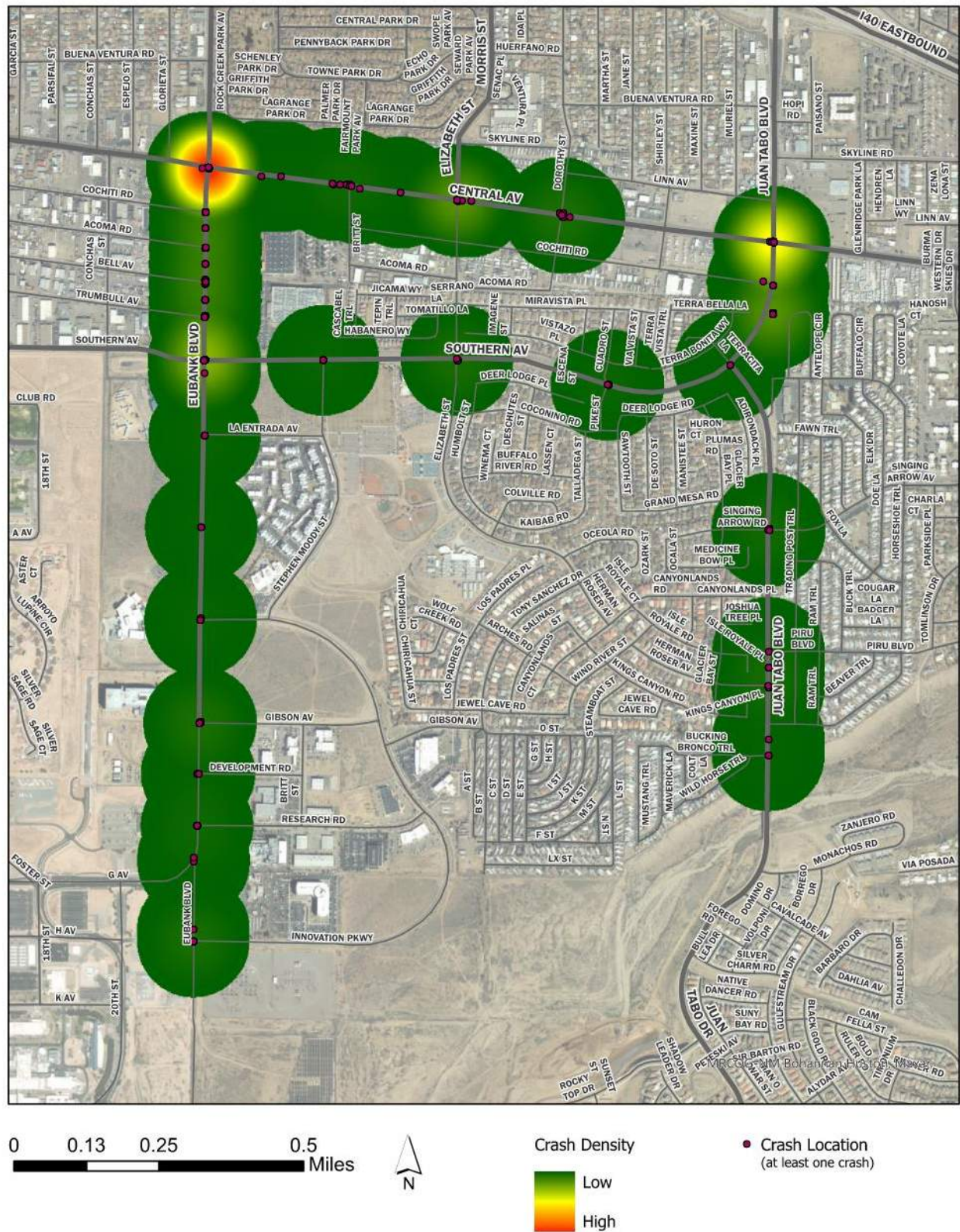


Figure 18: All Crash Type Density Heat Map

2.3.2 Crash Reports Data (2018-2022)

Historical crash reports were later provided from the Albuquerque Police Department for the most recent five years available (2018 to 2022). The crash data requested was for the Juan Tabo Hills study area.

There was a total of 156 reported crashes at the specified locations. [Table 16](#) summarizes the total crash severity.

Table 16: Crash Reports – Juan Tabo Hills Study Area

Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2018	1 (3%)	8 (22%)	27 (75%)	36 (100%)
2019	0 (0%)	9 (24%)	28 (76%)	37 (100%)
2020	0 (0%)	5 (21%)	19 (79%)	24 (100%)
2021	0 (0%)	8 (30%)	19 (70%)	27 (100%)
2022	0 (0%)	7 (23%)	24 (77%)	31 (100%)
2023	0 (0%)	0 (0%)	1 (100%)	1 (100%)
Total	1 (1%)	37 (24%)	118 (76%)	156 (100%)

*PDO – Property Damage Only

The following observations were concluded from the historical crash data:

- Out of the total crashes in the five-year and one-month period, 1.0% resulted in a fatal crash (1 crash), 24% resulted in injury with no fatalities (37 crashes) and 76% of crashes (118 crashes) resulted in property damage only (PDO).
- Approximately 85% (133 crashes) of all the crashes had as classification collision with a motor vehicle, 7% (11 crashes) were classified as a collision with a fixed object, and 5% (8 crashes) were classified as other vehicle.
- The only fatal crash reported was observed at the intersection of Eubank Boulevard and Central Avenue and was classified as collision with a motor vehicle (head-on). It occurred in 2018, having as a top contributing factor under influence of drugs or medication with no apparent pattern.

[Figure 19](#) shows the breakdown of the top contributing factor to the crash with no apparent pattern.

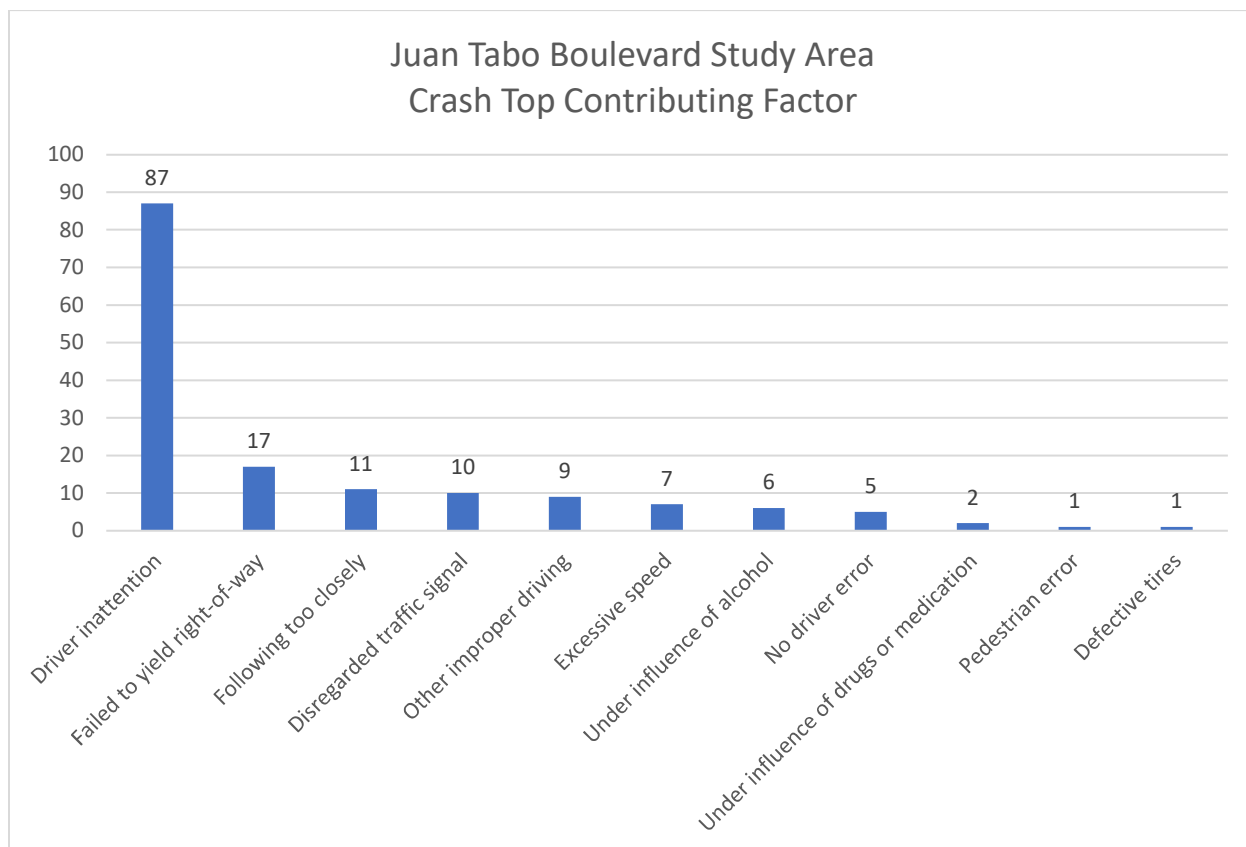


Figure 19: Crash Contributing Factor of Crash Reports

The distribution of crash type over the five-year one-month study period is shown in [Figure 20](#). Angle was the most common crash type, followed by rear end, and sideswipe.

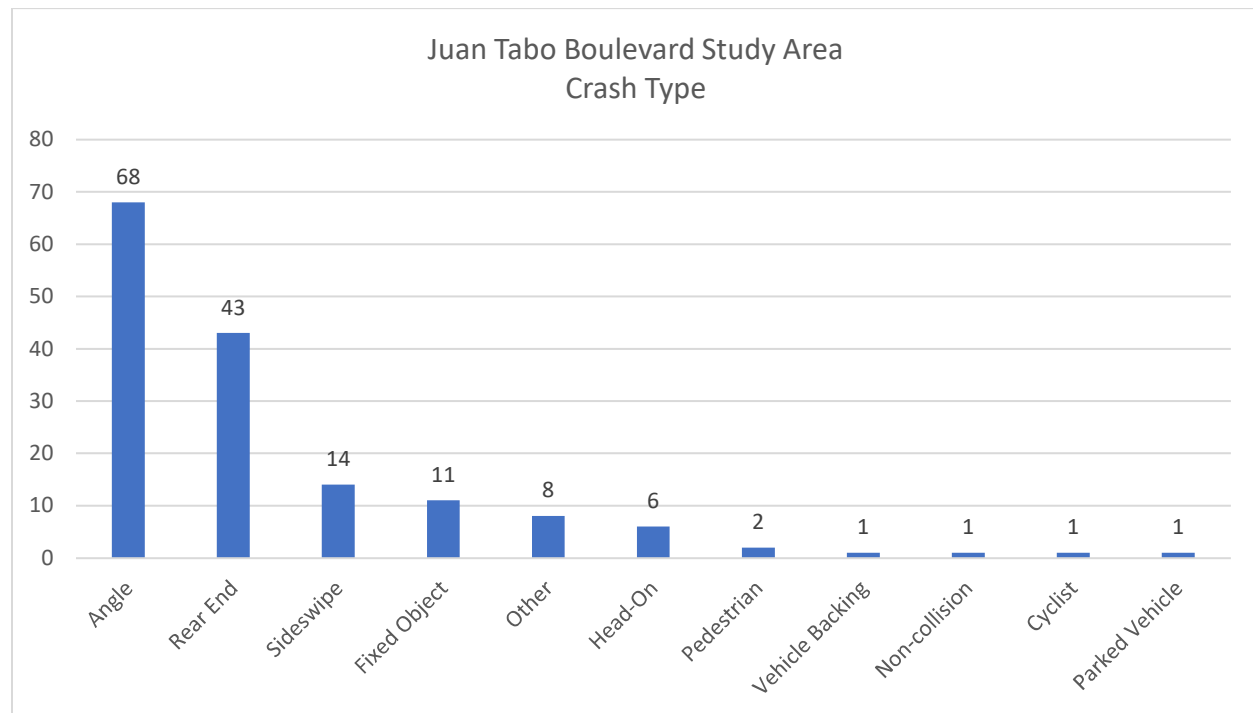


Figure 20: Crash Types of Crash Reports

Observations from intersections identified with multiple car crashes reported are summarized in [Table 17](#). From the crash reports, angle is the most common crash type for seven of the intersections.

Table 17: Crash Type per Intersection (2018-2023)

Intersection	No. of Crashes	Severity	Most Common Crash Type	Top Contributing Factors
Eubank Boulevard and Central Avenue, (see Figure 21)	65	Injury (16%), Fatal (1%) and PDO (83%)	Angle (43%) and Rear End (29%)	Driver inattention (64%) and Failed to yield right-of-way (8%)
Eubank Boulevard and Southern Boulevard, (see Figure 22)	35	Injury (40%) and PDO (60%)	Angle (49%) and Rear End (31%)	Driver inattention (49%) and Disregarded traffic signal (11%)
Eubank Boulevard and Innovation Parkway, (see Figure 23)	10	Injury (40%) and PDO (60%)	Angle (50%) and Rear End (40%)	Driver inattention (80%) and Excessive speed (10%)
Eubank Boulevard and Gibson Avenue, (see Figure 24)	6	Injury (50%) and PDO (40%)	Angle (50%) and Rear End (33%)	Driver inattention (20%) and Excessive speed (20%)
Eubank Boulevard and Research Road, (see Figure 25)	2	PDO (100%)	Rear End (50%) and Fixed Object (50%)	Driver inattention (50%) and Under influence of alcohol (50%)
Elizabeth Street and Southern Boulevard, (see Figure 26)	7	Injury (14%) and PDO (86%)	Angle (43%) and Rear End (29%)	Failed to yield right-of-way (29%) and Driver inattention (29%)
Juan Tabo Boulevard and Southern Boulevard, (see Figure 27)	25	Injury (24%) and PDO (76%)	Rear End (48%) and Angle (24%)	Driver inattention (56%) and Failed to yield right-of-way (16%)

Intersection	No. of Crashes	Severity	Most Common Crash Type	Top Contributing Factors
Juan Tabo Boulevard and Herman Roser Avenue, (see Figure 28)	4	Injury (50%) and PDO (50%)	Angle (100%)	Failed to yield right-of-way (50%) and Driver inattention (50%)
Juan Tabo Boulevard and Singing Avenue, (see Figure 29)	2	PDO (100%)	Angle (100%)	Failed to yield right-of-way (50%) and Disregarded Traffic Signal (50%)

*PDO – Property Damage Only



Figure 21: Eubank Boulevard and Central Avenue – Collision Diagram



Figure 22: Eubank Boulevard and Southern Boulevard – Collision Diagram



Figure 23: Eubank Boulevard and Innovation Parkway



Figure 24: Eubank Boulevard and Gibson Avenue – Collision Diagram



Figure 25: Eubank Boulevard and Research Road – Collision Diagram



Figure 26: Elizabeth Street and Southern Boulevard – Collision Diagram



Figure 27: Juan Tabo Boulevard and Southern Avenue – Collision Diagram

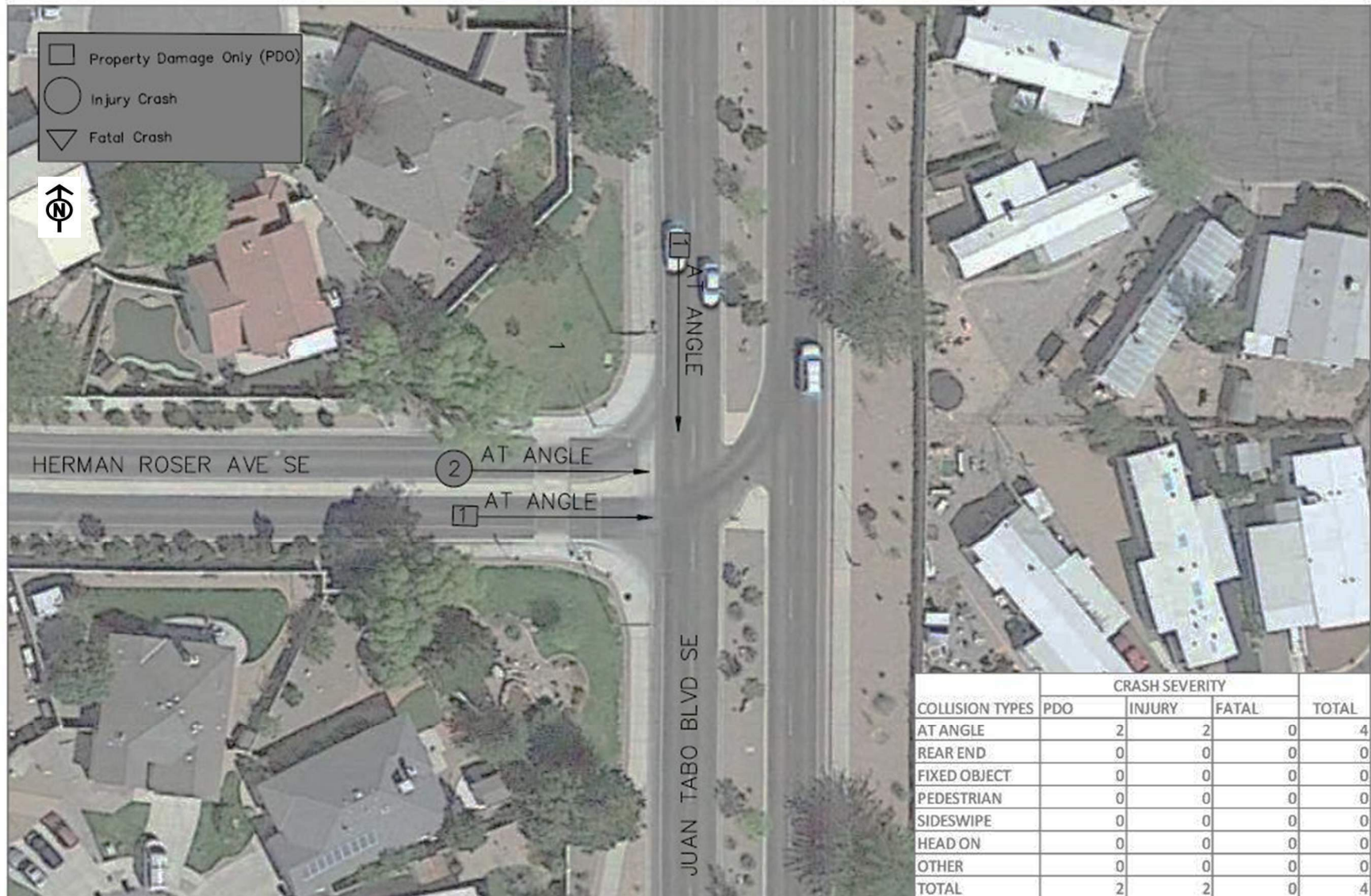


Figure 28: Juan Tabo Boulevard and Herman Roser Avenue – Collision Diagram



Figure 29: Juan Tabo Boulevard and Singing Arrow Avenue – Collision Diagram

2.4 Multimodal Facilities

Figure 30 summarizes the multimodal facilities within the study area. The solid lines shown on the figure are existing facilities and the dashed lines are proposed facilities from MRCOG Long Range Bikeway System.

Eubank Boulevard has existing bike lanes from the KAFB gate north to Southern Boulevard. The MRCOG Long Range Bikeway System indicates that there are proposed bike lanes on Eubank Boulevard, from Southern Boulevard north to Central Boulevard. There is an existing multiuse path on the east side of Eubank Boulevard from Innovation Parkway South, north to Southern Boulevard.

Juan Tabo Boulevard has existing bike lanes from Southern Boulevard south. The bike lanes north of the bridge are narrow with an asphalt width of approximately 2-ft to 3-ft. There is an existing multiuse path on the west side of the roadway from Southern Boulevard to just south of Singing Arrow Avenue. The MRCOG Long Range Bikeway System indicates a proposed multiuse path south of Singing Arrow Avenue to the bridge.

Southern Boulevard has existing bike lanes from Eubank Boulevard to Central Avenue. The MRCOG Long Range Bikeway System indicates proposed bike lanes west of Eubank Boulevard. There is an existing multiuse path on both sides from Eubank Boulevard but stops before reaching the Central Avenue intersection.

Innovation Parkway has existing bike lanes throughout the entire loop. There is a multiuse path on the southern portion of the loop and the MRCOG Long Range Bikeway System indicates a proposed path along the west side of Innovation Parkway.

Central Avenue currently does not have bike lanes or multiuse paths. The MRCOG Long Range Bikeway System indicates a proposed buffered bike lane.

Elizabeth Street has existing sharrows (shared bike lanes) from Central Avenue south to Southern Boulevard. There are bike lanes from Southern Boulevard south to Tony Sanchez Drive.

2.4.1 Transit

The City of Albuquerque transit, ABQRide, has two bus routes within the study area, see **Figure 31**. Route #1 runs along Southern Boulevard, south to Juan Tabo Boulevard, and east along Singing Arrow Avenue. There are bus stops at the following locations:

- Two stops on Southern Boulevard, south of Central Avenue
- Two stops on Juan Tabo Boulevard, south of Southern Boulevard
- One stop on Juan Tabo Boulevard, north of Singing Arrow Avenue

Route #2 runs along Eubank Boulevard and has stops at the Manzano Mesa Multi-Generational Center, the Sandia Science and Technology Park, and within KAFB. There are bus stops at the following locations:

- Two stops on Eubank Boulevard, between Central Avenue and Southern Boulevard
- Two stops on Eubank Boulevard, south of Southern Boulevard
- Six stops on Eubank Boulevard, between Innovation Parkway North and KAFB gate
- One stop on Research Road, east of Eubank Boulevard



Figure 30: Multimodal Facilities



Figure 31: Transit Facilities

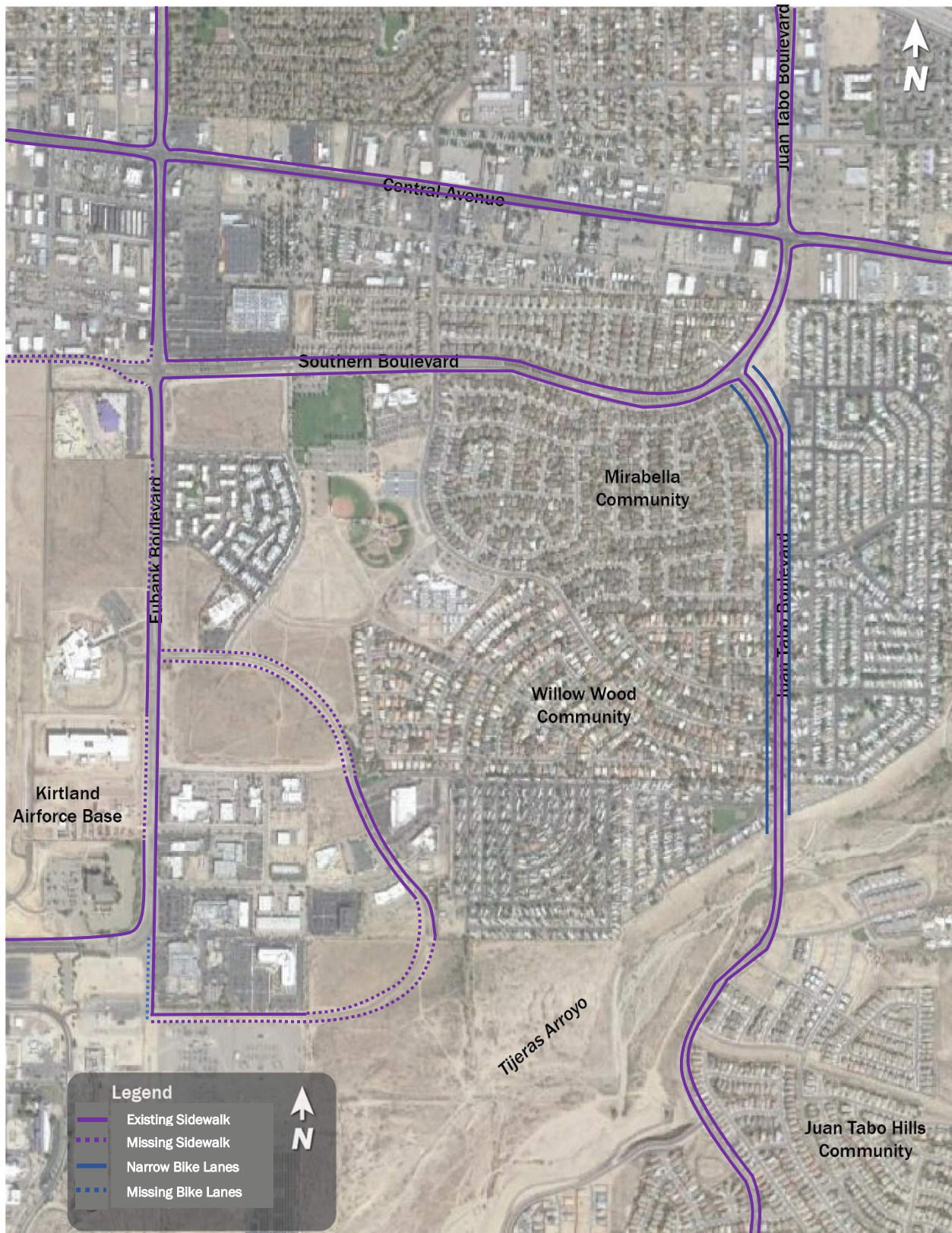


Figure 32: Existing Sidewalk and Bike Lanes

3.0 Proposed Conditions

3.1 Description of Alternatives

3.1.1 Turn Lane Warrants

Table 7.4.67 from the City of Albuquerque DPM was used to determine if left and right turn lanes are warranted at the intersections listed below. The other intersections within the study area already have all turn lanes provided and therefore were not analyzed.

- Eubank Boulevard and Central Avenue
- Juan Tabo Boulevard and Southern Boulevard
- Juan Tabo Boulevard and Central Avenue

The DPM uses design speed and turning volume per hour for the warrants. Depending on the roadway posted speed limit, each design speed was determined. Based on the DPM, for roadways with a design speed between 30-40, 40 turning vehicles per hour would warrant a left turn lane and 50 turning vehicles per hour would warrant a right turn lane.

TABLE 7.4.67 Turn Lane Warrants			
Left Turn		Right Turn	
Design Speed (MPH)	Turning Volume per Hour	Design Speed (MPH)	Turning Volume per Hour
25	50	25	60
30-40	40	30-40	50
45	30	45	45

3.1.2 Roundabouts

Roundabouts are circular intersections that promote safety and operational benefits. The following summarizes the benefits.

Reduces conflict points. Conflict points are found where traffic movements intersect, including merging, diverging, and crossing. A traditional four-legged intersection has 32 vehicle conflict points, whereas a roundabout has eight vehicle conflict points, as shown in [Figure 33](#). The reduction of conflict points reduces the probability of serious injury or fatal crashes.

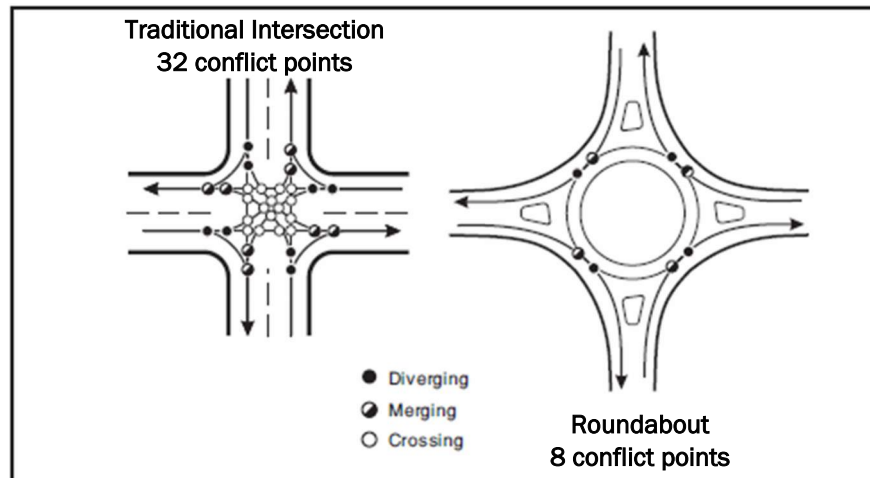


Figure 33: Intersection Conflict Points

Reduces speed. The curve of the roundabout reduces vehicle speeds as they enter the intersection and navigate through the intersection. Slower speeds reduce the crash severity and are generally safer for pedestrians.

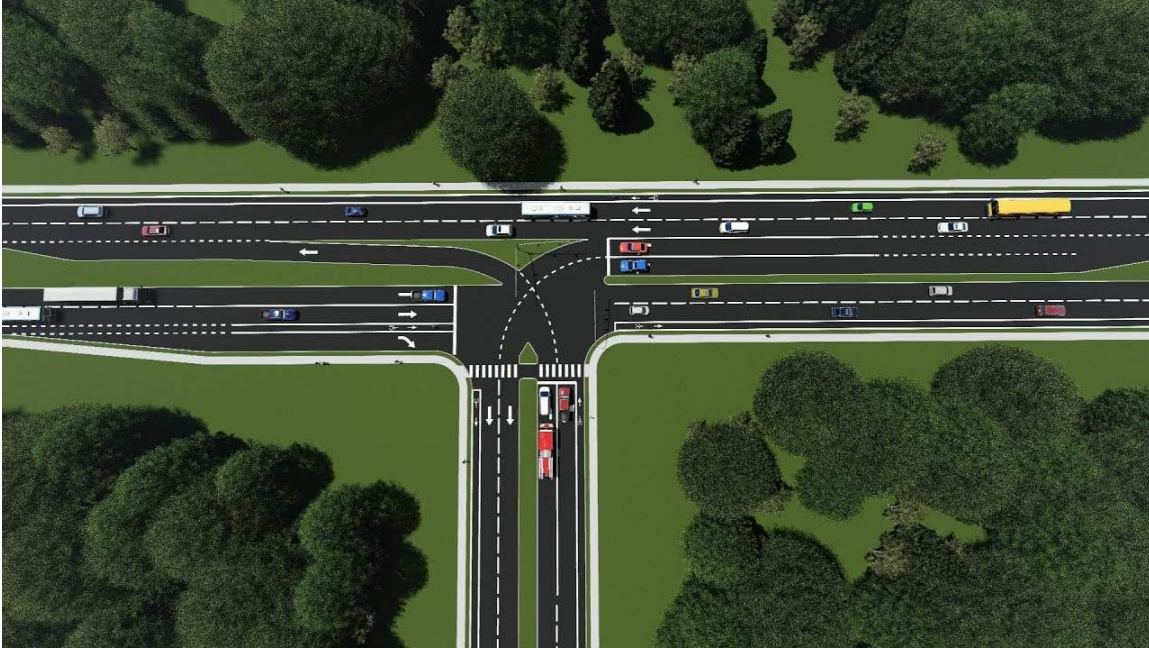
Improves intersection operations. There is typically less vehicle delay at roundabouts than traditional intersections. A reduction in delay, improves the overall intersection operations.

As part of this study, roundabouts were considered at the following intersections:

- Eubank Boulevard and Innovation Parkway
- Eubank Boulevard and Gibson Avenue

3.1.3 Continuous Green T Intersection

The continuous green T (CGT) intersection is characterized by a channelized left-turn movement from the minor street approach onto the major street, along with a continuous through movement on the major street, as seen in [Figure 34](#). The continuous through movement typically has a green through arrow indicator to inform drivers that they do not have to stop.



Source: VDOT (<https://www.youtube.com/watch?v=Tp9cXTAg1o>)

Figure 34: Continuous Green T Intersection Example

As part of this study, CGTs were considered at the following intersections:

- Eubank Boulevard and Southern Boulevard
- Eubank Boulevard and Gibson Avenue

3.1.4 Continuous Flow Intersection

A continuous flow intersection (CFI) [sometimes referred to as a displaced left-turn intersection] improves traffic flow and reduces delays by allowing left turns and through movements of one or both approaches to occur at the same time along the minor street. Where the displaced left-turns are on the major street, as seen in [Figure 35](#).



Source: NMDOT (<https://www.youtube.com/watch?v=j9UlgPXYfBQ>)

Figure 35: Continuous Flow Intersection Example

As part of this study, a CFI was considered at the following intersection:

- Eubank Boulevard and Southern Boulevard

3.1.5 Intersection Crossing Enhancements

Encountering intersections with wide crossing distances, large turning radii, and multiple turn lanes become more difficult for pedestrians and bicyclists to cross. Therefore, a pedestrian and bicycle-friendly intersection can be integrated by adding crossing enhancements and removing channelized right turn lanes, as shown in [Figure 36](#).

As a part of this study, removing channelized right turns was considered at the following intersections:

- Eubank Boulevard and Southern Boulevard
- Eubank Boulevard and Central Avenue
- Juan Tabo Boulevard and Southern Boulevard

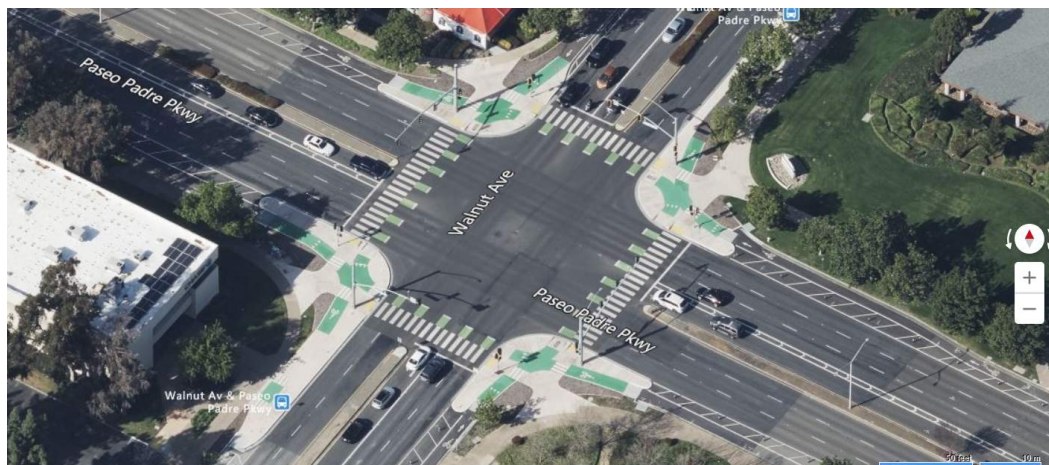


Figure 36: Pedestrian and Bicycle-Friendly Intersection Example

3.1.6 Eubank Boulevard Access Management

For this alternative, a change in the intersection control type was conducted at two intersections: Eubank Boulevard and Innovation Parkway and at Eubank Boulevard and Gibson Avenue. For the intersection of Eubank Boulevard and Innovation Parkway, changing the intersection control type from a two-way stop-controlled along Innovation Parkway to a signalized intersection. At the intersection of Eubank Boulevard and Gibson Avenue, changing the signalized intersection into a one-way stop-controlled intersection along Gibson Avenue (see below).

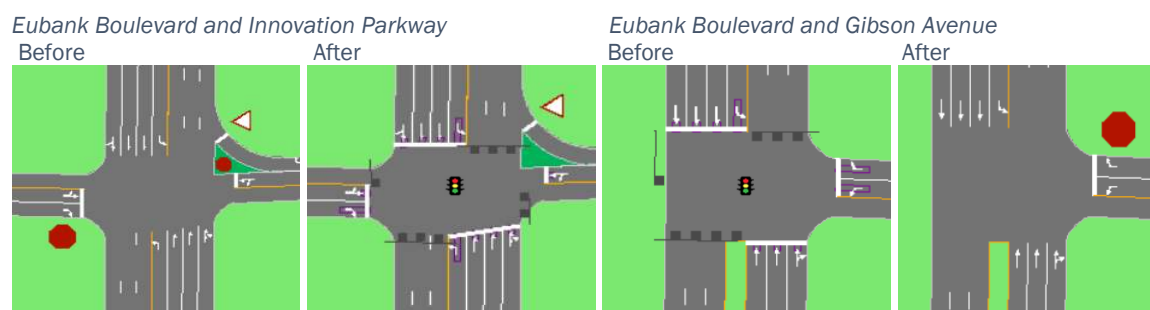


Figure 37: Control Types - Before and After

This alternative also analyzed a change in the intersection at Eubank Boulevard and Research Road, from a one-way stop-controlled intersection to a right-in/right-out/left-in intersection (see below).

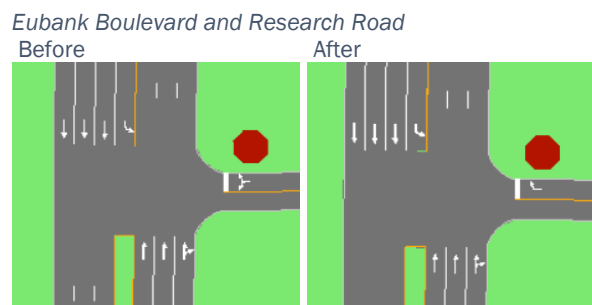


Figure 38: Intersection Types - Before and After

3.1.7 Multimodal Connectivity

This alternative analyzed the multimodal connectivity within the study limits. A recommendation from the *Juan Tabo Connectivity Study* was to provide a multiuse trail from Juan Tabo Boulevard to Innovation Parkway, north of the Tijeras Arroyo. This alternative will also include the analysis of the connectivity from the recommended trail to KAFB.

3.1.8 FHWA Proven Safety Countermeasures

The Federal Highway Administration (FHWA) has safety countermeasures that are effective in reducing roadway fatalities and serious injuries. The following are countermeasures that can be implemented within the study area:

- Leading pedestrian interval – allow pedestrians to enter the intersection prior to vehicles getting the green indication. This may reduce pedestrian-vehicle crashes at the intersection by 13%. This can be implemented at all signalized intersections within the study area.
- Backplates with retroreflective borders – added to traffic signal heads to improve visibility of the signal face during daytime and nighttime conditions. This may reduce total crashes by 15%. This can be implemented at all signalized intersections within the study area.
- Yellow change intervals – appropriately timed yellow change intervals at signalized intersections may reduce red-light running. This may reduce total crashes by 8% to 14%. This can be implemented at all signalized intersections within the study area.

3.2 Alternatives

3.2.1 Alternative Analysis

For the proposed alternatives, existing traffic volumes were projected to represent future volume conditions. The growth rate calculation is described in the following section.

Growth Factor

A growth rate was determined by reviewing traffic studies that have been conducted within the study area as well as looking at the surrounding traffic volume trends. For this study, a 2% was used with a growth factor of 1.22 applied to the existing traffic volumes to develop 2032 projected volumes, see calculations below and [Figure 39](#) and [Figure 40](#) for the 2032 No-Build turning movement volumes.

$$\text{Growth Factor} = (1 + r)^t$$

$$r = \text{growth rate}$$

$$t = \text{number of years}$$

$$\text{Growth Factor} = (1 + 2\%)^{10} = 1.22$$

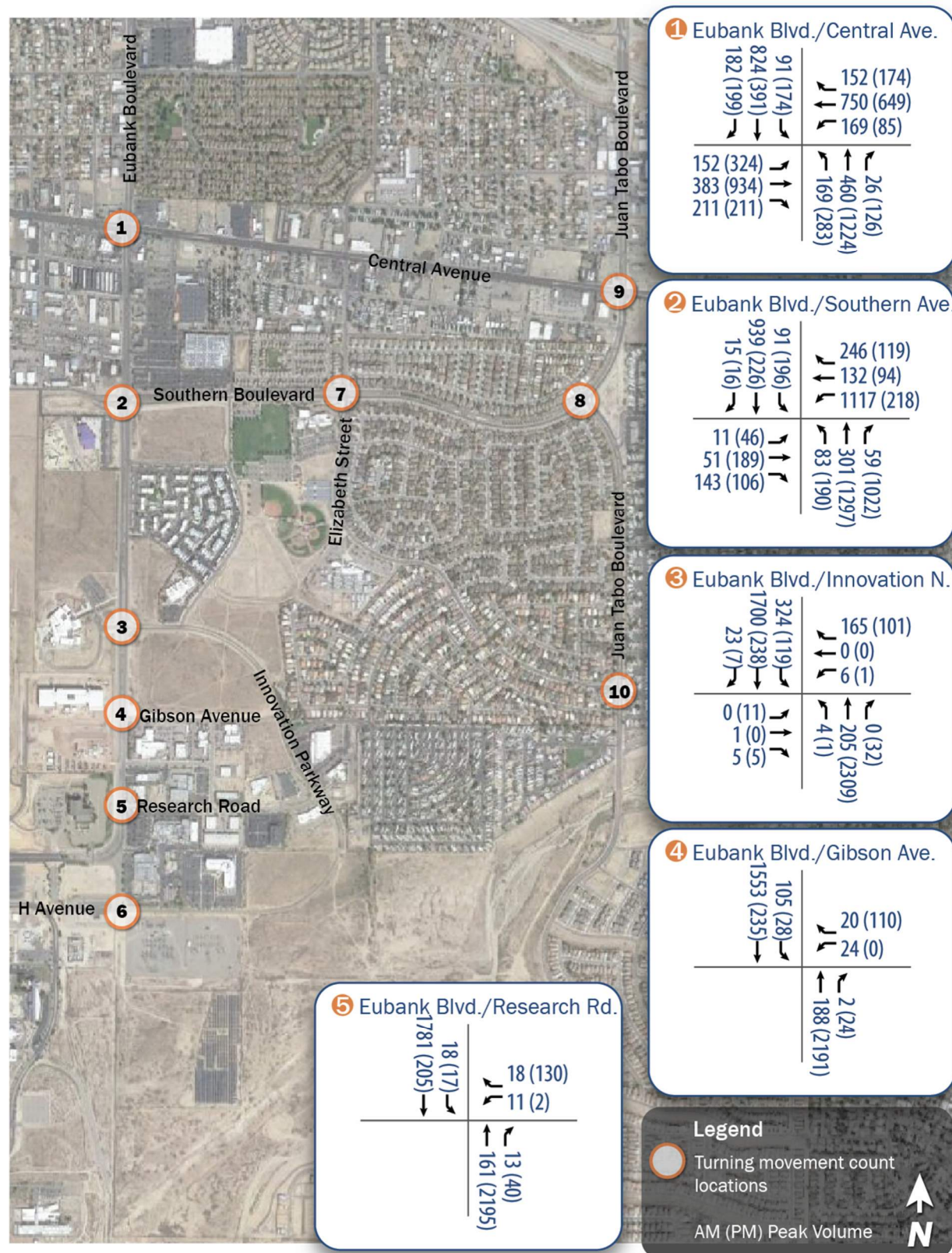


Figure 39: 2032 No-Build Turning Movement Volumes

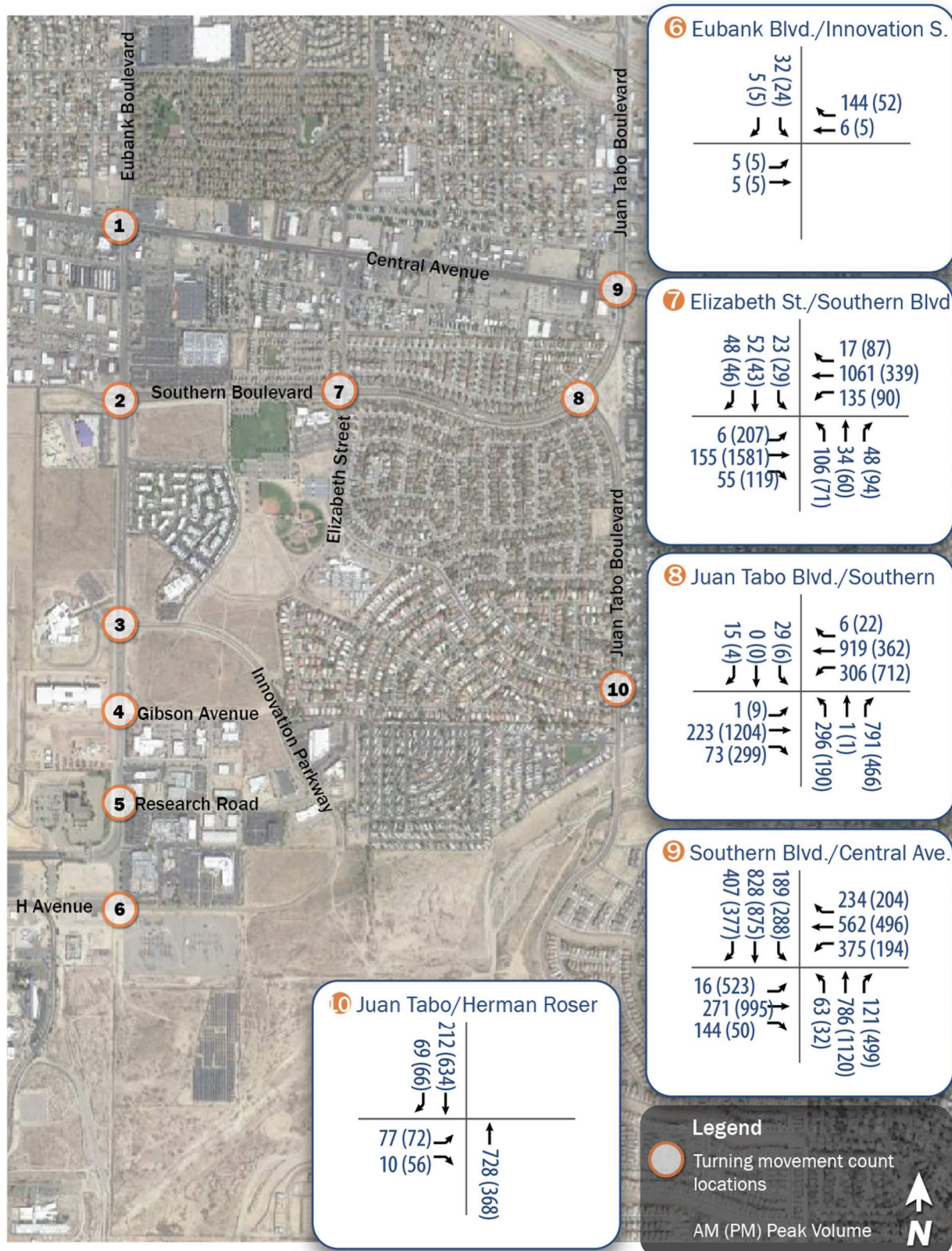


Figure 40: 2032 No-Build Turning Movement Volumes Continued

3.2.2 No-Build Alternative

The No-Build Alternative was analyzed to compare the build alternatives to existing conditions with projected traffic volumes. This alternative assumes that the intersections within the Juan Tabo Hills study area will remain in their existing configuration with no improvements.

Traffic Operations

An analysis of AM and PM Peak Hour traffic operations was conducted with the projected traffic volumes. [Figure 41](#) and [Figure 42](#) summarizes the level of service of the analyzed intersections for the 2032 No-Build Alternative. Results of the analyzed intersections are described below and provided in [Table 18](#):

1. Eubank Boulevard and Central Avenue
 - a. The overall intersection is anticipated to operate at an acceptable LOS for both AM Peak/PM Peak.
2. Eubank Boulevard and Southern Boulevard
 - a. The overall intersection is anticipated to operate at an unacceptable LOS F during the AM Peak.
 - b. Westbound approach, as well as the left turn lane are anticipated to operate at an unacceptable LOS F during the AM Peak.
3. Eubank Boulevard and Innovation Parkway
 - a. Eastbound left turn, as well as the thru lane are anticipated to operate at an unacceptable LOS F during both AM Peak/PM Peak.
 - b. Southbound left turn lane is anticipated to operate at an unacceptable LOS F during the PM Peak.
 - c. Westbound left turn lane is anticipated to operate at an unacceptable LOS F during both AM Peak/PM Peak and westbound right turn lane is operating at an unacceptable LOS F during the PM Peak.
4. Eubank Boulevard and Gibson Avenue
 - a. The overall intersection is anticipated to operate at an acceptable LOS for both AM and PM Peak.
5. Eubank Boulevard and Research Road
 - a. Southbound left turn lane is anticipated to operate at an unacceptable LOS F during the PM Peak.
 - b. Westbound approach, as well as the left turn lane are anticipated to operate at an unacceptable LOS F during the PM Peak.
6. Eubank Boulevard and Innovation Parkway/H Avenue
 - a. The overall intersection is anticipated to operate at an acceptable LOS for both AM and PM Peak.
7. Elizabeth Street and Southern Boulevard
 - a. The overall intersection is anticipated to operate at an acceptable LOS for both AM and PM Peak.
8. Juan Tabo Boulevard and Southern Boulevard
 - a. Eastbound thru lane is anticipated to operate at an unacceptable LOS F during the PM Peak.
9. Juan Tabo Boulevard and Central Avenue
 - a. The overall intersection is anticipated to operate at an unacceptable LOS F during the PM Peak.

- b. Northbound approach, as well as the thru lane and right turn lane are anticipated to operate at an unacceptable LOS F during the PM Peak.
 - c. Eastbound left turn lane is anticipated to operate at an unacceptable LOS E during the PM Peak.
- 10. Juan Tabo Boulevard and Herman Roser Avenue
 - a. The overall intersection is anticipated to operate at an acceptable LOS for both AM and PM Peak.

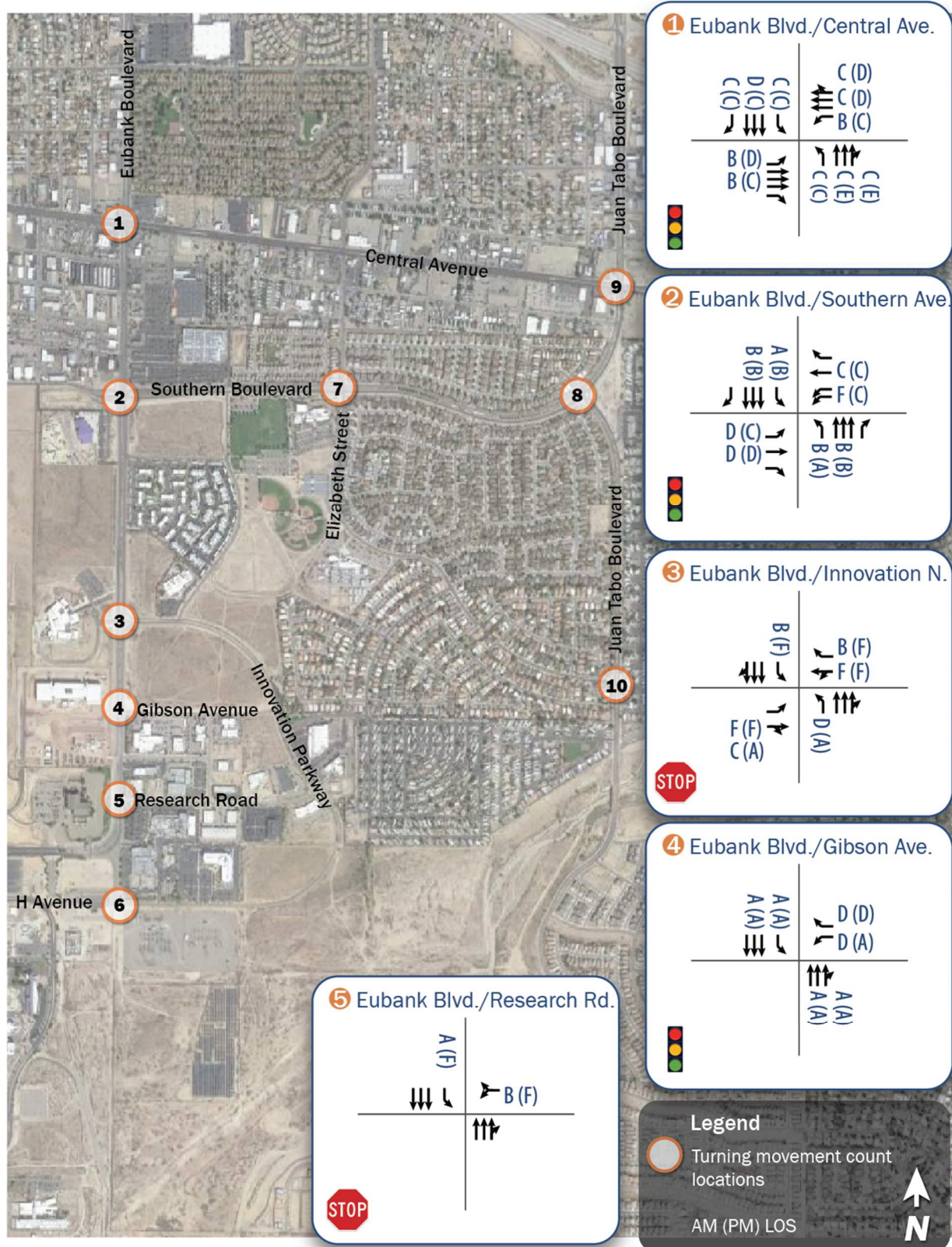


Figure 41: 2032 No-Build LOS Results

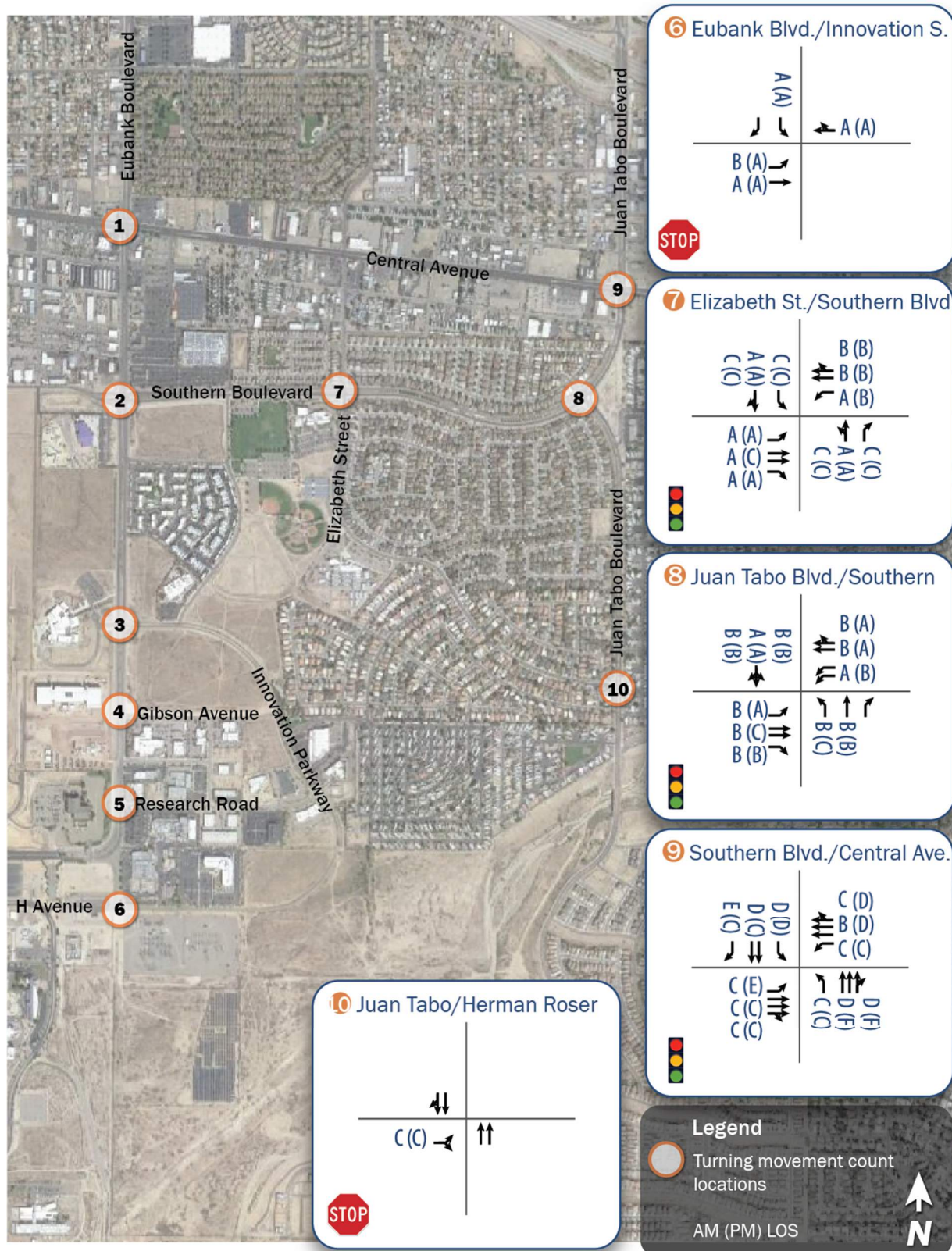


Figure 42: 2032 No-Build LOS Results Continued

Table 18: 2032 Intersection AM (PM) LOS and Delay

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1. Eubank Boulevard and Central Avenue (Signalized)												
Volume (veh)	169 (283)	460 (1224)	26 (126)	91 (174)	824 (391)	182 (199)	152 (324)	383 (934)	211 (211)	169 (85)	750 (649)	152 (174)
Lane Delay (sec)	31.5 (25.8)	30.4 (58.1)	30.8 (67.6)	26.9 (31.0)	36.9 (29.5)	34.9 (32.6)	15.4 (37.2)	18.1 (26.0)	0.0 (0.0)	14.1 (24.9)	20.3 (36.2)	21.1 (39.6)
Lane LOS	C (C)	C (E)	C (E)	C (C)	D (C)	D (C)	B (D)	B (C)	- (-)	B (C)	C (D)	C (D)
Approach Delay (sec)	30.8 (55.2)			35.7 (30.6)			17.3 (28.9)			19.5 (36.1)		
Approach LOS	C (E)			D (C)			B (C)			B (D)		
Intersection Delay	26.7 (40.0)											
Intersection LOS	C (D)											
2. Eubank Boulevard and Southern Boulevard (Signalized)												
Volume (veh)	83 (190)	301 (1297)	59 (1022)	91 (196)	939 (226)	15 (16)	11 (46)	51 (189)	143 (106)	1117 (218)	132 (94)	246 (119)
Lane Delay (sec)	10.4 (9.2)	12.1 (16.2)	0.0 (0.0)	9.6 (12.6)	14.3 (11.8)	0.0 (0.0)	36.6 (31.5)	38.4 (35.8)	0.0 (0.0)	194.7 (26.1)	23.0 (23.7)	0.0 (0.0)
Lane LOS	B (A)	B (B)		A (B)	B (B)		D (C)	D (D)		F (C)	C (C)	
Approach Delay (sec)	11.7 (15.3)			13.9 (12.2)			38.0 (35.0)			176.5 (25.3)		
Approach LOS	B (B)			B (B)			D (C)			F (C)		
Intersection Delay	88.7 (17.9)											
Intersection LOS	F (B)											
3. Eubank Boulevard and Innovation Parkway North (TWSC Unsignalized)												
Volume (veh)	4 (1)	205 (2309)	0 (32)	324 (119)	1700 (238)	23 (7)	0 (11)	1 (0)	5 (5)	6 (1)	0 (0)	165 (101)
Lane Delay (sec)	28.9 (9.1)	- (-)	- (-)	11.2 (512.1)	- (-)	- (-)	305.0 (*)		20.4 (9.8)	61.5 (*)		10.9 (83.4)
Lane LOS	D (A)	- (-)	- (-)	B (F)	- (-)	- (-)	F (*)		C (A)	F (*)		B (F)
Approach Delay (sec)	0.6 (0.0)			1.8 (167.4)			67.8 (*)			12.7 (*)		
Approach LOS	- (-)			- (-)			F (*)			B (*)		
Intersection Delay	2.6 (21.6)											
4. Eubank Boulevard and Gibson Avenue (Signalized)												
Volume (veh)	- (-)	188 (2191)	2 (24)	105 (28)	1553 (235)	- (-)	- (-)	- (-)	- (-)	24 (0)	- (-)	20 (110)
Lane Delay (sec)	- (-)	3.2 (7.8)	3.3 (8.9)	1.7 (6.2)	2.1 (2.1)	- (-)	- (-)	- (-)	- (-)	39.7 (0.0)	- (-)	39.6 (46.1)
Lane LOS	- (-)	A (A)	A (A)	A (A)	A (A)	- (-)	- (-)	- (-)	- (-)	D (A)	- (-)	D (D)
Approach Delay (sec)	3.2 (8.2)			2.1 (2.6)			- (-)			39.6 (46.1)		
Approach LOS	A (A)			A (A)						D (D)		
Intersection Delay	3.1 (9.2)											

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Intersection LOS	A (A)											
5. Eubank Boulevard and Research Road (Unsignalized)												
Volume (veh)	- (-)	161 (2195)	13 (40)	18 (17)	1781 (205)	- (-)	- (-)	- (-)	- (-)	11 (2)	- (-)	18 (130)
Lane Delay (sec)	- (-)	- (-)	- (-)	8.8 (77.4)	- (-)	- (-)	- (-)	- (-)	- (-)	12.4 (177.4)	- (-)	- (-)
Lane LOS	- (-)	- (-)	- (-)	A (F)	- (-)	- (-)	- (-)	- (-)	- (-)	B (F)	- (-)	- (-)
Approach Delay (sec)	0.0 (0.0)			0.1 (5.9)			- (-)			12.4 (177.4)		
Approach LOS	- (-)			- (-)			- (-)			B (F)		
Intersection Delay	0.3 (9.6)											
6. Innovation Parkway South and Eubank Boulevard (TWSC Unsignalized)												
Volume (veh)	- (-)	- (-)	- (-)	32 (24)	- (-)	5 (5)	5 (5)	5 (5)	- (-)	- (-)	6 (5)	144 (24)
Lane Delay (sec)	- (-)	- (-)	- (-)	7.3 (7.3)	- (-)	0.0 (0.0)	12.4 (9.6)	9.7 (9.4)	- (-)	- (-)	9.3 (8.7)	
Lane LOS	- (-)	- (-)	- (-)	A (A)	- (-)	- (-)	B (A)	A (A)	- (-)	- (-)	A (A)	
Approach Delay (sec)	- (-)			6.4 (6.0)			11.0 (9.5)			9.3 (8.7)		
Approach LOS	- (-)			- (-)			B (A)			A (A)		
Intersection Delay	8.8 (7.9)											
7. Elizabeth Street and Southern Boulevard (Signalized)												
Volume (veh)	106 (71)	34 (60)	48 (94)	23 (29)	52 (43)	48 (46)	6 (207)	155 (1581)	55 (119)	135 (90)	1061 (339)	17 (87)
Lane Delay (sec)	27.6 (28.0)	0.0 (0.0)	24.6 (28.0)	21.0 (21.8)	0.0 (0.0)	20.7 (21.3)	9.4 (7.2)	9.5 (21.9)	9.5 (9.1)	6.4 (14.0)	12.8 (10.8)	12.6 (10.9)
Lane LOS	C (C)	A (A)	C (C)	C (C)	A (A)	C (C)	A (A)	A (C)	A (A)	A (B)	B (B)	B (B)
Approach Delay (sec)	26.8 (28.0)			20.8 (21.4)			9.5 (19.5)			12.0 (11.4)		
Approach LOS	C (C)			C (C)			A (B)			B (B)		
Intersection Delay	13.9 (18.8)											
Intersection LOS	B (B)											
8. Juan Tabo Boulevard and Southern Boulevard (Signalized)												
Volume (veh)	296 (190)	1 (1)	791 (466)	29 (6)	0 (0)	15 (4)	1 (9)	223 (1204)	73 (299)	306 (712)	919 (362)	6 (22)
Lane Delay (sec)	19.9 (21.1)	13.6 (17.1)	0.0 (0.0)	13.9 (17.2)	0.0 (0.0)	13.7 (17.1)	11.7 (9.6)	12.5 (30.7)	12.5 (15.7)	8.2 (13.9)	15.2 (6.7)	15.0 (6.7)
Lane LOS	B (C)	B (B)	- (-)	B (B)	A (A)	B (B)	B (A)	B (C)	B (B)	A (B)	B (A)	B (A)
Approach Delay (sec)	19.9 (21.1)			13.9 (17.2)			12.5 (27.6)			13.4 (11.4)		
Approach LOS	B (C)			B (B)			B (C)			B (B)		
Intersection	14.3 (20.8)											

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Delay												
Intersection LOS	B (C)											
9. Juan Tabo Boulevard and Central Avenue (Signalized)												
Volume (veh)	63 (32)	786 (1120)	121 (499)	189 (288)	828 (875)	407 (377)	16 (523)	271 (995)	144 (50)	375 (194)	562 (496)	234 (204)
Lane Delay (sec)	28.3 (28.6)	36.7 (242.0)	39.0 (244.9)	36.8 (50.5)	39.7 (31.5)	61.2 (33.4)	20.5 (55.6)	24.1 (28.7)	25.3 (30.1)	30.7 (30.0)	19.9 (42.7)	21.0 (50.1)
Lane LOS	C (C)	D (F)	D (F)	D (D)	D (C)	E (C)	C (E)	C (C)	C (C)	C (C)	B (D)	C (D)
Approach Delay (sec)	36.9 (238.8)			45.4 (35.5)			24.4 (38.0)			23.6 (41.8)		
Approach LOS	D (F)			D (D)			C (D)			C (D)		
Intersection Delay	34.7 (96.6)											
Intersection LOS	C (F)											
10. Juan Tabo Boulevard and Herman Roser Avenue (Unsignalized)												
Volume (veh)	0 (0)	728 (368)	- (-)	- (-)	212 (634)	69 (66)	77 (72)	- (-)	10 (56)	- (-)	- (-)	- (-)
Lane Delay (sec)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	18.1 (22.9)	- (-)	- (-)	- (-)	- (-)	- (-)
Lane LOS	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	C (C)	- (-)	- (-)	- (-)	- (-)	- (-)
Approach Delay (sec)	0.0 (0.0)			0.0 (0.0)			18.1 (22.9)			- (-)		
Approach LOS	- (-)			- (-)			C (C)			- (-)		
Intersection Delay	1.4 (2.5)											

*Intersection delay and LOS was not defined by the HCM for TWSC, therefore not shown in the result table.

3.2.3 Turn Lanes

This alternative analyzes turn lane warrants at the following intersections:

- Eubank Boulevard and Central Avenue
- Juan Tabo Boulevard and Southern Boulevard
- Juan Tabo Boulevard and Central Avenue

The existing 13-hour turning movement counts were used to determine the highest left and right turning volumes to verify if turn lanes are warranted, see [Table 19](#). Based on the design speed and turning volumes the following was determined:

- Eubank Boulevard and Central Avenue – a northbound right-turn lane is warranted.
- Juan Tabo Boulevard and Southern Boulevard – due to the high eastbound thru volume of 1,204 vehicles, an additional thru lane was modeled extending from Juan Tabo Boulevard to Central Avenue.
- Juan Tabo Boulevard and Central Boulevard – a northbound right-turn lane is warranted. Due to the high eastbound left turn volume of 429 vehicles, an additional left-turn lane was modeled.

Table 19: Turn Lane Warrant Summary

Intersection	Highest Left Turn Volume	Highest Right Turn Volume
Eubank Boulevard and Central Avenue		
Northbound	320* (warranted)	113 (warranted)
Southbound	184* (warranted)	215* (warranted)
Eastbound	309* (warranted)	248* (warranted)
Westbound	159* (warranted)	345* (warranted)
Juan Tabo Boulevard and Southern Boulevard		
Northbound	255* (warranted)	685* (warranted)
Southbound	26* (warranted)	11 (warranted)
Eastbound	10* (warranted)	276* (warranted)
Westbound	584* (warranted)	27 (warranted)
Juan Tabo Boulevard and Central Avenue		
Northbound	58* (warranted)	409 (warranted)
Southbound	310* (warranted)	549* (warranted)
Eastbound	429* (warranted)	53* (warranted)
Westbound	293* (warranted)	341* (warranted)

*Currently has an existing turn lane.

The City of Albuquerque DPM was used to determine the storage length requirements for right turns (Table 7.4.68) and the lane transition length for left turns (Table 7.4.70). The length requirements were used to model turning lane storage lengths and analyze the intersection LOS.

TABLE 7.4.68 Right-turn Lane Design Criteria		
Design Speed of Roadway (MPH)	Minimum Storage Length (ft.)	Lane Transition Length (ft.)
<35	240	150-150 Reverse Curve
35 - 40	240 - 350	300-150 Reverse Curve
45 - 50	350 - 405	600-300 Reverse Curve

TABLE 7.4.70 Minimum Left-turn Lane Transition Length	
Design Speed of Roadway (MPH)	Lane Transition (ft.)
<35	150 - 150 Reverse Curve
35 - 40	300 - 150 Reverse Curve
45 - 50	600 - 300 Reverse Curve

Traffic Operations

The results shown in [Table 20](#) and [Figure 43](#) indicate that adding a northbound right-turn lane at the intersection of Eubank Boulevard and Central Avenue is anticipated to operate at an acceptable LOS in future conditions, from a LOS E (No-Build) to a LOS C during the PM Peak. At the intersection of Juan Tabo Boulevard and Southern Boulevard, adding an additional eastbound thru lane along Southern Boulevard is anticipated to operate at an acceptable LOS, from a LOS F (No-Build) to a LOS B during the PM Peak. For the intersection of Juan Tabo Boulevard and Central Avenue, adding an additional eastbound left-turn lane is anticipated to operate at an acceptable LOS, from a LOS F (No-Build) to a LOS C during the PM Peak. However, due to the high thru volume 1,120 and the high right-turn volume 499 during the PM Peak, an additional model was created for this intersection with a northbound channelized right-turn.

Table 20: 2032 Turn Lane Alternatives AM (PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1. Eubank Boulevard and Central Avenue (Signalized) [NBR]												
Volume (veh)	169 (283)	460 (1224)	26 (126)	91 (174)	824 (391)	182 (199)	152 (324)	383 (934)	211 (211)	169 (85)	750 (649)	152 (174)
Lane Delay (sec)	31.5 (26.1)	30.2 (41.9)	27.7 (27.9)	26.9 (29.5)	36.9 (29.6)	34.9 (32.8)	15.4 (36.8)	18.1 (25.9)	0.0 (0.0)	14.1 (24.8)	20.3 (36.4)	21.1 (40.3)
Lane LOS	C (C)	C (D)	C (C)	C (C)	D (C)	C (C)	B (D)	B (C)	- (-)	B (C)	C (D)	C (D)
Approach Delay (sec)	30.4 (38.1)			35.7 (30.4)			17.3 (28.7)			19.5 (36.5)		
Approach LOS	C (D)			D (C)			B (C)			B (D)		
Intersection Delay	26.6 (33.9)											
Intersection LOS	C (C)											
8. Juan Tabo Boulevard and Southern Boulevard (Signalized) [3 EBT]												
Volume (veh)	296 (190)	1 (1)	791 (466)	29 (6)	0 (0)	15 (4)	1 (9)	223 (1204)	73 (299)	306 (712)	919 (362)	6 (22)
Lane Delay (sec)	19.9 (21.0)	13.6 (17.0)	0.0 (0.0)	13.9 (17.1)	0.0 (0.0)	13.7 (17.1)	11.7 (9.5)	12.1 (14.8)	12.5 (15.6)	8.1 (11.0)	15.2 (6.7)	15.0 (6.7)
Lane LOS	B (C)	B (B)	- (-)	B (B)	A (A)	B (B)	B (A)	B (B)	B (B)	A (B)	B (A)	B (A)
Approach Delay (sec)	19.9 (21.0)			13.9 (17.1)			12.2 (15.0)			13.4 (9.5)		
Approach LOS	B (C)			B (B)			B (B)			B (A)		
Intersection Delay	14.2 (13.3)											
Intersection LOS	B (B)											
9. Juan Tabo Boulevard and Central Avenue (Signalized) [NBR and 2 EBL]												
Volume (veh)	63 (32)	786 (1120)	121 (499)	189 (288)	828 (875)	407 (377)	16 (523)	271 (995)	144 (50)	375 (194)	562 (496)	234 (204)
Lane Delay (sec)	29.7 (28.7)	36.4 (54.6)	29.2 (45.8)	35.4 (49.9)	47.2 (31.6)	26.7 (33.6)	19.1 (18.8)	21.9 (28.6)	22.2 (30.1)	21.6 (23.4)	17.9 (28.0)	18.5 (29.4)
Lane LOS	C (C)	D (D)	C (D)	D (D)	D (C)	C (C)	B (B)	C (C)	C (C)	C (C)	B (C)	B (C)
Approach Delay (sec)	35.8 (52.2)			44.0 (35.5)			21.8 (25.7)			19.3 (27.2)		
Approach LOS	D (D)			D (D)			C (C)			B (C)		
Intersection Delay	31.8 (35.9)											
Intersection LOS	C (D)											

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
9. Juan Tabo Boulevard and Central Avenue (Signalized) [NBR Channelized and 2 EBL]												
Volume (veh)	63 (32)	786 (1120)	121 (499)	189 (288)	828 (875)	407 (377)	16 (523)	271 (995)	144 (50)	375 (194)	562 (496)	234 (204)
Lane Delay (sec)	28.3 (24.2)	35.2 (38.1)	0.0 (0.0)	26.1 (38.6)	37.6 (26.6)	55.4 (27.3)	25.8 (21.0)	30.8 (31.1)	32.9 (33.7)	22.5 (24.5)	20.5 (30.4)	21.6 (33.3)
Lane LOS	C (C)	D (D)	- (-)	C (D)	D (C)	E (C)	C (C)	C (C)	C (C)	C (C)	C (C)	C (D)
Approach Delay (sec)	34.7 (37.7)			41.1 (29.0)			31.3 (28.3)			21.4 (29.8)		
Approach LOS	C (D)			D (C)			C (C)			C (C)		
Intersection Delay	32.7 (30.9)											
Intersection LOS	C (C)											

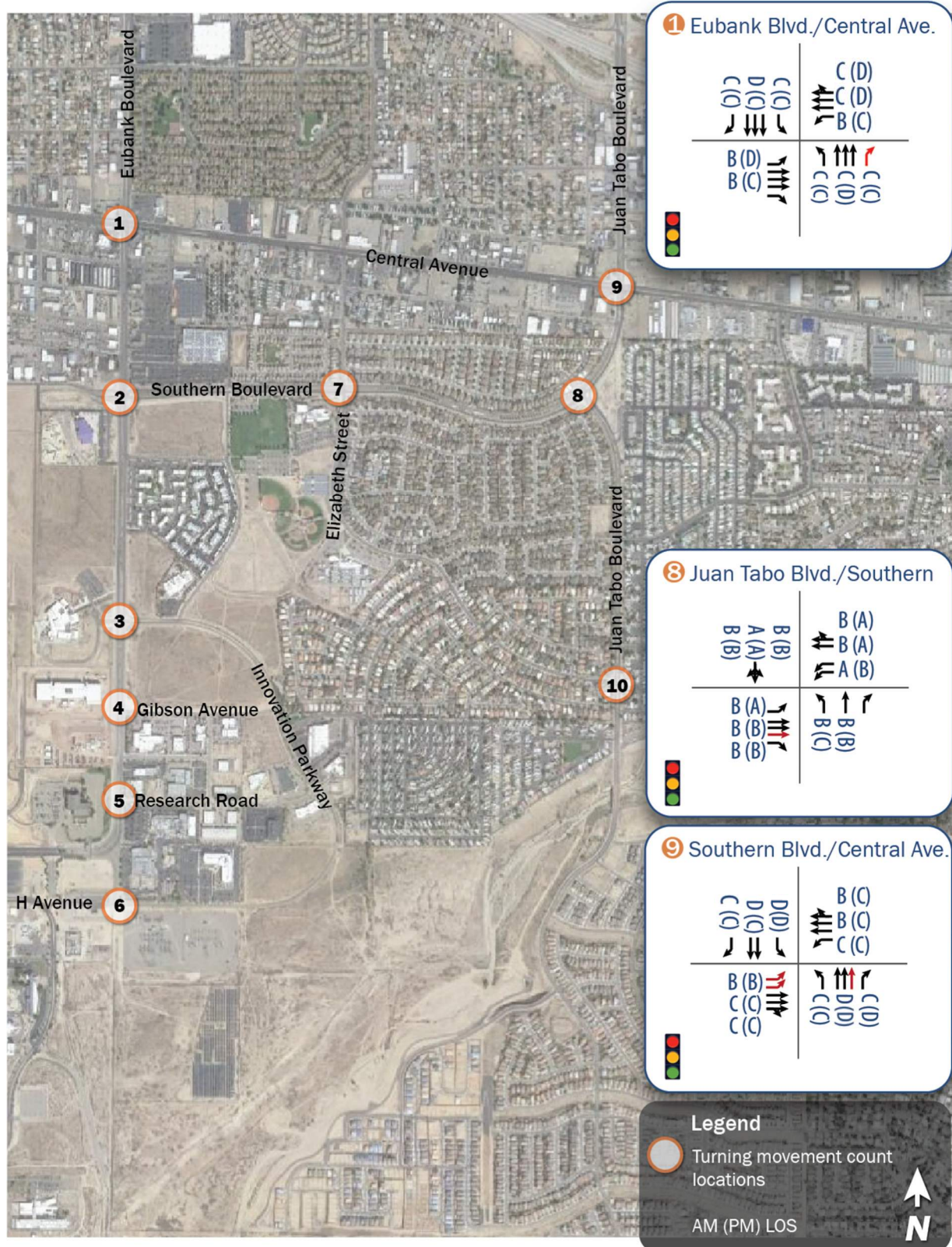


Figure 43: 2032 Turn Lane Alternatives LOS

3.2.4 Roundabouts

This alternative analyzes a double-lane roundabout at the following intersections:

- Eubank Boulevard and Innovation Parkway
- Eubank Boulevard and Gibson Avenue

Level of Service Criteria

This section addresses roundabout (unsignalized) operations using the procedures and methodologies contained in the HCM for the LOS criteria to determine Peak Hour traffic operations. It should be noted that the LOS delay thresholds for a roundabout are more conservative than a signalized intersection since it is considered an unsignalized intersection in the HCM. [Table 21](#) summarizes the relationship between delay and LOS for both a roundabout and signalized intersection.

Table 21: Signalized vs. Roundabout Delay and LOS Criteria

Level of Service	Signalized	Roundabout
	Delay per Vehicle (sec)	
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 25 - 50
F	> 80	> 50

Traffic Operations

The results shown in [Table 22](#) and [Figure 44](#) indicate that a double lane roundabout would perform with acceptable LOS C or better for the intersection of Eubank Boulevard and Gibson Avenue for both AM and PM Peak. At the intersection of Eubank Boulevard and Innovation Parkway due to the high volume of vehicles in the northbound direction during the PM Peak, this intersection is anticipated to operate at an unacceptable LOS E with an unacceptable LOS F for the northbound approach.

Table 22: 2032 Roundabouts Alternatives AM(PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
3. Eubank Boulevard and Innovation Parkway North (TWSC Unsignalized) [Roundabout]												
Volume (veh)	4 (1)	205 (2309)	0 (32)	324 (119)	1700 (238)	23 (7)	0 (11)	1 (0)	5 (5)	6 (1)	0 (0)	165 (101)
Lane Delay (sec)	4.7 (47.4)		4.5 (64.4)	15.2 (3.9)		17.6 (3.8)	20.3 (3.9)		16.6 (3.6)	3.1 (21.7)		0.0 0.0
Lane LOS	A (F)		A (F)	C (A)		C (A)	C (A)		C (A)	A (C)		A (A)
Approach Delay (sec)	4.6 (56.4)			16.5 (3.8)			17.2 (3.8)			0.1 (0.2)		
Approach LOS	A (F)			C (A)			C (A)			A (A)		
Intersection Delay	14.3 (47.3)											
Intersection LOS	B (E)											

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
4. Eubank Boulevard and Gibson Avenue (Signalized) [Roundabout]												
Volume (veh)	- (-)	188 (2191)	2 (24)	105 (28)	1553 (235)	- (-)	- (-)	- (-)	- (-)	24 (0)	- (-)	20 (110)
Lane Delay (sec)	- (-)	3.7 (22.1)	3.6 (28.6)	11.7 (3.5)	12.7 (3.4)	- (-)	- (-)	- (-)	- (-)	3.3 (19.6)	- (-)	0.0 (0.0)
Lane LOS	- (-)	A (C)	A (D)	B (A)	B (A)	- (-)	- (-)	- (-)	- (-)	A (C)	- (-)	A (A)
Approach Delay (sec)	3.7 (25.6)			12.2 (3.5)			- (-)			1.8 (0.0)		
Approach LOS	A (D)			B (A)						A (A)		
Intersection Delay	11.1 (22.2)											
Intersection LOS	B (C)											

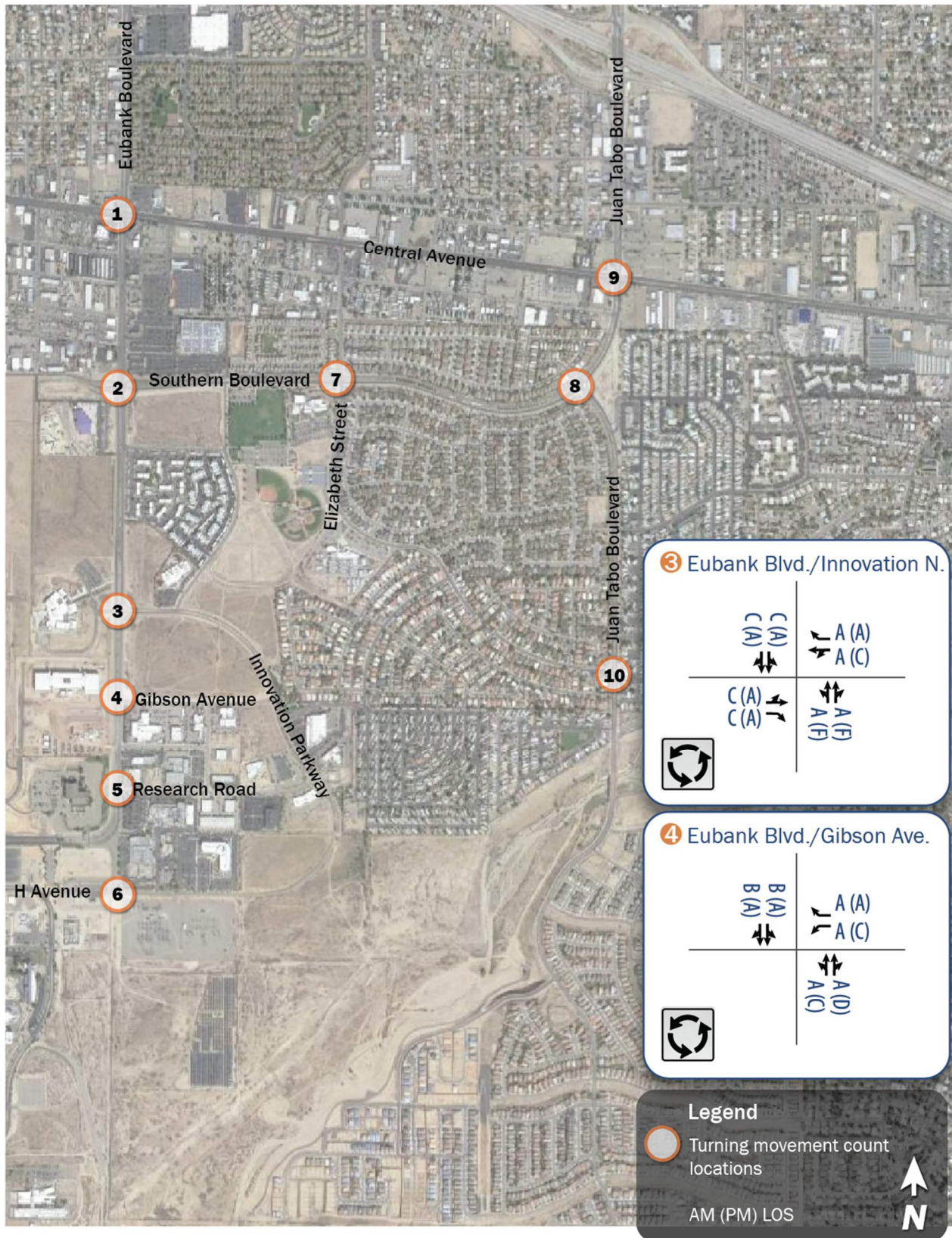


Figure 44: 2032 Roundabout Alternatives LOS

3.2.5 Continuous Green T Intersection

This alternative analyzes a change in the existing intersection control type into a continuous green T (CGT) at the following intersections:

- Eubank Boulevard and Southern Boulevard
- Eubank Boulevard and Gibson Avenue

Traffic Operations

The results shown in [Table 23](#) and [Figure 45](#) indicate that both intersections are operating at an acceptable LOS C or better for both AM and PM Peak.

Table 23: 2032 CGT Alternatives AM (PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
2. Eubank Boulevard and Southern Boulevard [CGT, 1SBT + 2SBL]												
Volume (veh)	- (-)	384 (1487)	59 (1022)	142 (385)	1082 (332)	- (-)	- (-)	- (-)	- (-)	1117 (218)	- (-)	378 (213)
Lane Delay (sec)	- (-)	23.5 (30.0)	0.8 (21.0)	30.0 (46.3)	1.5 (0.2)	- (-)	- (-)	- (-)	- (-)	20.1 (26.6)	- (-)	4.4 (15.1)
Lane LOS	- (-)	C (C)	A (C)	C (D)	A (A)	- (-)	- (-)	- (-)	- (-)	C (C)	- (-)	A (B)
Approach Delay (sec)	20.4 (26.4)			4.8 (25.0)			- (-)			16.1 (20.9)		
Approach LOS	C (C)			A (C)			- (-)			B (C)		
Intersection Delay	12.3 (25.4)											
Intersection LOS	B (C)											
4. Eubank Boulevard and Gibson Avenue [CGT]												
Volume (veh)	- (-)	188 (2191)	2 (24)	105 (28)	0 (0)	- (-)	- (-)	- (-)	- (-)	24 (0)	- (-)	20 (110)
Lane Delay (sec)	- (-)	7.6 (9.1)	3.0 (1.0)	13.2 (27.6)	0.2 (0.0)	- (-)	- (-)	- (-)	- (-)	12.1 (0.0)	- (-)	2.9 (23.0)
Lane LOS	- (-)	A (A)	A (A)	B (C)	A (A)	- (-)	- (-)	- (-)	- (-)	B (A)	- (-)	A (C)
Approach Delay (sec)	7.6 (9.0)			1.0 (2.9)			- (-)			8.0 (23.0)		
Approach LOS	A (A)			A (A)			- (-)			A (C)		
Intersection Delay	1.8 (9.0)											
Intersection LOS	A (A)											

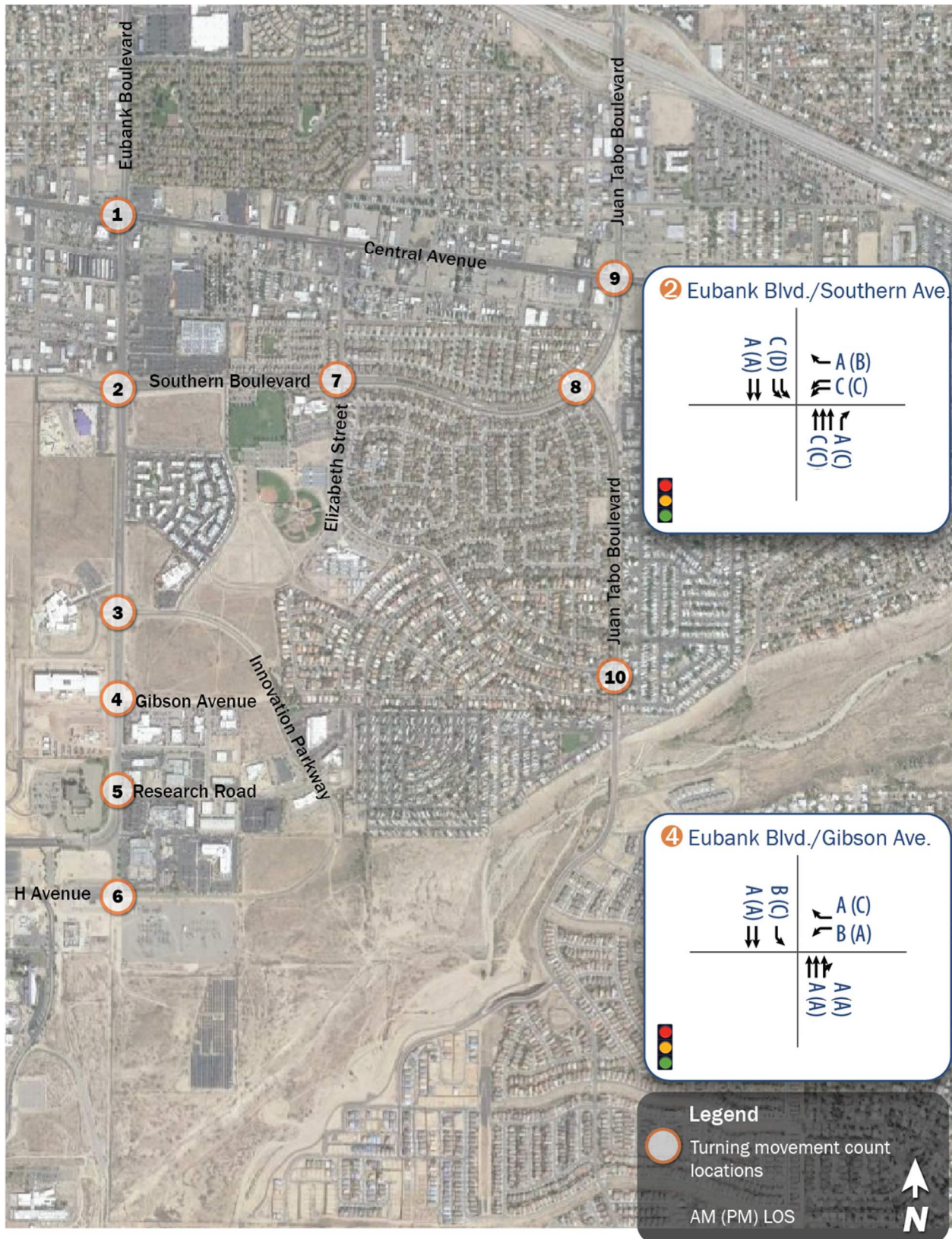


Figure 45: 2032 CGT Alternatives LOS

3.2.6 Continuous Flow Interchange

This alternative looks at converting the intersection of Eubank Boulevard and Southern Boulevard into a Continuous Flow Interchange. This intersection was divided into five signalized intersections, as shown in [Figure 46](#).

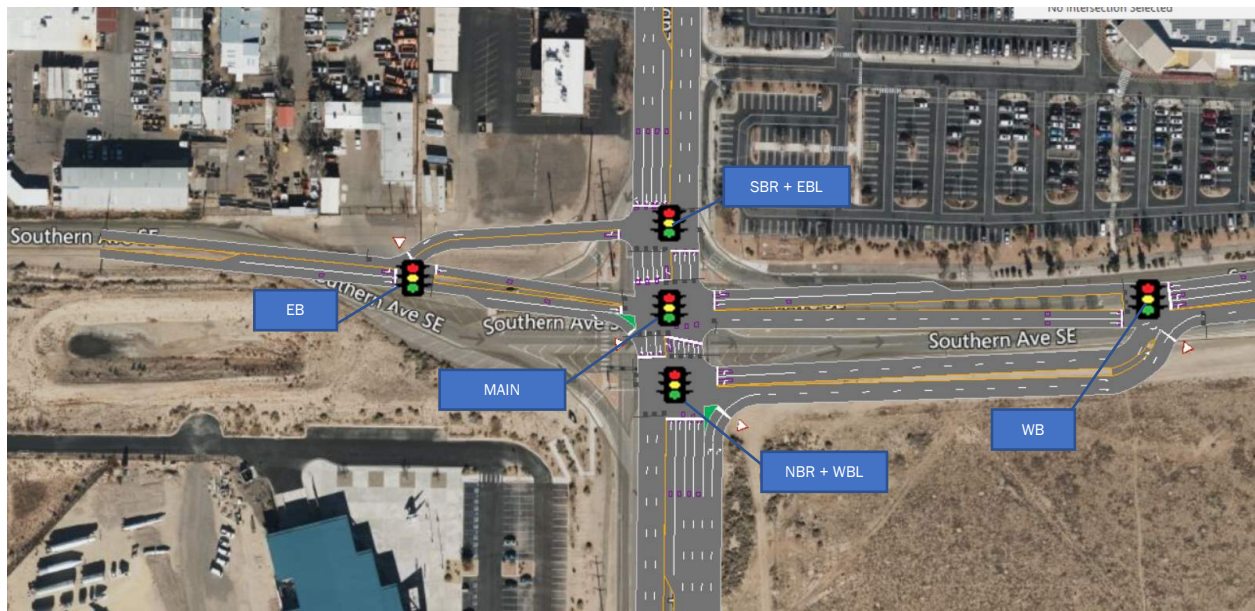


Figure 46: Eubank Boulevard and Southern Boulevard – CFI Alternative

Traffic Operations

The results shown in [Table 24](#) and [Figure 47](#) indicate that all five intersections are operating at an acceptable LOS D and above for both AM and PM Peak.

Table 24: 2032 CFI Alternative AM(PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
2. Eubank Boulevard and Southern Boulevard [Main]												
Volume (veh)	83 (190)	301 (1297)	0 (0)	91 (196)	939 (226)	0 (0)	0 (0)	51 (189)	143 (106)	0 (0)	132 (94)	246 (119)
Lane Delay (sec)	6.9 (0.8)	1.1 (1.5)	- (-)	1.0 (12.7)	1.4 (0.5)	- (-)	- (-)	18.5 (53.4)	5.1 (5.8)	- (-)	20.2 (40.3)	3.7 (7.8)
Lane LOS	A (A)	A (A)	- (-)	A (B)	A (A)	- (-)	- (-)	B (D)	A (A)	- (-)	C (D)	A (A)
Approach Delay (sec)	2.3 (1.4)			1.3 (6.2)			8.6 (36.3)			9.5 (22.1)		
Approach LOS	A (A)			A (A)			A (D)			A (C)		
Intersection Delay	3.8 (8.3)											
Intersection LOS	A (A)											
2. Eubank Boulevard and Southern Boulevard [EB]												
Volume (veh)	- (-)	- (-)	- (-)	0 (0)	- (-)	15 (16)	11 (46)	194 (295)	- (-)	- (-)	215 (284)	0 (0)
Lane Delay (sec)	- (-)	- (-)	- (-)	- (-)	- (-)	0.1 (0.1)	45.9 (48.7)	0.1 (0.2)	- (-)	- (-)	1.0 (2.0)	- (-)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane LOS	- (-)	- (-)	- (-)	- (-)	- (-)	A (A)	D (D)	A (A)	- (-)	- (-)	A (A)	- (-)
Approach Delay (sec)	- (-)			0.1 (0.1)			2.7 (6.7)			1.0 (2.0)		
Approach LOS	- (-)			A (A)			A (A)			A (A)		
Intersection Delay	1.8 (4.5)											
Intersection LOS	A (A)											
2. Eubank Boulevard and Southern Boulevard [WB]												
Volume (veh)	0 (0)	- (-)	59 (1022)	- (-)	- (-)	- (-)	- (-)	142 (385)	0 (0)	1117 (218)	378 (213)	- (-)
Lane Delay (sec)	- (-)	- (-)	0.2 (9.5)	- (-)	- (-)	- (-)	- (-)	14.6 (8.4)	- (-)	28.9 (14.5)	0.3 (0.1)	- (-)
Lane LOS	- (-)	- (-)	A (A)	- (-)	- (-)	- (-)	- (-)	B (A)	- (-)	C (B)	A (A)	- (-)
Approach Delay (sec)	0.2 (9.5)			- (-)			14.6 (8.4)			21.7 (7.4)		
Approach LOS	A (A)			- (-)			B (A)			C (A)		
Intersection Delay	20.3 (8.7)											
Intersection LOS	C (A)											
2. Eubank Boulevard and Southern Boulevard [SBR + EBL]												
Volume (veh)	0 (0)	547 (1416)	- (-)	- (-)	1030 (422)	15 (16)	11 (46)	- (-)	0 (0)	- (-)	- (-)	- (-)
Lane Delay (sec)	- (-)	0.1 (0.2)	- (-)	- (-)	10.0 (4.1)	- (-)	0.4 (1.5)	- (-)	- (-)	- (-)	- (-)	- (-)
Lane LOS	- (-)	A (A)	- (-)	- (-)	B (A)	- (-)	A (A)	- (-)	- (-)	- (-)	- (-)	- (-)
Approach Delay (sec)	0.1 (0.2)			10.0 (4.1)			0.4 (1.5)			- (-)		
Approach LOS	A (A)			A (A)			A (A)			- (-)		
Intersection Delay	6.5 (1.1)											
Intersection LOS	A (A)											
2. Eubank Boulevard and Southern Boulevard [NBR + WBL]												
Volume (veh)	- (-)	384 (1487)	59 (1022)	0 (0)	1082 (332)	- (-)	- (-)	- (-)	- (-)	1117 (218)	- (-)	0 (0)
Lane Delay (sec)	- (-)	19.7 (11.8)	5.6 (1.8)	- (-)	0.1 (0.0)	- (-)	- (-)	- (-)	- (-)	11.0 (26.2)	- (-)	- (-)
Lane LOS	- (-)	B (B)	A (A)	- (-)	A (A)	- (-)	- (-)	- (-)	- (-)	B (C)	- (-)	- (-)
Approach Delay (sec)	17.8 (7.7)			0.1 (0.0)			- (-)			11.0 (26.2)		
Approach LOS	B (A)			A (A)			- (-)			B (C)		
Intersection Delay	7.7 (8.2)											
Intersection LOS	A (A)											

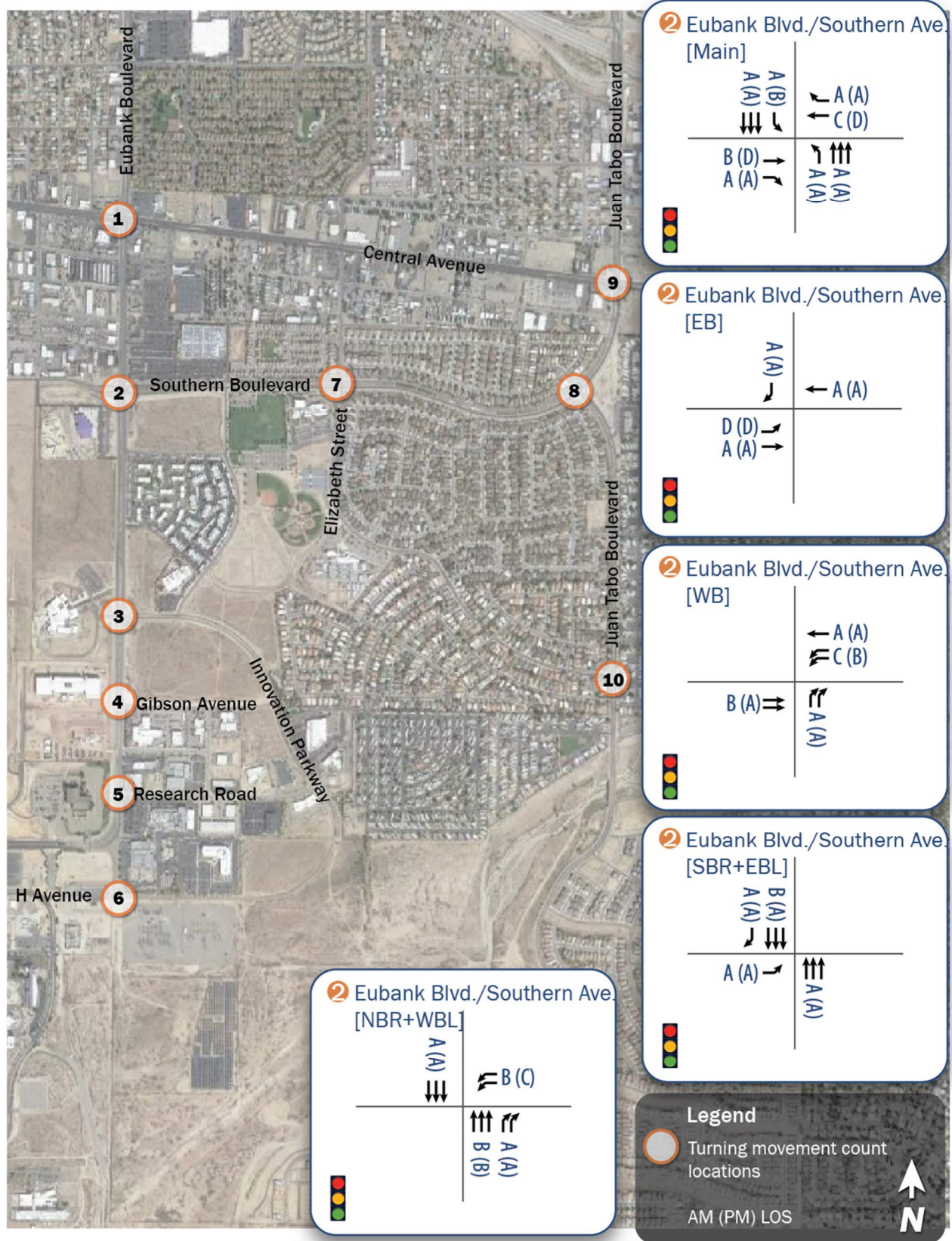


Figure 47: 2032 CFI Alternatives LOS

3.2.7 Intersection Crossing Enhancements

For this alternative, the following items were analyzed to promote pedestrian and bicyclist crossing:

- Eubank Boulevard and Central Avenue – the eastbound channelized right turn was removed.
- Eubank Boulevard and Southern Boulevard – all four approaches channelized right turns at were removed.
- Juan Tabo Boulevard and Southern Boulevard – the northbound channelized right turn was removed.
- For all three intersections described above, the additional warranted turn lanes that are described in Section 3.2.3 were included in the analysis.

Traffic Operations

The results shown in [Table 25](#) and [Figure 48](#) indicate that all intersection are anticipated to operate at an acceptable LOS C or better for both the AM and PM Peak.

Table 25: 2032 Crossing Enhancements Alternatives AM (PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
1. Eubank Boulevard and Central Avenue [All Un-channelized Right Turns]												
Volume (veh)	169 (283)	460 (1224)	26 (126)	91 (174)	824 (391)	182 (199)	152 (324)	383 (934)	211 (211)	169 (85)	750 (649)	152 (174)
Lane Delay (sec)	27.2 (20.3)	25.4 (44.9)	23.3 (22.2)	22.3 (35.7)	31.9 (26.2)	29.4 (33.9)	13.7 (35.2)	16.3 (21.9)	18.8 (21.6)	12.6 (19.7)	18.8 (30.7)	19.8 (35.8)
Lane LOS	C (C)	C (D)	C (C)	C (D)	C (C)	C (C)	B (D)	B (C)	B (C)	B (B)	B (C)	B (C)
Approach Delay (sec)	25.8 (38.9)			30.7 (30.4)			16.5 (24.9)			18.1 (31.2)		
Approach LOS	C (D)			C (C)			B (C)			B (C)		
Intersection Delay	23.1 (31.8)											
Intersection LOS	C (C)											
2. Eubank Boulevard and Southern Boulevard [All Un-channelized Right Turns]												
Volume (veh)	83 (190)	301 (1297)	59 (1022)	91 (196)	939 (226)	15 (16)	11 (46)	51 (189)	143 (106)	1117 (218)	132 (94)	246 (119)
Lane Delay (sec)	22.8 (8.6)	20.2 (14.8)	0.0 (25.8)	26.0 (17.0)	23.7 (10.9)	0.0 (0.0)	28.6 (39.9)	29.3 (47.0)	0.0 (38.4)	24.9 (34.1)	12.5 (31.3)	12.5 (30.2)
Lane LOS	C (A)	C (B)	A (C)	C (B)	C (B)	A (A)	C (D)	C (D)	A (D)	C (C)	B (C)	B (C)
Approach Delay (sec)	20.7 (17.6)			23.9 (13.7)			29.2 (45.5)			22.7 (33.0)		
Approach LOS	C (B)			C (B)			C (D)			C (C)		
Intersection Delay	23.0 (20.9)											
Intersection LOS	C (C)											
8. Juan Tabo Boulevard and Southern Boulevard [All Un-channelized Right Turns]												
Volume (veh)	296 (190)	1 (1)	791 (466)	29 (6)	0 (0)	15 (4)	1 (9)	223 (1204)	73 (299)	306 (712)	919 (362)	6 (22)
Lane Delay (sec)	18.8 (19.7)	12.3 (16.2)	23.5 (21.2)	13.1 (16.3)	0.0 (0.0)	12.5 (16.2)	15.4 (11.9)	15.8 (19.0)	16.4 (19.9)	11.1 (14.3)	20.9 (8.5)	20.7 (8.5)
Lane LOS	B (B)	B (B)	C (C)	B (B)	A (A)	B (B)	B (B)	B (B)	B (B)	B (B)	C (A)	C (A)

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Approach Delay (sec)	22.2 (20.8)			12.9 (16.3)			16.0 (19.2)			18.4 (12.3)		
Approach LOS	C (C)			B (B)			B (B)			B (B)		
Intersection Delay	19.6 (17.2)											
Intersection LOS	B (B)											

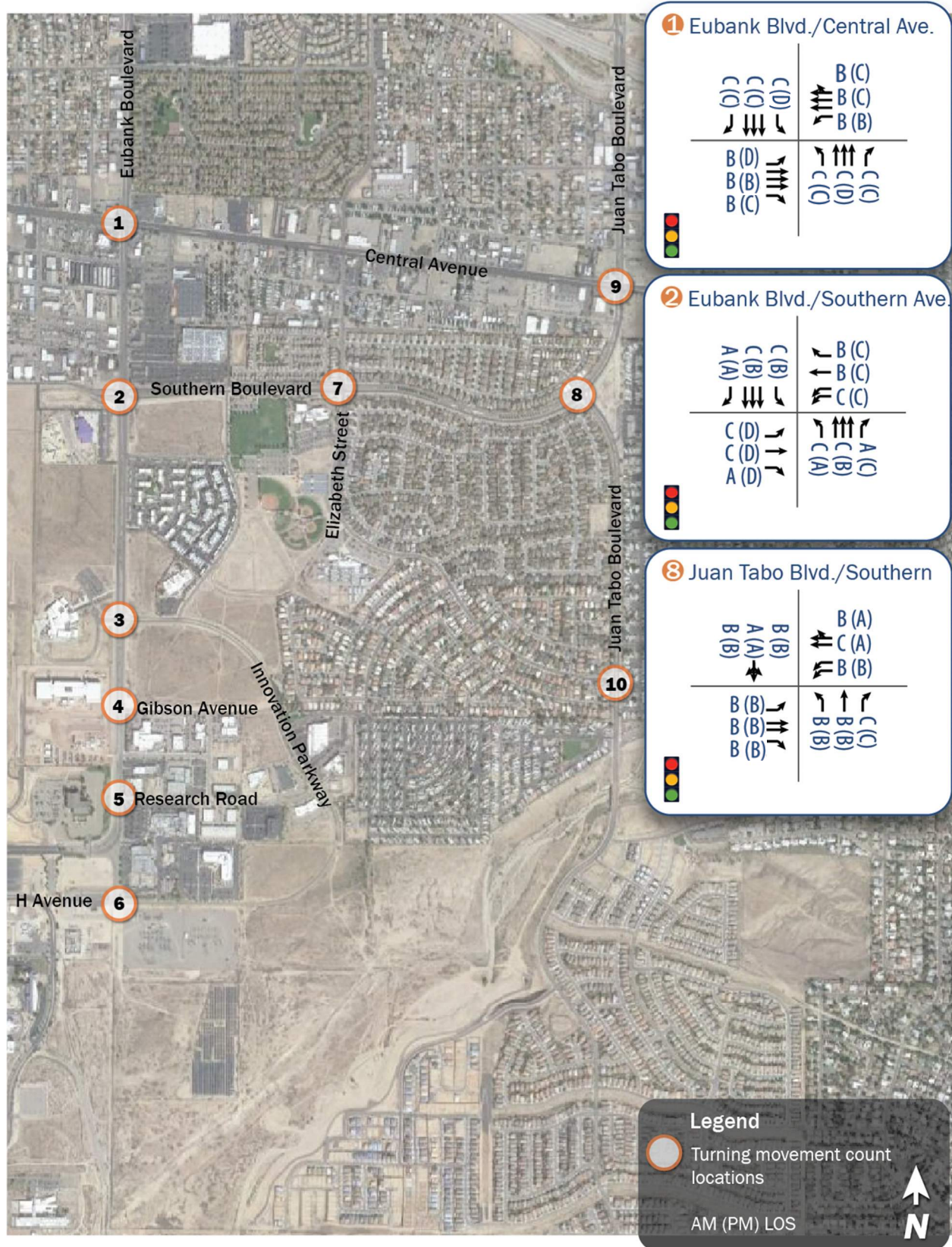


Figure 48: 2032 Crossing Enhancements Alternative LOS

3.2.8 Eubank Boulevard Access Management

For this alternative, a change in the intersection control type was conducted at Eubank Boulevard and Innovation Parkway and at Eubank Boulevard and Gibson Boulevard. At the intersection of Eubank Boulevard and Research Road, a change in the access management was conducted changing from full access roadway intersection to a right-in/right-out/left-in (RI/RO).

Traffic Operations

The results shown in [Table 26](#) and [Figure 49](#) indicate that the intersection is anticipated to operate at an acceptable LOS A for both the AM and PM Peak. Although, the westbound approaches of both the Gibson Avenue and Research Road intersections are anticipated to operate at LOS F in the PM peak.

Table 26: Access Management Alternatives AM(PM) LOS and Delays

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
3. Eubank Boulevard and Innovation Parkway North [Signalized]												
Volume (veh)	4 (1)	205 (2309)	0 (32)	324 (119)	1700 (238)	23 (7)	0 (11)	1 (0)	5 (5)	6 (1)	0 (0)	165 (101)
Lane Delay (sec)	3.6 (1.1)	1.6 (2.3)	0.0 (2.6)	2.5 (18.4)	2.5 (1.1)	2.7 (1.1)	14.6 (24.5)		18.0 (26.1)	14.3 (24.6)		0.0 (0.0)
Lane LOS	A (A)	A (A)	A (A)	A (B)	A (A)	A (A)	B (C)		B (C)	B (C)		A (A)
Approach Delay (sec)	1.6 (2.4)			2.6 (6.8)			17.5 (25.0)			14.3 (24.6)		
Approach LOS	A (A)			A (A)			B (C)			B (C)		
Intersection Delay	2.5 (3.1)											
Intersection LOS	A (A)											
4. Eubank Boulevard and Gibson Avenue [TWSC]												
Volume (veh)	- (-)	188 (2191)	2 (24)	105 (28)	1553 (235)	- (-)	- (-)	- (-)	- (-)	1 (1)	- (-)	20 (110)
Lane Delay (sec)	- (-)	0.0 (0.0)	0.0 (0.0)	9.5 (74.9)	0.0 (0.0)	- (-)	- (-)	- (-)	- (-)	20.6 (129.4)	- (-)	9.7 (80.1)
Lane LOS	- (-)	A (A)	A (A)	A (F)	A (A)	- (-)	- (-)	- (-)	- (-)	C (F)	- (-)	A (F)
Approach Delay (sec)	0.0 (0.0)			0.6 (8.0)			- (-)			10.2 (80.5)		
Approach LOS	- (-)			- (-)			- (-)			A (F)		
Intersection Delay	0.6 (4.3)											
5. Eubank Boulevard and Research Road [RI/RO/LI]												
Volume (veh)	- (-)	161 (2195)	13 (40)	18 (17)	1781 (205)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	18 (130)
Lane Delay (sec)	- (-)	- (-)	- (-)	8.8 (77.4)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	9.6 (150.8)
Lane LOS	- (-)	- (-)	- (-)	A (F)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	A (F)
Approach Delay (sec)	0.0 (0.0)			0.1 (5.9)			- (-)			9.6 (150.8)		
Approach LOS	- (-)			- (-)			- (-)			A (F)		
Intersection Delay	0.2 (8.1)											

Intersection	Northbound			Southbound			Eastbound			Westbound		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
6. Innovation Parkway South and Eubank Boulevard (TWSC Unsignalized)												
Volume (veh)	- (-)	- (-)	- (-)	32 (24)	- (-)	5 (5)	5 (5)	5 (5)	- (-)	- (-)	6 (5)	179 (54)
Lane Delay (sec)	- (-)	- (-)	- (-)	7.3 (7.3)	- (-)	0.0 (0.0)	13.5 (9.6)	9.7 (9.4)	- (-)	- (-)	9.5 (8.7)	
Lane LOS	- (-)	- (-)	- (-)	A (A)	- (-)	- (-)	B (A)	A (A)	- (-)	- (-)	A (A)	
Approach Delay (sec)	- (-)			6.4 (6.0)			11.6 (9.5)			9.5 (8.7)		
Approach LOS	- (-)			- (-)			B (A)			A (A)		
Intersection Delay	9.1 (8.0)											

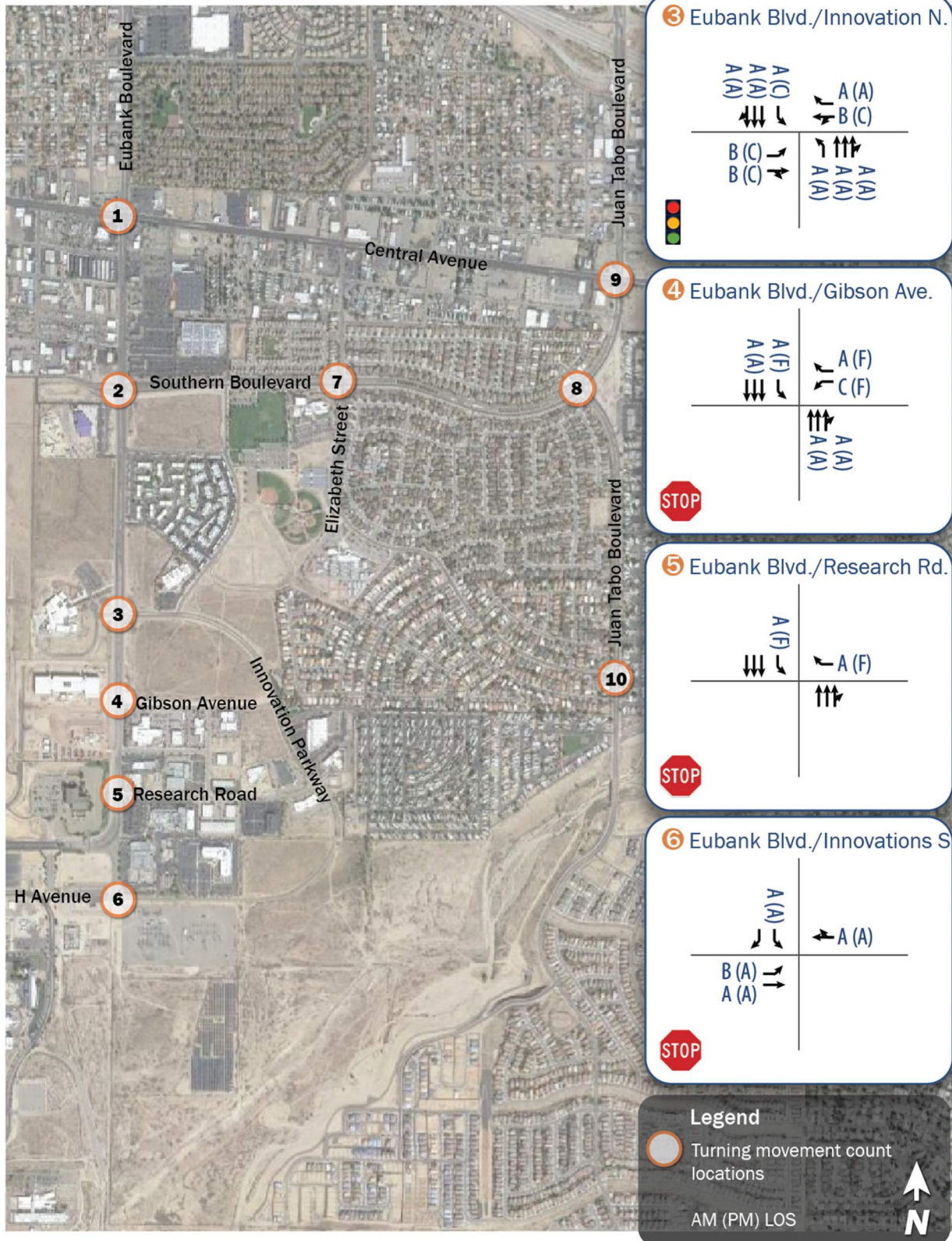


Figure 49: 2032 Access Management Alternative LOS

3.2.9 Multimodal Connectivity

Multimodal connectivity was reviewed within the study area. One of the recommendations from the *Juan Tabo Connectivity Study*, was the implementation of a multiuse trail that would connect Juan Tabo Boulevard to Innovation Parkway, north of the Tijeras Arroyo (see [Figure 50](#)).



Figure 50: Potential Multi-Use Trail Alignment

This alternative also included the analysis of a pedestrian crossing south of the intersection of Research Road near the KAFB. The City of Albuquerque *Bicycle and Trail Crossing Guide*, published in 2022, provides recommendations for crossing designs based on roadway ADT, lanes configuration, and speed limit (shown below in [Table 27](#)).

Eubank Boulevard is a four-lane facility with a speed limit of 40 mph and an ADT of 20,895 vehicles per day. Based on [Table 27](#), it is recommended that this crossing has the following treatments:

- Pedestrian Hybrid Beacon (PHB)
- Stop or Yield Lines.

Table 27: Crossing Treatment Selection Matrix

			Recommended Crossing Designs			Complementary Treatments		
Number of Crossing Lanes	Speed Limit	ADT Per Crossing Stage	Crosswalk Markings and Signage	RRFB	PHB	Stop or Yield Lines	In-Street Crossing Sign	Raised Crosswalk
Three Lanes	≤ 30 mph	<9,000	X	X	X	X	X	X
		9,000 to 15,000	X	X	X	X	X	
		>15,000	X	X	X	X	X	
	35 mph	<9,000	X	X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000			X	X		
	≥ 40 mph	<9,000			X	X		
		9,000 to 15,000			X	X		
		>15,000			X	X		
Four or More Lanes	≤ 30 mph	<9,000	X	X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000		X	X	X		
	35 mph	<9,000		X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000			X	X		
	≥ 40 mph	<9,000			X	X		
		9,000 to 15,000			X	X		
		>15,000			X	X		

Source: City of Albuquerque Bicycle and Trail Crossing Guide

4.0 Public Involvement

Public involvement continues to be an important component of this study, and the members of the public have been involved throughout the process. This study was conducted as part of the recommendations that came out of the City of Albuquerque *Juan Tabo Boulevard Connectivity Study*, prepared in February 2021 by Wilson & Company.

4.1 Public Meeting

A public meeting to present the existing conditions and alternatives was held virtually on September 20, 2022, from 6:00 PM to 7:00 PM. The purpose of the meeting was to present the project and proposed alternatives to the community and stakeholders. The meeting was held virtually via Zoom platform to comply with ongoing meeting restrictions and public health advice related to the COVID-19 pandemic. The meeting consisted of a PowerPoint presentation by the project team, followed by a poll session and closing with a question-and-answer session. After the presentation, a poll was provided to all attendees in order to get information related to, if they live or work within the study area, their preference in mode of transportation and if they would be interested in making a change to either walking or biking.

Approximately 20 members attended the meeting. Questions from attendees covered topics such as having access to the presentation and report, speed related crashes and speeding zones within the study area, when was the traffic data collected, existing signal timings, and considering a pedestrian access near the KAFB entrance gate. The full public meeting summary can be found in [Appendix E](#).

4.1.1 Public Meeting Poll

After the presentation a poll was provided to all attendees. Participants were asked if they live, work or both within the study area, results indicated that they were evenly distributed. Participants were then asked for their preferred mode of transportation, results indicated that most of the attendees drive to their destination (about 78%) and the rest bike to their destination (22%). The last question asked participants if they had the opportunity of walking/biking to work would they be interested, and the results indicated that a great majority would be interested (61%) and a little over a third would not be interested (39%).

4.1.2 Post Meeting Comments

Public comments were accepted via email for two weeks after the September 20th meeting. There were no comments received. The full comments can be found in [Appendix E](#).

5.0 Summary of Findings

This report studied 10 intersections within the study area to determine if there are any improvements that can be made to the existing intersections. A summary of the LOS results at each intersection analyzed is shown in the matrix in [Table 28](#). The summary alternatives matrix provides a side-by-side comparison of the existing conditions, no-build, and proposed alternatives based upon the LOS criteria.

5.1 Existing Conditions

The results of the traffic analysis indicate that the current existing conditions operate at acceptable LOS D or better, except for Juan Tabo Boulevard and Central Avenue which operates at LOS E in the PM Peak with LOS F for the northbound movement. There are lane and approach LOS that operate at LOS E or below at the following intersections:

- Eubank Boulevard and Southern Boulevard – the westbound left operates at LOS F in the AM Peak.
- Eubank Boulevard and Innovation Parkway North – operates at LOS E or below for the eastbound and westbound approaches. The southbound left is also operating at LOS F in the PM peak.
- Eubank Boulevard and Research Road – the westbound approach operates at LOS E in the PM Peak. The southbound left also operates at LOS E in the PM Peak.

5.2 2032 No-Build Conditions

Additional intersections are anticipated to operate at an unacceptable LOS by year 2032. The following is a summary of the 2032 No-Build results:

5. The following overall intersections are anticipated to operate at an acceptable LOS for both AM and PM Peaks:
 - a. Eubank Boulevard and Central Avenue
 - b. Eubank Boulevard and Gibson Avenue
 - c. Eubank Boulevard and Innovation Parkway/H Avenue
 - d. Elizabeth Street and Southern Boulevard
 - e. Juan Tabo Boulevard and Herman Roser Avenue
6. The following overall intersections are anticipated to operate at an acceptable LOS for both AM and PM Peaks:
 - a. Eubank Boulevard and Innovation Parkway
7. The following overall intersections are anticipated to operate at an acceptable LOS for just the AM Peak:
 - a. Eubank Boulevard and Southern Boulevard
8. The following overall intersections are anticipated to operate at an acceptable LOS for just the PM Peak:
 - a. Eubank Boulevard and Research Road
 - b. Juan Tabo Boulevard and Southern Boulevard
 - c. Juan Tabo Boulevard and Central Avenue

5.3 Multimodal Connectivity

The study area provides sidewalks, multiuse paths, and/or bike lanes on the major roadways. The bike lanes on Juan Tabo Boulevard and Innovation Parkway are narrow (less than 3-ft of asphalt) and do not meet current City of Albuquerque standards.

A bike route may be included to connect the alignment of the multiuse trail that was recommended in the *Juan Tabo Connectivity Study*, it would connect to Innovation Parkway and continue along Research Road, crossing Eubank Boulevard at a mid-block crossing and then connect to the KAFB Eubank Gate.

Based on the City of Albuquerque *Bicycle and Trail Crossing Guide*, the mid-block crossing would need pedestrian hybrid beacons and yield/stop lines.

5.2 Alternatives Summary

Alternative analysis results are summarized for the following intersections:

9. The following intersections are anticipated to perform with acceptable LOS in the 2032 No-Build, so geometric alternatives were not analyzed:
 - Eubank Boulevard and Innovation Parkway South
 - Elizabeth Street and Southern Boulevard
 - Juan Tabo Boulevard and Herman Roser Avenue
10. Eubank Boulevard and Central Avenue
 - The addition of a northbound right turn lane would result in an improved LOS. This alternative would require right-of-way acquisitions and may impact the internal circulation at the gas station.
 - The removal of the channelized right turn would result in an improved LOS with the addition of the northbound right turn lane.
11. Eubank Boulevard and Southern Boulevard
 - The installation of a CGT would result in an improved LOS. The west leg of the intersection would be eliminated, so traffic that normally uses that leg would be redirected to other intersections.
 - The installation of a CFI would also result in an improved LOS. This alternative may require right-of-way acquisitions.
 - The removal of the channelized right turn would result in improved LOS in the AM Peak but would degrade in the PM Peak.
12. Eubank Boulevard and Innovation Parkway
 - Changing the control type from a TWSC to a signalized intersection would result in an improved LOS.
13. Eubank Boulevard and Gibson Avenue
 - The addition of a roundabout is anticipated to have acceptable LOS, but it would degrade for 2032 No-Build?
 - The addition of a CGT would result in an improved LOS.
14. Eubank Boulevard and Research Road
 - Changing the intersection to right-in/right-out/left-in only would improve LOS in the AM Peak but would remain LOS F in the PM Peak. Eliminating the left-out will reduce conflict points at the intersection, which in return may provide a safer intersection.
15. Juan Tabo Boulevard and Southern Boulevard

- The addition of an eastbound thru lane and replacing the northbound channelized right turn with two right turn lanes would result in an improved LOS. This alternative may require right-of-way acquisitions.

16. Juan Tabo Boulevard and Central Avenue

- The addition of two eastbound left turn lanes would result in an improved LOS. This alternative may require right-of-way acquisitions.
- The addition of a northbound right turn lane would result in an improved LOS. This alternative may require right-of-way acquisitions.

Note: It was observed that the KAFB Eubank Gate traffic queue extends to just north of the Innovation Parkway N. intersection, which is approximately 0.58 miles. Although the intersections show acceptable LOS, these do not consider the effects of the KAFB queue. If the intersections are improved to allow more capacity to go through them, this may cause longer queues at the KAFB Eubank Gate.

6.0 Recommendations

The following are recommendations based on the analysis of the study area:

- Addition of a northbound right-turn lane for Eubank Boulevard at Central Avenue (\$417,232) – over 400 vehicles make this movement in the PM peak. Right-of-way may need to be acquired.
- Access management along Eubank Boulevard – converting Innovation Parkway to a signalized intersection (\$539,674) and Gibson Avenue to a two-way stop-controlled intersection (\$67,770) will improve progression. Converting the Research Road intersection to right-in/right-out/left-in only (\$42,217) would improve LOS in the AM Peak. Eliminating the left-out will reduce conflict points at the intersection, which in return may provide a safer intersection.
- Restriping lanes/intersections – make the study area more multimodal friendly.
- Multiuse trail along the Tijeras Arroyo (\$666,361) – as recommended in the *Juan Tabo Connectivity Study*.
- Midblock crossing on Eubank Boulevard at Research Road (\$199,516) – provide multimodal connectivity to/from Kirtland Airforce Base and the Sandia Science and Technology Park.
- Radar signing on Juan Tabo Boulevard (\$53,382) – traffic calming.
- Reanalyze intersections after KAFB Wyoming Gate is improved and in operation – this may shift traffic from the KAFB Eubank Gate.
- Leading pedestrian intervals – Add at all signalized intersections within the study area.
- Backplates with retroreflective borders – add at all signalized intersections within the study area. The Eubank Boulevard and Central Avenue intersection and the Juan Tabo Boulevard and Central Avenue intersection number of signal heads do not meet MUTCD requirements.
- Appropriately timed yellow change intervals – implement at all signalized intersections within the study area. Prior to implementation, need to verify if controllers are compatible.
- Conduct left-turn arrow warrants at Eubank Boulevard and Central Avenue,

Note: Conceptual construction estimates are shown in parentheses above. The full estimates can be found in the Appendix F.

Table 28: Summary Alternatives Matrix

Intersection	Alternatives AM (PM) Intersection LOS results							
	Existing 2022	No-Build 2032	Turn Lanes 2032	Roundabouts 2032	CGT 2032	CFI 2032	Crossing Enhancements 2032	Access Management 2032
1. Eubank Boulevard and Central Avenue	C (C)	C (D)	C (C)	—	—	—	C (C)	—
2. Eubank Boulevard and Southern Boulevard	D (B)	F (B)	—	—	B (C)	A (A) Main C (A) WB	C (C)	—
3. Eubank Boulevard and Innovation Parkway N. *	E (F) (EB approach)	F (+) (EB approach)	—	B (E)	—	—	—	A (A)
	B (E) (WB approach)	B (+) (WB approach)	—		—	—	—	
4. Eubank Boulevard and Gibson Avenue	A (A)	A (A)	—	B (C)	A (A)	—	—	A (F) (WB approach)
5. Eubank Boulevard and Research Road *	B (F) (WB approach)	B (F) (WB approach)	—	—	—	—	—	A (F) (WB approach)
6. Eubank Boulevard and Innovation Parkway S. *	A (A) (EB/WB approach)	B (A) (EB approach)	—	—	—	—	—	B (A) (EB approach)
		A (A) (WB approach)						A (A) (WB approach)
7. Elizabeth Street and Southern Boulevard	B (B)	B (B)	—	—	—	—	—	—
8. Juan Tabo Boulevard and Southern Boulevard	B (B)	B (C)	B (B)	—	—	—	B (B)	—
9. Juan Tabo Boulevard and Central Avenue	C (E)	C (F)	D (D)	C (C) (Channelized)	—	—	—	—
10. Juan Tabo Boulevard and Herman Roser Avenue *	B (C) (EB approach)	C (C) (EB approach)	—	—	—	—	—	—

* For all unsignalized intersections, the worst approach LOS is provided.

+ Intersection delay and LOS was not defined by the HCM for TWSC, therefore not shown in the result table.

Appendix A – Traffic Data Collection



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
NB

Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547
Direction: A to B, NB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/3/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	1	8	9	0	11	0	0	0	0	0	0	0	0	0	29
1:00	0	8	11	0	6	0	0	0	0	0	0	0	0	0	25
2:00	0	2	6	0	2	0	0	0	0	0	0	0	0	0	10
3:00	1	3	1	0	2	0	0	0	0	0	0	0	0	0	7
4:00	0	14	16	0	1	0	0	1	0	0	0	0	0	0	32
5:00	0	24	28	0	19	0	0	1	0	0	0	0	0	0	72
6:00	0	57	64	1	33	0	0	1	0	0	0	0	0	1	157
7:00	0	92	118	6	58	0	0	5	1	1	0	0	0	2	283
8:00	0	111	130	2	47	0	0	3	0	0	0	0	0	1	294
9:00	2	96	146	2	73	0	0	9	2	0	0	0	0	3	333
10:00	6	125	208	3	80	3	1	9	1	1	0	0	1	10	448
11:00	4	242	364	5	132	3	1	36	0	3	1	0	0	21	812
12:00 PM	3	202	363	2	153	1	1	39	1	0	2	0	0	16	783
1:00	2	174	250	7	91	2	0	26	0	2	0	0	0	13	567
2:00	5	210	399	4	145	1	0	54	0	1	3	0	1	14	837
3:00	7	420	567	7	249	1	1	107	3	13	8	2	5	46	1436
4:00	12	544	635	2	209	4	1	118	2	10	7	2	2	87	1635
5:00	4	565	594	5	159	3	1	86	1	6	2	1	2	51	1480
6:00	5	280	385	1	81	1	0	33	0	0	0	0	0	11	797
7:00	1	124	114	0	43	1	0	3	0	0	0	0	0	2	288
8:00	0	91	70	0	22	0	0	2	1	0	0	0	0	1	187
9:00	0	28	29	0	18	0	0	0	0	0	0	0	0	0	75
10:00	0	31	37	0	12	0	0	0	0	0	0	0	0	0	80
11:00	0	24	14	0	6	0	0	0	0	0	0	0	0	0	44
Total	53	3475	4558	47	1652	20	6	533	12	37	23	5	11	279	10711
Percent	0.5%	32.4%	42.6%	0.4%	15.4%	0.2%	0.1%	5.0%	0.1%	0.3%	0.2%	0.0%	0.1%	2.6%	
AM Peak	10:00	11:00	11:00	7:00	11:00	10:00	10:00	11:00	9:00	11:00	11:00		10:00	11:00	11:00
	6	242	364	6	132	3	1	36	2	3	1	*	1	21	812
PM Peak	4:00	5:00	4:00	1:00	3:00	4:00	12:00	4:00	3:00	3:00	3:00	3:00	3:00	4:00	4:00
	12	565	635	7	249	4	1	118	3	13	8	2	5	87	1635



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
NB

Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547
Direction: A to B, NB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/4/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	1	13	12	0	13	0	0	0	0	0	0	0	0	0	39
1:00	0	9	2	0	6	0	0	0	0	0	0	0	0	0	17
2:00	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
3:00	1	7	7	0	4	0	0	0	0	0	0	0	0	0	19
4:00	0	9	11	0	3	0	0	0	0	0	0	0	0	0	23
5:00	0	20	33	0	11	0	0	3	0	0	0	0	0	1	68
6:00	0	51	67	3	31	1	0	3	0	0	0	0	0	0	156
7:00	1	83	133	1	64	1	0	4	1	1	0	0	0	1	290
8:00	1	130	127	7	68	0	0	7	2	0	0	0	0	2	344
9:00	0	135	125	2	63	0	0	11	1	1	0	0	0	2	340
10:00	3	143	193	3	83	2	0	18	0	0	1	0	0	2	448
11:00	3	308	357	5	176	2	0	39	1	2	1	0	1	14	909
12:00 PM	1	294	332	3	118	0	0	41	0	4	0	1	0	13	807
1:00	3	207	264	7	88	1	0	27	0	1	0	1	0	8	607
2:00	4	341	392	5	144	2	0	41	0	2	1	0	1	12	945
3:00	8	487	504	5	253	5	0	88	6	10	4	3	2	58	1433
4:00	5	647	584	7	198	7	1	119	3	16	14	3	2	82	1688
5:00	13	599	519	9	133	5	1	80	0	13	4	0	1	53	1430
6:00	7	312	365	1	89	5	0	28	1	2	1	0	1	15	827
7:00	2	173	151	2	49	0	0	2	0	0	0	0	0	1	380
8:00	1	108	60	0	24	0	0	1	1	0	0	0	0	0	195
9:00	0	48	41	0	11	0	0	0	0	0	0	0	0	0	100
10:00	1	32	42	0	11	0	0	0	0	0	0	0	0	1	87
11:00	0	20	21	0	9	0	0	0	0	0	0	0	0	0	50
Total	55	4179	4347	60	1651	31	2	512	16	52	26	8	8	265	11212
Percent	0.5%	37.3%	38.8%	0.5%	14.7%	0.3%	0.0%	4.6%	0.1%	0.5%	0.2%	0.1%	0.1%	2.4%	
AM Peak	10:00	11:00	11:00	8:00	11:00	10:00		11:00	8:00	11:00	10:00		11:00	11:00	11:00
	3	308	357	7	176	2	*	39	2	2	1	*	1	14	909
PM Peak	5:00	4:00	4:00	5:00	3:00	4:00	4:00	4:00	3:00	4:00	4:00	3:00	3:00	4:00	4:00
	13	647	584	9	253	7	1	119	6	16	14	3	2	82	1688
Grand Total	108	7654	8905	107	3303	51	8	1045	28	89	49	13	19	544	21923
Percent	0.5%	34.9%	40.6%	0.5%	15.1%	0.2%	0.0%	4.8%	0.1%	0.4%	0.2%	0.1%	0.1%	2.5%	



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
NB

Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
NB

Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547
Direction: A to B, NB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/3/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	0	2	10	7	6	2	1	0	1	29
1:00	0	0	0	0	0	1	8	9	2	2	2	0	1	25
2:00	0	0	0	0	0	2	4	2	1	1	0	0	0	10
3:00	0	0	0	0	0	0	1	2	2	1	0	1	0	7
4:00	0	0	0	0	1	1	11	8	6	4	1	0	0	32
5:00	1	1	1	0	0	9	13	25	11	3	7	0	1	72
6:00	0	1	0	2	2	19	29	49	28	13	8	3	3	157
7:00	0	0	0	0	5	16	63	82	65	31	13	6	2	283
8:00	0	0	0	0	11	20	74	108	49	24	6	2	0	294
9:00	0	0	0	0	6	28	64	109	71	33	16	4	2	333
10:00	0	0	0	0	3	39	117	132	87	45	17	3	5	448
11:00	0	0	1	0	6	38	162	275	212	74	31	7	6	812
12:00 PM	0	0	0	0	11	61	169	247	172	77	31	8	7	783
1:00	0	0	0	3	12	47	146	145	125	50	25	10	4	567
2:00	0	0	0	0	5	39	161	259	220	105	33	10	5	837
3:00	0	0	0	8	22	116	351	450	312	125	35	12	5	1436
4:00	0	1	4	18	53	186	488	498	278	70	28	8	3	1635
5:00	1	0	0	12	58	295	508	386	147	60	10	1	2	1480
6:00	0	0	0	8	19	61	195	254	166	63	23	5	3	797
7:00	0	0	0	1	12	34	70	80	49	22	15	5	0	288
8:00	0	0	0	1	5	24	50	49	26	13	9	5	5	187
9:00	0	0	0	0	0	9	30	17	10	7	0	1	1	75
10:00	0	0	0	0	2	9	26	21	17	3	1	0	1	80
11:00	0	0	0	1	2	3	10	16	4	6	0	1	1	44
Total	2	3	6	54	235	1059	2760	3230	2066	834	312	92	58	10711



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

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NB

Station ID:
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Latitude: 35.064299
Longitude: -106.532547
Direction: A to B, NB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/4/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	4	6	7	9	6	4	1	2	0	39
1:00	0	0	0	0	0	3	7	5	1	0	0	1	0	17
2:00	0	0	0	0	0	4	1	1	1	2	0	1	0	10
3:00	0	0	0	0	0	4	4	6	1	2	0	2	0	19
4:00	0	0	0	0	0	4	5	9	5	0	0	0	0	23
5:00	0	0	0	0	2	6	13	25	9	5	5	1	2	68
6:00	0	0	0	0	4	16	42	43	29	11	8	2	1	156
7:00	0	0	0	1	2	25	67	91	57	30	4	8	5	290
8:00	0	0	0	1	6	27	93	103	69	26	14	4	1	344
9:00	0	0	0	1	10	46	93	103	57	18	9	3	0	340
10:00	0	0	0	0	11	42	107	148	83	36	15	5	1	448
11:00	0	0	0	0	7	60	266	306	162	70	28	4	6	909
12:00 PM	0	0	0	0	18	80	216	271	142	59	17	4	0	807
1:00	0	0	0	3	14	58	172	194	104	34	19	6	3	607
2:00	1	0	0	0	13	96	239	330	171	60	24	6	5	945
3:00	0	0	1	3	48	148	366	481	234	113	32	5	2	1433
4:00	0	0	0	3	59	192	534	571	243	56	19	6	5	1688
5:00	6	0	0	2	20	170	485	480	195	52	11	7	2	1430
6:00	0	0	0	0	4	22	186	309	200	76	19	8	3	827
7:00	0	0	0	0	4	30	98	126	73	26	13	6	4	380
8:00	0	0	0	0	7	31	51	52	32	15	5	1	1	195
9:00	0	0	0	0	1	11	22	39	14	5	4	2	2	100
10:00	0	0	0	2	2	10	15	31	14	7	4	1	1	87
11:00	0	0	0	1	1	4	13	14	8	4	2	3	0	50
Total	7	0	1	17	237	1095	3102	3747	1910	711	253	88	44	11212
Grand Total	9	3	7	71	472	2154	5862	6977	3976	1545	565	180	102	21923

Stats	Percentile	15th	50th	85th	95th
Speed		41	47	53	59
Mean Speed (Average)		47.5			
10 MPH Pace Speed		40-49			
Number in Pace		12743			
Percent in Pace		58.1%			
Number > 40 MPH		19207			
Percent > 40 MPH		87.6%			



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End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank NB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547

5/2/2022 Time	Monday A to B, NB	Tuesday A to B, NB	Wednesday A to B, NB	Thursday A to B, NB	Friday A to B, NB	Saturday A to B, NB	Sunday A to B, NB	Week Average B to A, None Specified
12:00 AM	*	29	39	*	*	*	*	34
1:00	*	25	17	*	*	*	*	21
2:00	*	10	10	*	*	*	*	10
3:00	*	7	19	*	*	*	*	13
4:00	*	32	23	*	*	*	*	28
5:00	*	72	68	*	*	*	*	70
6:00	*	157	156	*	*	*	*	156
7:00	*	283	290	*	*	*	*	286
8:00	*	294	344	*	*	*	*	319
9:00	*	333	340	*	*	*	*	336
10:00	*	448	448	*	*	*	*	448
11:00	*	812	909	*	*	*	*	860
12:00 PM	*	783	807	*	*	*	*	795
1:00	*	567	607	*	*	*	*	587
2:00	*	837	945	*	*	*	*	891
3:00	*	1436	1433	*	*	*	*	1434
4:00	*	1635	1688	*	*	*	*	1662
5:00	*	1480	1430	*	*	*	*	1455
6:00	*	797	827	*	*	*	*	812
7:00	*	288	380	*	*	*	*	334
8:00	*	187	195	*	*	*	*	191
9:00	*	75	100	*	*	*	*	88
10:00	*	80	87	*	*	*	*	84
11:00	*	44	50	*	*	*	*	47
Total	0	0	0	0	0	0	0	0
Day	0	10711	11212	0	0	0	0	10961
AM Peak		11:00	11:00					11:00
Volume		812	909					860
PM Peak		4:00	4:00					4:00
Volume		1635	1688					1662
Comb Total	0	10711	11212	0	0	0	0	10961
ADT	ADT: 10,973	AADT: 10,973						



Wilson & Company

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Station ID:
Location 1:
Location 2:
Latitude: 35.064299
Longitude: -106.532547

File Name: Tube Location 1 Eubank NB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
SB

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547
Direction: A to B, SB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/3/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	1	11	6	0	3	0	0	0	0	0	0	0	0	0	21
1:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
2:00	0	5	5	0	4	0	0	0	0	0	0	0	0	0	14
3:00	0	11	7	0	5	0	0	1	0	0	0	0	0	0	24
4:00	4	83	50	0	21	0	0	3	0	0	0	0	0	2	163
5:00	6	348	177	1	107	2	0	25	1	2	0	0	0	16	685
6:00	5	506	193	4	153	2	1	53	0	3	3	0	1	37	961
7:00	11	664	223	4	120	3	2	49	1	7	0	1	0	49	1134
8:00	8	636	249	3	93	5	1	49	2	1	0	1	0	34	1082
9:00	6	437	195	7	82	3	0	23	1	1	0	0	0	15	770
10:00	4	294	129	4	66	4	1	7	1	0	0	0	0	9	519
11:00	2	330	154	2	72	2	0	10	0	1	0	0	0	8	581
12:00 PM	3	446	191	1	101	3	1	25	0	2	1	0	0	14	788
1:00	3	293	168	3	81	0	2	13	0	0	0	0	0	4	567
2:00	1	211	111	1	52	2	0	4	0	0	0	1	0	2	385
3:00	2	212	102	4	40	0	0	5	0	0	0	0	0	2	367
4:00	0	168	77	1	34	0	0	1	0	0	0	0	0	0	281
5:00	1	192	91	2	36	0	0	6	0	0	0	0	0	2	330
6:00	1	135	58	1	28	0	0	7	0	0	0	0	0	1	231
7:00	0	111	58	0	18	0	0	1	1	0	0	0	0	1	190
8:00	0	106	58	0	22	0	0	4	0	0	0	0	0	0	190
9:00	0	75	39	0	12	0	0	2	0	0	0	0	0	0	128
10:00	0	66	23	0	8	0	0	0	0	0	0	0	0	0	97
11:00	0	22	6	0	3	0	0	0	0	0	0	0	0	0	31
Total	58	5367	2374	38	1163	26	8	288	7	17	4	3	1	196	9550
Percent	0.6%	56.2%	24.9%	0.4%	12.2%	0.3%	0.1%	3.0%	0.1%	0.2%	0.0%	0.0%	0.0%	2.1%	
AM Peak	7:00	7:00	8:00	9:00	6:00	8:00	7:00	6:00	8:00	7:00	6:00	7:00	6:00	7:00	7:00
	11	664	249	7	153	5	2	53	2	7	3	1	1	49	1134
PM Peak	12:00	12:00	12:00	3:00	12:00	12:00	1:00	12:00	7:00	12:00	12:00	2:00		12:00	12:00
	PM	PM	PM		PM	PM		PM		PM	PM			PM	PM
	3	446	191	4	101	3	2	25	1	2	1	1	*	14	788



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547
Direction: A to B, SB

SB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/4/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	0	7	4	0	4	0	0	0	0	0	0	0	0	0	15
1:00	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
2:00	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
3:00	0	15	6	0	7	0	0	0	0	0	0	0	0	0	28
4:00	3	76	57	0	32	0	0	1	0	0	0	0	0	0	169
5:00	9	372	175	2	109	2	0	25	0	3	0	1	0	11	709
6:00	5	504	197	3	147	1	1	39	2	4	0	0	0	39	942
7:00	4	604	161	12	73	4	0	31	1	1	1	0	0	66	958
8:00	4	574	215	8	77	7	1	28	5	4	0	0	0	48	971
9:00	7	456	179	2	86	2	1	24	2	3	1	1	0	11	775
10:00	5	290	147	1	76	2	0	21	0	0	0	0	0	7	549
11:00	2	375	163	2	84	4	0	21	1	0	0	0	1	11	664
12:00 PM	4	442	207	3	95	1	0	26	1	2	1	0	0	19	801
1:00	3	329	156	3	80	2	0	14	0	0	1	0	0	8	596
2:00	3	224	114	4	69	2	0	3	1	0	0	0	0	4	424
3:00	1	194	111	3	39	0	0	9	0	0	0	0	0	1	358
4:00	2	173	79	2	22	1	0	7	1	0	0	0	0	2	289
5:00	2	175	93	1	38	0	0	1	0	0	0	0	0	2	312
6:00	1	160	62	2	36	1	0	3	0	0	0	0	0	0	265
7:00	0	125	61	0	30	0	0	4	1	0	0	0	0	1	222
8:00	1	134	75	0	26	1	0	3	0	0	0	0	0	0	240
9:00	1	71	45	0	14	0	0	2	0	0	0	0	0	0	133
10:00	0	53	22	0	16	1	0	0	0	0	0	0	0	0	92
11:00	0	21	15	0	1	0	0	1	0	0	0	0	0	0	38
Total	57	5392	2352	48	1164	31	3	263	15	17	4	2	1	230	9579
Percent	0.6%	56.3%	24.6%	0.5%	12.2%	0.3%	0.0%	2.7%	0.2%	0.2%	0.0%	0.0%	0.0%	2.4%	
AM Peak	5:00	7:00	8:00	7:00	6:00	8:00	6:00	6:00	8:00	6:00	7:00	5:00	11:00	7:00	8:00
	9	604	215	12	147	7	1	39	5	4	1	1	1	66	971
PM Peak	12:00	12:00	12:00	2:00	12:00	1:00		12:00	12:00	12:00	12:00			12:00	12:00
	PM	PM	PM		PM			PM	PM	PM	PM			PM	PM
	4	442	207	4	95	2	*	26	1	2	1	*	*	19	801
Grand Total	115	10759	4726	86	2327	57	11	551	22	34	8	5	2	426	19129
Percent	0.6%	56.2%	24.7%	0.4%	12.2%	0.3%	0.1%	2.9%	0.1%	0.2%	0.0%	0.0%	0.0%	2.2%	



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
SB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
SB

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547
Direction: A to B, SB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/3/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	1	2	8	3	2	4	0	1	0	21
1:00	0	0	0	0	0	0	4	4	0	1	1	1	0	11
2:00	0	0	0	0	1	3	1	3	1	1	1	0	3	14
3:00	0	0	0	0	1	1	5	6	3	6	1	0	1	24
4:00	0	0	1	0	0	6	23	42	41	19	15	7	9	163
5:00	3	0	0	0	0	51	181	191	138	73	23	12	13	685
6:00	3	0	0	0	2	84	256	293	179	73	52	15	4	961
7:00	4	3	0	3	25	139	419	296	152	57	31	2	3	1134
8:00	1	0	0	0	4	92	352	349	171	66	28	11	8	1082
9:00	2	0	0	0	7	40	156	254	205	73	20	8	5	770
10:00	0	0	0	0	2	26	116	165	109	65	21	11	4	519
11:00	1	0	0	0	2	28	127	213	135	48	16	6	5	581
12:00 PM	0	0	0	0	2	43	224	273	162	56	13	8	7	788
1:00	0	0	0	0	2	43	132	202	119	40	14	10	5	567
2:00	0	0	0	0	6	19	93	141	74	32	13	4	3	385
3:00	0	0	0	0	3	20	72	116	85	42	20	3	6	367
4:00	0	0	0	2	2	16	65	89	65	22	13	3	4	281
5:00	0	0	0	1	7	32	83	79	72	34	12	5	5	330
6:00	0	0	0	0	1	16	68	75	38	19	7	5	2	231
7:00	0	0	0	0	3	14	39	70	40	13	7	2	2	190
8:00	0	0	0	0	2	24	48	56	33	16	7	3	1	190
9:00	0	0	0	1	2	23	30	33	22	8	3	0	6	128
10:00	0	0	0	1	2	11	30	26	15	5	3	2	2	97
11:00	0	0	0	0	2	2	10	12	3	0	1	0	1	31
Total	14	3	1	8	79	735	2542	2991	1864	773	322	119	99	9550



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File Name: Tube Location 1 Eubank
SB

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547
Direction: A to B, SB

Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

5/4/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH		
12:00 AM	0	0	0	0	0	0	5	6	1	0	1	0	2	0	15
1:00	0	0	0	0	0	1	2	5	5	2	0	0	0	0	15
2:00	0	0	0	0	0	1	1	2	2	5	1	0	2	0	14
3:00	0	0	0	0	0	1	1	5	7	3	6	2	1	2	28
4:00	0	0	0	1	1	4	30	42	40	17	18	10	6	169	
5:00	0	0	0	1	5	19	169	229	135	69	42	17	23	709	
6:00	1	0	2	3	14	100	259	266	152	87	40	13	5	942	
7:00	99	69	49	64	126	179	187	109	47	19	5	4	1	958	
8:00	48	41	42	45	46	101	255	229	99	39	15	7	4	971	
9:00	0	0	0	0	2	48	202	256	152	69	23	16	7	775	
10:00	0	0	0	0	1	26	119	180	122	58	24	9	10	549	
11:00	0	0	0	0	1	23	136	251	147	61	31	10	4	664	
12:00 PM	0	0	0	2	18	78	221	246	159	47	19	5	6	801	
1:00	1	0	0	1	3	20	158	197	129	58	14	9	6	596	
2:00	1	0	0	1	5	21	95	133	93	39	24	10	2	424	
3:00	0	0	0	0	0	17	69	111	75	57	15	2	12	358	
4:00	0	0	0	0	2	15	50	96	67	37	18	3	1	289	
5:00	0	0	0	0	2	8	51	110	73	39	14	9	6	312	
6:00	0	0	0	0	1	7	37	84	70	40	10	9	7	265	
7:00	0	0	0	1	0	12	39	69	52	30	13	3	3	222	
8:00	0	0	0	2	3	23	50	89	36	12	9	6	10	240	
9:00	0	0	0	0	2	14	27	40	30	11	4	4	1	133	
10:00	0	0	1	1	2	7	27	27	18	6	1	2	0	92	
11:00	0	0	0	0	1	6	7	8	9	3	1	1	2	38	
Total	150	110	94	122	238	737	2206	2787	1715	806	342	154	118	9579	
Grand Total	164	113	95	130	317	1472	4748	5778	3579	1579	664	273	217	19129	

Stats	Percentile	15th	50th	85th	95th
Speed	41	47	55	61	
Mean Speed (Average)	48.4				
10 MPH Pace Speed	40-49				
Number in Pace	10440				
Percent in Pace	54.6%				
Number > 40 MPH	16839				
Percent > 40 MPH	88.0%				



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank
SB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank SB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547

5/2/2022 Time	Monday A to B, SB	Tuesday A to B, SB	Wednesday A to B, SB	Thursday A to B, SB	Friday A to B, SB	Saturday A to B, SB	Sunday A to B, SB	Week Average B to A, None Specified
12:00 AM	*	21	15	*	*	*	*	18
1:00	*	11	15	*	*	*	*	13
2:00	*	14	14	*	*	*	*	14
3:00	*	24	28	*	*	*	*	26
4:00	*	163	169	*	*	*	*	166
5:00	*	685	709	*	*	*	*	697
6:00	*	961	942	*	*	*	*	952
7:00	*	1134	958	*	*	*	*	1046
8:00	*	1082	971	*	*	*	*	1026
9:00	*	770	775	*	*	*	*	772
10:00	*	519	549	*	*	*	*	534
11:00	*	581	664	*	*	*	*	622
12:00 PM	*	788	801	*	*	*	*	794
1:00	*	567	596	*	*	*	*	582
2:00	*	385	424	*	*	*	*	404
3:00	*	367	358	*	*	*	*	362
4:00	*	281	289	*	*	*	*	285
5:00	*	330	312	*	*	*	*	321
6:00	*	231	265	*	*	*	*	248
7:00	*	190	222	*	*	*	*	206
8:00	*	190	240	*	*	*	*	215
9:00	*	128	133	*	*	*	*	130
10:00	*	97	92	*	*	*	*	94
11:00	*	31	38	*	*	*	*	34
Total	0	0	0	0	0	0	0	0
Day	0	9550	9579	0	0	0	0	9561
AM Peak		7:00	8:00					7:00
Volume		1134	971					1046
PM Peak		12:00 PM	12:00 PM					12:00 PM
Volume		788	801					794
Comb Total	0	9550	9579	0	0	0	0	9561
ADT	ADT: 10,083	AADT: 10,083						



Station ID:
Location 1:
Location 2:
Latitude: 35.064369
Longitude: -106.532547

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 1 Eubank SB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628
Direction: A to B, EB

5/3/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
1:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	28
2:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
5:00	1	12	1	0	2	0	0	0	0	0	0	0	0	0	16
6:00	0	44	14	0	2	0	0	0	0	0	0	0	0	0	60
7:00	1	114	36	0	6	0	0	1	0	0	0	0	0	1	159
8:00	0	187	32	1	9	0	0	0	0	1	0	0	0	2	232
9:00	1	163	42	0	11	0	0	2	2	0	0	0	0	2	223
10:00	2	282	53	1	8	1	0	4	0	0	0	0	0	5	356
11:00	2	406	87	1	16	1	0	3	0	0	0	0	0	7	523
12:00 PM	2	407	93	0	22	0	0	8	0	0	0	0	2	11	545
1:00	4	368	81	2	16	1	0	3	0	1	0	0	0	5	481
2:00	3	503	78	0	18	2	0	10	0	1	0	0	0	19	634
3:00	6	763	164	2	22	4	2	20	1	7	0	2	2	44	1039
4:00	21	457	69	74	40	13	2	40	2	1	5	0	0	134	858
5:00	15	528	104	45	23	6	3	21	1	0	1	2	0	134	883
6:00	5	566	98	0	15	2	2	3	0	2	1	1	0	9	704
7:00	3	308	58	0	9	0	0	1	0	0	0	0	0	3	382
8:00	2	202	32	0	5	0	0	0	2	0	0	0	0	1	244
9:00	1	99	19	0	5	0	0	1	0	0	0	0	0	2	127
10:00	1	66	18	0	2	0	0	0	0	0	0	0	0	0	87
11:00	1	41	9	0	2	0	0	0	0	0	0	0	0	0	53
Total	71	5585	1103	126	235	30	9	117	8	13	7	5	4	379	7692
Percent	0.9%	72.6%	14.3%	1.6%	3.1%	0.4%	0.1%	1.5%	0.1%	0.2%	0.1%	0.1%	0.1%	4.9%	
AM Peak	10:00	11:00	11:00	8:00	11:00	10:00		10:00	9:00	8:00				11:00	11:00
	2	406	87	1	16	1	*	4	2	1	*	*	*	7	523
PM Peak	4:00	3:00	3:00	4:00	4:00	4:00	5:00	4:00	4:00	3:00	4:00	3:00	12:00 PM	4:00	3:00
	21	763	164	74	40	13	3	40	2	7	5	2	2	134	1039



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628
Direction: A to B, EB

5/4/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
1:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
2:00	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
3:00	1	6	1	0	2	0	0	0	0	0	0	0	0	0	10
4:00	0	10	4	0	2	0	0	0	0	0	0	0	0	0	16
5:00	1	22	0	0	0	0	0	0	0	0	0	0	0	0	23
6:00	0	45	9	0	4	0	0	0	0	0	0	0	0	1	59
7:00	1	156	34	0	4	0	0	1	0	0	0	0	0	1	197
8:00	0	203	40	2	8	0	0	1	0	0	0	0	0	2	256
9:00	0	181	41	0	10	1	0	2	0	0	1	0	0	0	236
10:00	1	252	56	0	9	0	0	6	0	0	0	0	0	3	327
11:00	6	417	88	2	17	1	0	6	0	0	0	0	0	7	544
12:00 PM	3	456	87	1	18	1	0	8	0	1	0	0	0	9	584
1:00	2	422	74	1	17	4	0	6	1	1	1	0	0	6	535
2:00	4	483	85	2	24	3	0	5	0	0	1	0	0	15	622
3:00	14	623	166	1	26	4	0	18	0	8	1	0	0	29	890
4:00	4	862	172	2	30	2	0	13	0	1	2	0	0	55	1143
5:00	10	764	145	5	27	4	0	14	0	3	0	1	0	48	1021
6:00	6	495	97	0	14	4	0	8	0	1	0	0	0	15	640
7:00	1	363	66	1	13	0	0	1	0	0	0	0	0	7	452
8:00	2	221	34	0	7	0	0	1	0	0	0	0	0	0	265
9:00	1	108	22	0	3	0	0	0	0	0	0	0	0	0	134
10:00	1	79	14	0	2	0	0	0	0	0	0	0	0	0	96
11:00	0	36	8	0	1	0	0	0	0	0	0	0	0	0	45
Total	59	6250	1253	17	239	24	0	90	1	15	6	1	0	198	8153
Percent	0.7%	76.7%	15.4%	0.2%	2.9%	0.3%	0.0%	1.1%	0.0%	0.2%	0.1%	0.0%	0.0%	2.4%	
AM Peak	11:00	11:00	11:00	8:00	11:00	9:00		10:00			9:00			11:00	11:00
	6	417	88	2	17	1	*	6	*	*	1	*	*	7	544
PM Peak	3:00	4:00	4:00	5:00	4:00	1:00		3:00	1:00	3:00	4:00	5:00		4:00	4:00
	14	862	172	5	30	4	*	18	1	8	2	1	*	55	1143
Grand Total	130	11835	2356	143	474	54	9	207	9	28	13	6	4	577	15845
Percent	0.8%	74.7%	14.9%	0.9%	3.0%	0.3%	0.1%	1.3%	0.1%	0.2%	0.1%	0.0%	0.0%	3.6%	



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628

File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628
Direction: A to B, EB

5/3/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	2	14	8	3	1	0	0	0	0	30
1:00	0	0	2	1	5	9	7	3	1	0	0	0	0	28
2:00	0	0	0	1	1	2	3	1	0	0	0	0	0	8
3:00	0	0	0	0	1	2	2	1	0	0	0	0	0	6
4:00	0	0	0	0	1	5	6	1	1	0	0	0	0	14
5:00	0	0	0	1	4	5	5	1	0	0	0	0	0	16
6:00	0	0	0	1	3	23	18	12	2	1	0	0	0	60
7:00	0	0	2	4	7	43	60	30	11	2	0	0	0	159
8:00	0	0	3	9	22	76	79	25	14	3	1	0	0	232
9:00	0	0	3	9	20	86	72	23	7	2	1	0	0	223
10:00	0	1	0	6	55	145	91	47	11	0	0	0	0	356
11:00	0	1	3	14	60	219	158	51	10	5	2	0	0	523
12:00 PM	0	0	9	16	53	214	189	50	14	0	0	0	0	545
1:00	0	0	2	10	51	178	175	48	12	5	0	0	0	481
2:00	0	4	13	12	43	208	255	72	20	6	1	0	0	634
3:00	2	3	13	54	187	442	255	65	16	2	0	0	0	1039
4:00	706	30	43	37	20	18	2	2	0	0	0	0	0	858
5:00	454	86	103	103	94	36	6	1	0	0	0	0	0	883
6:00	0	1	0	31	110	300	199	47	10	6	0	0	0	704
7:00	0	1	2	22	31	141	124	46	11	2	1	0	1	382
8:00	0	1	9	29	39	85	51	23	7	0	0	0	0	244
9:00	0	0	2	14	19	48	31	7	3	2	0	0	1	127
10:00	0	0	4	10	13	28	23	6	1	1	1	0	0	87
11:00	0	0	5	3	9	16	9	7	2	0	2	0	0	53
Total	1162	128	218	389	850	2343	1828	572	154	37	9	0	2	7692



Wilson & Company

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Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628
Direction: A to B, EB

5/4/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	2	1	5	11	7	2	1	1	0	0	0	30
1:00	0	0	0	0	3	4	1	1	0	1	0	0	0	10
2:00	0	0	1	1	2	6	6	1	1	0	0	0	0	18
3:00	0	0	0	0	4	2	3	0	1	0	0	0	0	10
4:00	0	0	0	0	2	6	4	3	1	0	0	0	0	16
5:00	0	0	2	2	4	7	6	1	1	0	0	0	0	23
6:00	0	0	1	1	9	17	19	9	3	0	0	0	0	59
7:00	0	0	1	6	9	47	77	39	8	8	1	0	1	197
8:00	0	0	2	10	30	90	86	28	8	2	0	0	0	256
9:00	0	0	2	7	36	89	66	26	6	4	0	0	0	236
10:00	0	0	1	9	42	131	103	34	5	2	0	0	0	327
11:00	0	0	3	6	66	205	201	49	13	1	0	0	0	544
12:00 PM	0	0	7	9	68	251	169	63	15	1	0	1	0	584
1:00	0	0	2	11	71	216	170	56	8	1	0	0	0	535
2:00	0	0	1	22	76	245	196	67	13	2	0	0	0	622
3:00	0	0	2	42	117	352	275	86	12	3	1	0	0	890
4:00	42	17	21	89	209	458	248	51	3	2	2	0	1	1143
5:00	17	9	47	89	242	361	200	45	9	2	0	0	0	1021
6:00	0	0	6	38	81	223	207	71	12	1	0	1	0	640
7:00	0	0	10	33	39	142	158	56	12	1	1	0	0	452
8:00	0	0	4	14	28	113	80	19	6	1	0	0	0	265
9:00	0	0	5	12	23	37	36	18	1	2	0	0	0	134
10:00	0	0	0	5	11	34	23	16	3	4	0	0	0	96
11:00	0	1	4	3	9	10	14	1	2	1	0	0	0	45
Total	59	27	124	410	1186	3057	2355	742	144	39	6	2	2	8153
Grand Total	1221	155	342	799	2036	5400	4183	1314	298	76	15	2	4	15845

Stats	Percentile	15th	50th	85th	95th
Speed		29	38	44	48
Mean Speed (Average)		36.2			
10 MPH Pace Speed		35-44			
Number in Pace		9540			
Percent in Pace		60.2%			
Number > 35 MPH		11292			
Percent > 35 MPH		71.3%			



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Station ID:
Location 1:
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Latitude: 35.066632
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File Name: Tube Location 2
Southern Blvd EB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2 Southern Blvd EB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628

5/2/2022 Time	Monday A to B, EB	Tuesday A to B, EB	Wednesday A to B, EB	Thursday A to B, EB	Friday A to B, EB	Saturday A to B, EB	Sunday A to B, EB	Week Average B to A, None Specified
12:00 AM	*	30	30	*	*	*	*	30
1:00	*	28	10	*	*	*	*	19
2:00	*	8	18	*	*	*	*	13
3:00	*	6	10	*	*	*	*	8
4:00	*	14	16	*	*	*	*	15
5:00	*	16	23	*	*	*	*	20
6:00	*	60	59	*	*	*	*	60
7:00	*	159	197	*	*	*	*	178
8:00	*	232	256	*	*	*	*	244
9:00	*	223	236	*	*	*	*	230
10:00	*	356	327	*	*	*	*	342
11:00	*	523	544	*	*	*	*	534
12:00 PM	*	545	584	*	*	*	*	564
1:00	*	481	535	*	*	*	*	508
2:00	*	634	622	*	*	*	*	628
3:00	*	1039	890	*	*	*	*	964
4:00	*	858	1143	*	*	*	*	1000
5:00	*	883	1021	*	*	*	*	952
6:00	*	704	640	*	*	*	*	672
7:00	*	382	452	*	*	*	*	417
8:00	*	244	265	*	*	*	*	254
9:00	*	127	134	*	*	*	*	130
10:00	*	87	96	*	*	*	*	92
11:00	*	53	45	*	*	*	*	49
Total	0	0	0	0	0	0	0	0
Day	0	7692	8153	0	0	0	0	7923
AM Peak		11:00	11:00					11:00
Volume		523	544					534
PM Peak		3:00	4:00					4:00
Volume		1039	1143					1000
Comb Total	0	7692	8153	0	0	0	0	7923
ADT	ADT: 7,996	AADT: 7,996						



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.066632
Longitude: -106.520628

File Name: Tube Location 2 Southern Blvd EB

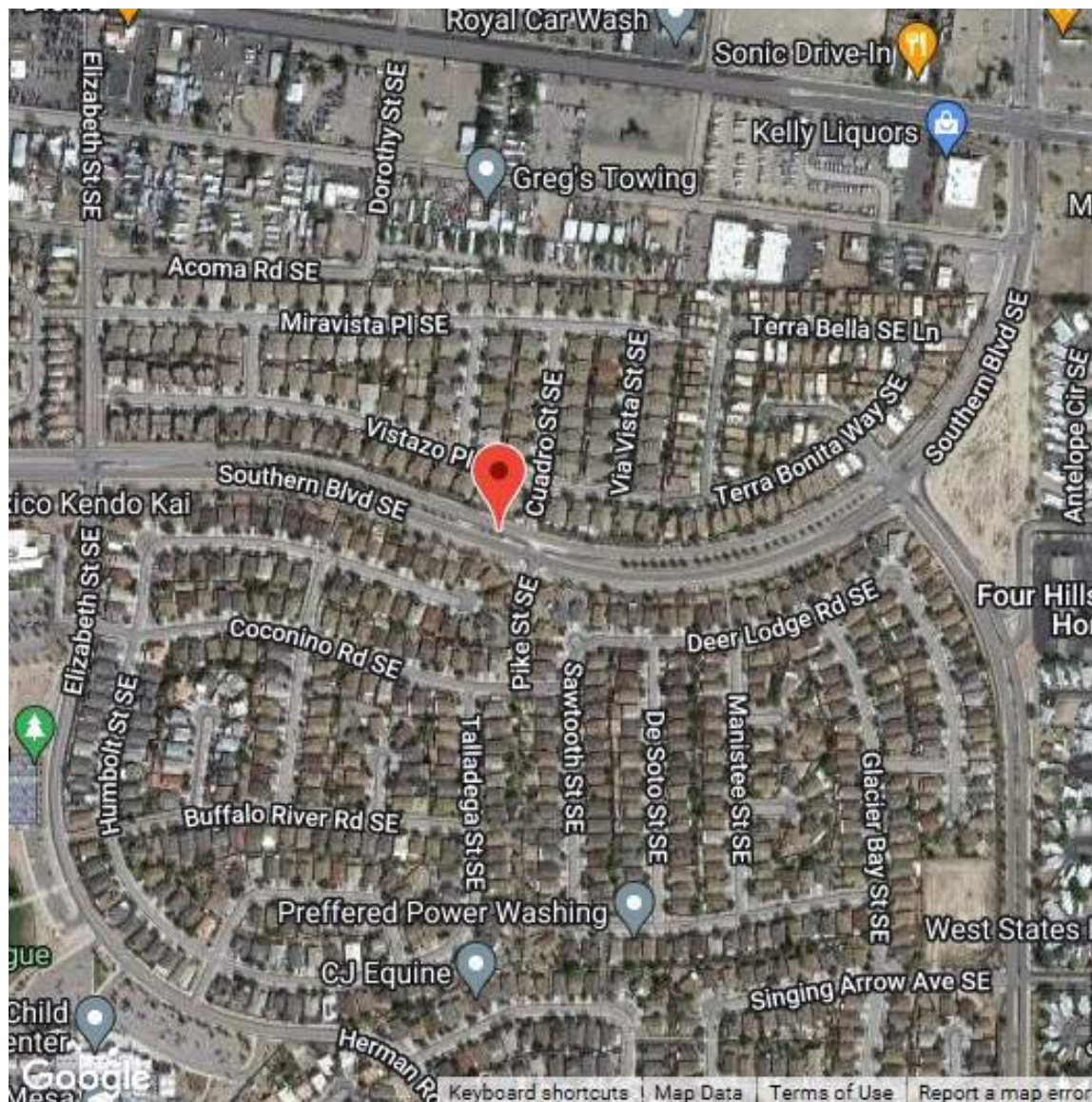
Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628
Direction: A to B, WB

5/3/2022	Motor	Cars &	2 Axle		2 Axle 6	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	No	
Time	Cycles	Trailers	Long	Buses	Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Class	Total
12:00 AM	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
3:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
4:00	0	38	14	0	2	0	0	0	0	0	0	0	0	0	54
5:00	1	141	48	0	13	0	1	1	0	2	0	0	0	1	208
6:00	3	431	126	0	23	0	0	9	0	2	0	0	1	12	607
7:00	11	716	177	1	35	5	1	7	0	2	1	0	0	28	984
8:00	9	732	133	1	21	3	0	9	1	1	0	0	0	16	926
9:00	5	413	89	0	12	0	0	3	0	0	0	0	0	4	526
10:00	4	341	61	1	17	1	0	1	2	1	1	0	0	4	434
11:00	2	316	63	0	11	0	0	7	1	0	1	0	0	3	404
12:00 PM	3	371	80	0	15	0	1	3	1	0	0	0	0	6	480
1:00	1	333	46	1	10	0	0	1	0	0	0	0	0	2	394
2:00	1	296	58	1	9	1	0	2	0	1	0	0	0	2	371
3:00	1	353	61	2	12	0	1	4	0	0	0	0	0	1	435
4:00	5	337	55	0	22	0	0	1	0	0	0	0	0	8	428
5:00	5	346	58	0	10	1	0	2	0	0	0	0	0	4	426
6:00	0	230	43	0	7	0	1	2	0	0	0	0	0	0	283
7:00	0	162	27	0	6	0	0	1	0	0	0	0	0	1	197
8:00	4	124	33	0	2	1	0	1	0	0	0	0	0	0	165
9:00	0	44	13	0	0	0	0	0	0	0	0	0	0	1	58
10:00	0	51	10	0	1	0	0	0	0	0	0	0	0	0	62
11:00	0	26	3	0	0	0	0	0	1	0	0	0	0	0	30
Total	55	5834	1210	7	228	12	5	55	6	9	3	0	1	93	7518
Percent	0.7%	77.6%	16.1%	0.1%	3.0%	0.2%	0.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	1.2%	
AM Peak	7:00	8:00	7:00	7:00	7:00	7:00	5:00	6:00	10:00	5:00	7:00		6:00	7:00	7:00
	11	732	177	1	35	5	1	9	2	2	1	*	1	28	984
PM Peak	4:00	12:00	12:00	3:00	4:00	2:00	12:00	3:00	12:00	2:00				4:00	12:00
	5	371	80	2	22	1	1	4	1	1	*	*	*	8	480



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628
Direction: A to B, WB

5/4/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
3:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
4:00	0	35	10	0	1	0	0	0	0	0	0	0	0	0	46
5:00	2	157	57	0	9	1	0	3	0	0	0	0	0	1	230
6:00	5	441	119	0	25	1	1	11	0	0	0	0	0	12	615
7:00	8	781	164	1	25	1	0	7	1	0	1	1	0	23	1013
8:00	6	672	123	2	16	2	0	7	0	0	1	0	0	16	845
9:00	6	400	79	0	7	1	0	5	0	0	0	0	0	10	508
10:00	5	316	66	1	6	0	0	3	0	1	0	0	0	3	401
11:00	2	361	66	0	11	1	0	3	0	0	0	0	0	6	450
12:00 PM	4	440	82	2	14	0	0	2	0	0	1	1	0	10	556
1:00	2	357	48	1	10	1	0	1	0	0	0	0	0	5	425
2:00	1	290	60	0	11	0	0	1	0	0	0	0	0	3	366
3:00	2	282	40	2	7	0	0	3	0	0	0	0	0	5	341
4:00	1	276	57	0	5	0	0	1	0	1	0	0	0	3	344
5:00	4	313	63	0	12	1	0	2	0	0	0	0	0	4	399
6:00	3	254	33	0	5	1	0	2	0	0	0	0	0	1	299
7:00	1	195	38	0	2	0	0	1	0	0	0	0	0	1	238
8:00	0	138	16	0	3	0	0	0	0	0	0	0	0	1	158
9:00	0	53	12	0	3	0	0	0	0	0	0	0	0	0	68
10:00	0	46	7	0	0	0	0	0	1	0	0	0	0	0	54
11:00	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
Total	52	5873	1151	9	173	10	1	52	2	2	3	2	0	104	7434
Percent	0.7%	79.0%	15.5%	0.1%	2.3%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	
AM Peak	7:00	7:00	7:00	8:00	6:00	8:00	6:00	6:00	7:00	10:00	7:00	7:00		7:00	7:00
	8	781	164	2	25	2	1	11	1	1	1	1	*	23	1013
PM Peak	12:00	12:00	12:00	12:00	12:00	1:00		3:00	10:00	4:00	12:00	12:00		12:00	12:00
	PM	PM	PM	PM	PM						PM	PM		PM	PM
	4	440	82	2	14	1	*	3	1	1	1	1	*	10	556
Grand Total	107	11707	2361	16	401	22	6	107	8	11	6	2	1	197	14952
Percent	0.7%	78.3%	15.8%	0.1%	2.7%	0.1%	0.0%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	1.3%	



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628
Direction: A to B, WB

5/3/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	2	1	6	3	3	1	0	0	0	0	0	16
1:00	0	0	0	1	0	4	1	1	0	0	0	0	0	7
2:00	0	1	0	1	1	1	1	0	0	0	0	0	0	5
3:00	0	2	0	1	1	2	4	6	1	1	0	0	0	18
4:00	0	1	2	2	3	14	15	10	5	1	1	0	0	54
5:00	0	1	2	11	10	69	71	31	10	2	0	1	0	208
6:00	1	8	8	5	40	174	235	107	25	3	1	0	0	607
7:00	3	4	10	13	65	321	398	131	32	6	1	0	0	984
8:00	4	8	13	8	72	332	362	100	24	2	1	0	0	926
9:00	1	3	11	6	39	180	196	68	19	1	2	0	0	526
10:00	1	6	6	15	34	161	143	56	8	4	0	0	0	434
11:00	2	1	4	3	44	153	128	52	13	4	0	0	0	404
12:00 PM	0	4	7	7	34	148	195	71	13	1	0	0	0	480
1:00	0	7	4	13	43	150	121	47	8	0	1	0	0	394
2:00	1	2	6	11	32	133	127	42	13	4	0	0	0	371
3:00	0	5	11	7	37	178	150	33	11	1	2	0	0	435
4:00	6	13	29	21	79	148	96	28	7	1	0	0	0	428
5:00	2	6	16	32	62	185	90	28	5	0	0	0	0	426
6:00	1	7	6	15	30	110	82	21	6	3	1	0	1	283
7:00	0	1	4	13	38	81	47	9	4	0	0	0	0	197
8:00	0	1	5	13	33	59	42	8	2	1	1	0	0	165
9:00	0	0	5	1	9	23	12	5	0	0	1	0	2	58
10:00	0	1	6	2	9	23	15	3	2	0	1	0	0	62
11:00	0	1	3	0	7	6	6	5	2	0	0	0	0	30
Total	22	83	160	202	728	2658	2540	863	210	35	13	1	3	7518



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4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628
Direction: A to B, WB

5/4/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	1	0	0	5	3	5	0	0	0	0	0	0	14
1:00	0	1	0	0	1	1	2	0	0	0	0	0	0	5
2:00	0	0	0	0	7	2	2	0	1	0	0	0	0	12
3:00	0	0	0	2	0	6	4	4	1	0	0	0	1	18
4:00	0	2	1	3	4	11	11	11	3	0	0	0	0	46
5:00	1	1	5	9	15	82	78	27	8	2	2	0	0	230
6:00	1	5	9	11	44	241	214	76	11	3	0	0	0	615
7:00	7	7	15	15	77	452	340	79	15	4	1	0	1	1013
8:00	4	3	10	7	83	386	260	80	9	3	0	0	0	845
9:00	2	6	8	16	56	205	152	47	14	2	0	0	0	508
10:00	0	3	7	8	52	170	121	36	4	0	0	0	0	401
11:00	1	4	6	12	63	182	131	43	5	3	0	0	0	450
12:00 PM	0	4	7	15	67	239	169	45	7	1	1	0	1	556
1:00	1	2	5	9	46	174	144	38	5	1	0	0	0	425
2:00	1	3	11	14	43	143	102	35	11	1	2	0	0	366
3:00	1	4	10	14	33	116	109	46	6	2	0	0	0	341
4:00	0	4	5	10	38	134	106	37	8	1	1	0	0	344
5:00	0	5	5	8	56	145	123	45	10	2	0	0	0	399
6:00	0	5	7	12	41	131	85	16	2	0	0	0	0	299
7:00	0	1	6	14	37	96	66	14	2	0	1	0	1	238
8:00	0	2	6	6	30	63	42	6	1	2	0	0	0	158
9:00	0	1	3	2	5	25	22	7	1	2	0	0	0	68
10:00	0	1	2	5	9	19	10	6	0	1	1	0	0	54
11:00	0	1	1	0	5	9	11	1	1	0	0	0	0	29
Total	19	66	129	192	817	3035	2309	699	125	30	9	0	4	7434
Grand Total	41	149	289	394	1545	5693	4849	1562	335	65	22	1	7	14952

Stats	Percentile	15th	50th	85th	95th
Speed		35	39	45	48
Mean Speed (Average)		39.4			
10 MPH Pace Speed		35-44			
Number in Pace		10476			
Percent in Pace		70.1%			
Number > 35 MPH		12534			
Percent > 35 MPH		83.8%			



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628

File Name: Tube Location 2
Southern Blvd WB
Date Printed: 5/6/2022
Start Date: 5/3/2022
End Date: 5/4/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2 Southern Blvd WB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628

5/2/2022 Time	Monday A to B, WB	Tuesday A to B, WB	Wednesday A to B, WB	Thursday A to B, WB	Friday A to B, WB	Saturday A to B, WB	Sunday A to B, WB	Week Average B to A, None Specified
12:00 AM	*	16	14	*	*	*	*	15
1:00	*	7	5	*	*	*	*	6
2:00	*	5	12	*	*	*	*	8
3:00	*	18	18	*	*	*	*	18
4:00	*	54	46	*	*	*	*	50
5:00	*	208	230	*	*	*	*	219
6:00	*	607	615	*	*	*	*	611
7:00	*	984	1013	*	*	*	*	998
8:00	*	926	845	*	*	*	*	886
9:00	*	526	508	*	*	*	*	517
10:00	*	434	401	*	*	*	*	418
11:00	*	404	450	*	*	*	*	427
12:00 PM	*	480	556	*	*	*	*	518
1:00	*	394	425	*	*	*	*	410
2:00	*	371	366	*	*	*	*	368
3:00	*	435	341	*	*	*	*	388
4:00	*	428	344	*	*	*	*	386
5:00	*	426	399	*	*	*	*	412
6:00	*	283	299	*	*	*	*	291
7:00	*	197	238	*	*	*	*	218
8:00	*	165	158	*	*	*	*	162
9:00	*	58	68	*	*	*	*	63
10:00	*	62	54	*	*	*	*	58
11:00	*	30	29	*	*	*	*	30
Total	0	0	0	0	0	0	0	0
Day	0	7518	7434	0	0	0	0	7477
AM Peak		7:00	7:00					7:00
Volume		984	1013					998
PM Peak		12:00 PM	12:00 PM					12:00 PM
Volume		480	556					518
Comb Total	0	7518	7434	0	0	0	0	7477
ADT	ADT: 7,482	AADT: 7,482						



Station ID:
Location 1:
Location 2:
Latitude: 35.066624
Longitude: -106.520628

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Location 2 Southern Blvd WB

Date Printed: 5/6/2022

Start Date: 5/3/2022

End Date: 5/4/2022

GPS Accuracy: 0 ft

Location Verified: No



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: A to B, NB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/24/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32
1:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
2:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
3:00	0	21	8	0	0	0	0	0	0	0	0	0	0	0	29
4:00	0	58	18	0	3	0	0	0	0	0	0	0	0	0	79
5:00	2	120	40	1	8	0	0	0	0	0	0	0	0	0	171
6:00	1	331	63	2	17	0	0	3	0	0	0	0	0	3	420
7:00	3	685	117	7	20	1	1	5	0	0	0	0	0	9	848
8:00	2	503	93	6	13	2	1	0	0	0	0	0	0	6	626
9:00	1	374	56	1	12	1	0	3	0	0	0	0	0	4	452
10:00	2	345	74	2	13	0	0	0	0	0	0	0	0	0	436
11:00	0	333	67	3	10	2	0	1	0	0	0	0	0	1	417
12:00 PM	2	311	52	1	16	0	0	0	0	0	0	0	0	2	384
1:00	1	330	68	3	11	0	1	0	0	0	0	0	0	1	415
2:00	4	317	64	5	14	0	0	0	0	0	0	0	0	5	409
3:00	1	353	72	5	15	0	0	3	0	0	0	0	0	5	454
4:00	2	343	76	5	16	0	0	3	0	0	2	0	0	2	449
5:00	1	351	60	2	8	0	0	3	0	1	0	0	0	3	429
6:00	3	348	42	2	8	0	0	2	0	0	0	0	0	3	408
7:00	2	217	40	0	2	0	0	0	0	0	0	0	0	0	261
8:00	3	184	27	0	3	0	1	0	0	0	0	0	0	0	218
9:00	0	106	16	0	2	0	0	0	0	0	0	0	0	0	124
10:00	0	62	11	0	1	0	0	0	0	0	0	0	0	0	74
11:00	1	38	7	0	1	0	0	0	0	0	0	0	0	0	47
Total	31	5783	1077	45	194	6	4	23	0	1	2	0	0	44	7210
Percent	0.4%	80.2%	14.9%	0.6%	2.7%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00						7:00	7:00
	3	685	117	7	20	2	1	5	*	*	*	*	*	9	848
PM Peak	2:00	3:00	4:00	2:00	12:00 PM		1:00	3:00		5:00	4:00			2:00	3:00
	4	353	76	5	16	*	1	3	*	1	2	*	*	5	454

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: A to B, NB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/25/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	0	35
1:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2:00	0	10	2	1	0	0	0	0	0	0	0	0	0	0	13
3:00	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
4:00	0	47	19	0	0	0	0	0	0	0	0	0	0	0	66
5:00	0	146	37	1	6	0	0	0	0	0	0	0	0	0	190
6:00	1	344	84	2	16	0	0	3	0	0	0	0	0	0	450
7:00	1	716	122	5	20	0	1	5	0	1	1	0	0	9	881
8:00	5	488	84	5	19	2	0	5	0	0	0	0	0	4	612
9:00	2	360	57	3	14	0	0	1	0	0	0	0	0	3	440
10:00	4	323	74	1	9	1	0	1	0	0	0	0	0	0	413
11:00	0	331	61	3	9	0	0	2	0	0	0	0	0	1	407
12:00 PM	2	308	89	1	12	0	0	5	0	0	0	0	0	0	417
1:00	2	346	69	5	21	1	0	5	0	0	0	0	0	2	451
2:00	2	375	67	3	12	0	0	3	1	0	1	0	0	3	467
3:00	1	313	80	5	7	0	0	6	0	0	0	0	0	4	416
4:00	2	352	67	2	10	0	0	1	0	0	0	0	0	2	436
5:00	1	325	63	2	9	0	0	5	0	0	0	0	0	1	406
6:00	1	324	62	2	10	0	1	2	1	0	0	0	0	2	405
7:00	1	241	45	0	6	0	0	2	0	0	1	0	0	2	298
8:00	1	210	34	0	6	0	0	1	0	0	0	0	0	1	253
9:00	1	130	17	0	2	0	0	0	0	0	0	0	0	0	150
10:00	1	85	12	0	0	0	0	0	0	0	0	0	0	0	98
11:00	0	37	10	0	1	0	0	0	0	0	0	0	0	0	48
Total	28	5882	1167	41	189	4	2	47	2	1	3	0	0	34	7400
Percent	0.4%	79.5%	15.8%	0.6%	2.6%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	8:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00		7:00	7:00			7:00	7:00
	5	716	122	5	20	2	1	5	*	1	1	*	*	9	881
PM Peak	12:00	2:00	12:00	1:00	1:00	1:00	6:00	3:00	2:00		2:00			3:00	2:00
	2	375	89	5	21	1	1	6	1	*	1	*	*	4	467
Grand Total	59	11665	2244	86	383	10	6	70	2	2	5	0	0	78	14610
Percent	0.4%	79.8%	15.4%	0.6%	2.6%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: C to D, SB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/24/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	34	13	0	2	0	0	0	0	0	0	0	0	0	49
1:00	0	25	4	0	1	0	0	0	0	0	0	0	0	0	30
2:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	21	5	1	2	0	0	0	0	0	0	0	0	0	29
6:00	0	50	13	3	4	0	0	0	0	0	0	0	0	2	72
7:00	0	148	28	2	13	0	0	5	0	0	1	0	0	2	199
8:00	0	179	58	5	16	3	0	6	0	0	0	0	0	3	270
9:00	1	169	45	2	16	2	0	3	0	0	0	0	0	5	243
10:00	1	205	55	0	14	0	1	2	0	0	0	0	0	6	284
11:00	0	274	59	2	8	2	0	4	0	0	0	0	0	5	354
12:00 PM	0	275	57	2	14	3	0	5	0	0	0	0	0	6	362
1:00	2	261	77	4	12	0	1	5	0	0	0	0	0	6	368
2:00	0	314	81	3	21	1	0	5	0	1	0	0	0	13	439
3:00	1	432	109	5	25	1	2	15	0	2	0	0	0	14	606
4:00	1	468	94	3	22	2	0	18	0	3	0	0	0	22	633
5:00	4	499	111	3	10	1	1	4	0	2	0	0	0	17	652
6:00	1	433	94	1	12	2	0	8	0	2	1	0	0	10	564
7:00	1	327	67	0	7	1	0	8	0	1	0	0	1	9	422
8:00	1	290	52	0	9	1	0	3	0	0	1	0	0	2	359
9:00	1	245	31	0	2	0	0	0	0	0	0	0	0	4	283
10:00	1	132	24	0	2	0	0	0	0	0	0	0	0	1	160
11:00	0	61	10	0	3	0	0	0	0	0	0	0	0	0	74
Total	15	4875	1089	36	215	19	5	91	0	11	3	0	1	127	6487
Percent	0.2%	75.2%	16.8%	0.6%	3.3%	0.3%	0.1%	1.4%	0.0%	0.2%	0.0%	0.0%	0.0%	2.0%	
AM Peak	9:00	11:00	11:00	8:00	8:00	8:00	10:00	8:00			7:00			10:00	11:00
	1	274	59	5	16	3	1	6	*	*	1	*	*	6	354
PM Peak	5:00	5:00	5:00	3:00	3:00	12:00 PM	3:00	4:00		4:00	6:00		7:00	4:00	5:00
	4	499	111	5	25	3	2	18	*	3	1	*	1	22	652

Wilson & Company

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Direction: C to D, SB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/25/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	55	8	0	1	0	0	0	0	0	0	0	0	0	64
1:00	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
4:00	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
5:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
6:00	0	68	11	2	3	0	0	0	1	0	0	0	0	0	85
7:00	0	175	24	5	7	1	0	5	0	0	0	0	0	8	225
8:00	0	179	54	7	16	1	0	4	0	0	1	0	1	10	273
9:00	1	176	41	2	9	1	0	4	0	0	0	0	0	3	237
10:00	1	221	45	4	6	1	0	4	0	1	0	0	0	5	288
11:00	0	246	52	3	6	0	0	4	0	0	1	0	0	4	316
12:00 PM	0	325	66	3	7	2	0	6	1	0	1	0	0	11	422
1:00	2	338	77	1	15	4	0	5	0	1	0	1	0	11	455
2:00	1	351	82	4	7	2	2	6	0	0	3	1	0	14	473
3:00	1	456	76	3	11	0	1	3	0	2	2	0	0	13	568
4:00	1	385	60	5	14	0	0	6	1	2	2	0	0	30	506
5:00	1	478	67	5	7	1	0	5	0	1	1	0	0	25	591
6:00	1	248	42	6	5	1	0	0	0	1	0	0	0	26	330
7:00	1	192	26	2	4	0	0	1	0	1	0	0	0	12	239
8:00	0	264	38	0	8	1	0	2	0	1	0	0	0	8	322
9:00	1	203	34	1	2	0	0	1	0	0	0	0	0	9	251
10:00	1	146	16	0	6	0	0	0	0	0	0	0	0	1	170
11:00	0	82	16	0	4	0	0	0	0	0	0	0	0	1	103
Total	12	4657	848	53	139	15	3	56	3	10	11	2	1	191	6001
Percent	0.2%	77.6%	14.1%	0.9%	2.3%	0.2%	0.0%	0.9%	0.0%	0.2%	0.2%	0.0%	0.0%	3.2%	
AM Peak	9:00	11:00	8:00	8:00	8:00	7:00		7:00	6:00	10:00	8:00		8:00	8:00	11:00
	1	246	54	7	16	1	*	5	1	1	1	*	1	10	316
PM Peak	1:00	5:00	2:00	6:00	1:00	1:00	2:00	12:00 PM	12:00 PM	3:00	2:00	1:00		4:00	5:00
	2	478	82	6	15	4	2	6	1	2	3	1	*	30	591
Grand Total	27	9532	1937	89	354	34	8	147	3	21	14	2	2	318	12488
Percent	0.2%	76.3%	15.5%	0.7%	2.8%	0.3%	0.1%	1.2%	0.0%	0.2%	0.1%	0.0%	0.0%	2.5%	

Wilson & Company

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Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: Combined

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/24/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	64	15	0	2	0	0	0	0	0	0	0	0	0	81
1:00	0	38	6	0	1	0	0	0	0	0	0	0	0	0	45
2:00	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
3:00	0	33	8	0	0	0	0	0	0	0	0	0	0	0	41
4:00	0	67	18	0	3	0	0	0	0	0	0	0	0	0	88
5:00	2	141	45	2	10	0	0	0	0	0	0	0	0	0	200
6:00	1	381	76	5	21	0	0	3	0	0	0	0	0	5	492
7:00	3	833	145	9	33	1	1	10	0	0	1	0	0	11	1047
8:00	2	682	151	11	29	5	1	6	0	0	0	0	0	9	896
9:00	2	543	101	3	28	3	0	6	0	0	0	0	0	9	695
10:00	3	550	129	2	27	0	1	2	0	0	0	0	0	6	720
11:00	0	607	126	5	18	4	0	5	0	0	0	0	0	6	771
12:00 PM	2	586	109	3	30	3	0	5	0	0	0	0	0	8	746
1:00	3	591	145	7	23	0	2	5	0	0	0	0	0	7	783
2:00	4	631	145	8	35	1	0	5	0	1	0	0	0	18	848
3:00	2	785	181	10	40	1	2	18	0	2	0	0	0	19	1060
4:00	3	811	170	8	38	2	0	21	0	3	2	0	0	24	1082
5:00	5	850	171	5	18	1	1	7	0	3	0	0	0	20	1081
6:00	4	781	136	3	20	2	0	10	0	2	1	0	0	13	972
7:00	3	544	107	0	9	1	0	8	0	1	0	0	1	9	683
8:00	4	474	79	0	12	1	1	3	0	0	1	0	0	2	577
9:00	1	351	47	0	4	0	0	0	0	0	0	0	0	4	407
10:00	1	194	35	0	3	0	0	0	0	0	0	0	0	1	234
11:00	1	99	17	0	4	0	0	0	0	0	0	0	0	0	121
Total	46	10658	2166	81	409	25	9	114	0	12	5	0	1	171	13697
Percent	0.3%	77.8%	15.8%	0.6%	3.0%	0.2%	0.1%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	1.2%	
AM Peak	7:00	7:00	8:00	8:00	7:00	8:00	7:00	7:00			7:00			7:00	7:00
	3	833	151	11	33	5	1	10	*	*	1	*	*	11	1047
PM Peak	5:00	5:00	3:00	3:00	3:00	12:00 PM	1:00	4:00		4:00	4:00		7:00	4:00	4:00
	5	850	181	10	40	3	2	21	*	3	2	*	1	24	1082

Wilson & Company

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Direction: Combined

File Name: untitled_0
Date Printed: 5/27/2022
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GPS Accuracy: 0 ft
Location Verified: No

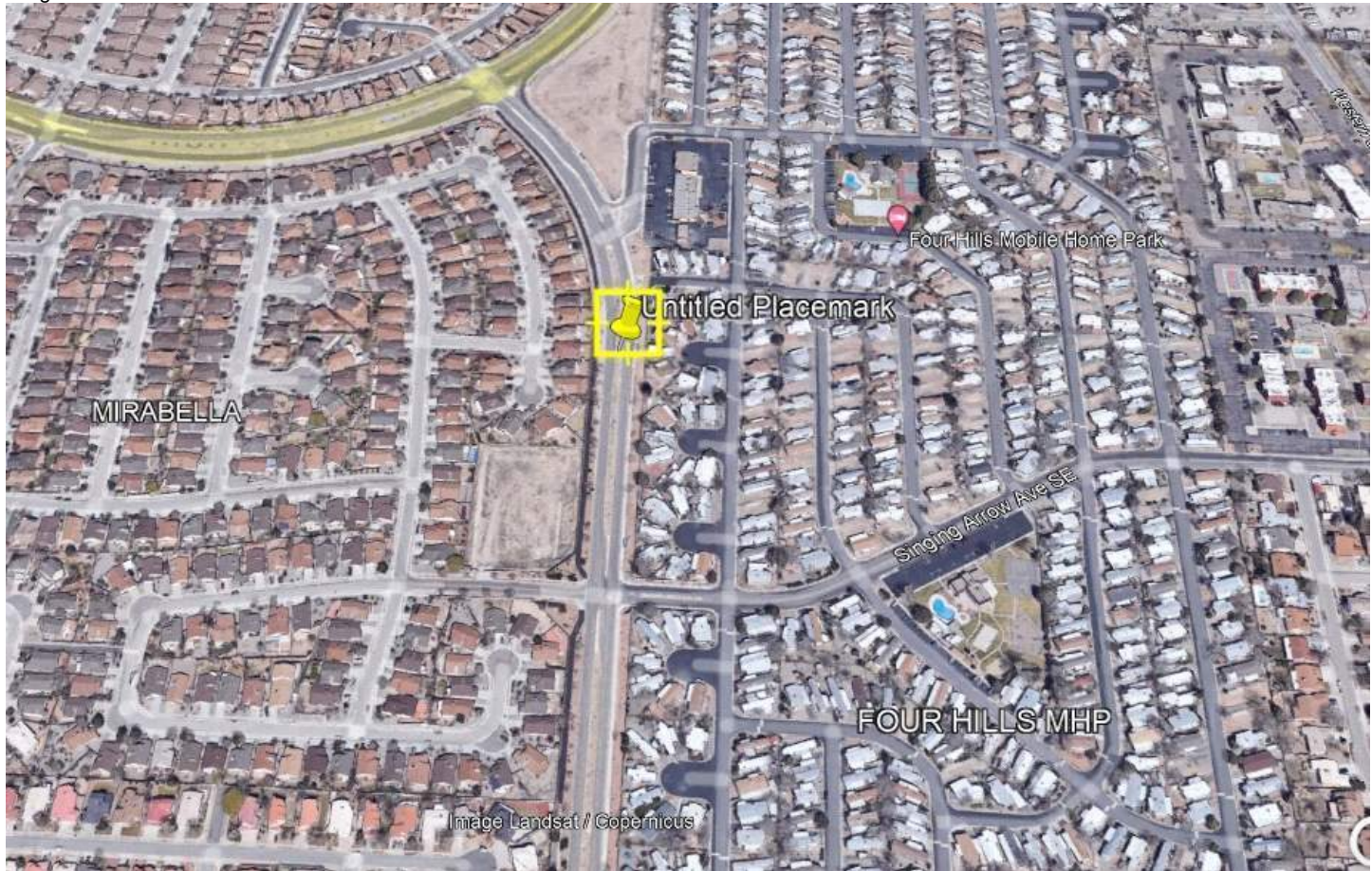
5/25/2022 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	86	12	0	1	0	0	0	0	0	0	0	0	0	99
1:00	0	43	6	0	0	0	0	0	0	0	0	0	0	0	49
2:00	0	18	3	1	0	0	0	0	0	0	0	0	0	0	22
3:00	0	32	7	0	1	0	0	0	0	0	0	0	0	0	40
4:00	0	57	23	0	0	0	0	0	0	0	0	0	0	0	80
5:00	0	162	40	1	6	0	0	0	0	0	0	0	0	0	209
6:00	1	412	95	4	19	0	0	3	1	0	0	0	0	0	535
7:00	1	891	146	10	27	1	1	10	0	1	1	0	0	17	1106
8:00	5	667	138	12	35	3	0	9	0	0	1	0	1	14	885
9:00	3	536	98	5	23	1	0	5	0	0	0	0	0	6	677
10:00	5	544	119	5	15	2	0	5	0	1	0	0	0	5	701
11:00	0	577	113	6	15	0	0	6	0	0	1	0	0	5	723
12:00 PM	2	633	155	4	19	2	0	11	1	0	1	0	0	11	839
1:00	4	684	146	6	36	5	0	10	0	1	0	1	0	13	906
2:00	3	726	149	7	19	2	2	9	1	0	4	1	0	17	940
3:00	2	769	156	8	18	0	1	9	0	2	2	0	0	17	984
4:00	3	737	127	7	24	0	0	7	1	2	2	0	0	32	942
5:00	2	803	130	7	16	1	0	10	0	1	1	0	0	26	997
6:00	2	572	104	8	15	1	1	2	1	1	0	0	0	28	735
7:00	2	433	71	2	10	0	0	3	0	1	1	0	0	14	537
8:00	1	474	72	0	14	1	0	3	0	1	0	0	0	9	575
9:00	2	333	51	1	4	0	0	1	0	0	0	0	0	9	401
10:00	2	231	28	0	6	0	0	0	0	0	0	0	0	1	268
11:00	0	119	26	0	5	0	0	0	0	0	0	0	0	1	151
Total	40	10539	2015	94	328	19	5	103	5	11	14	2	1	225	13401
Percent	0.3%	78.6%	15.0%	0.7%	2.4%	0.1%	0.0%	0.8%	0.0%	0.1%	0.1%	0.0%	0.0%	1.7%	
AM Peak	8:00	7:00	7:00	8:00	8:00	8:00	7:00	7:00	6:00	7:00	7:00		8:00	7:00	7:00
	5	891	146	12	35	3	1	10	1	1	1	*	1	17	1106
PM Peak	1:00	5:00	3:00	3:00	1:00	1:00	2:00	12:00 PM	12:00 PM	3:00	2:00	1:00		4:00	5:00
	4	803	156	8	36	5	2	11	1	2	4	1	*	32	997
Grand Total	86	21197	4181	175	737	44	14	217	5	23	19	2	2	396	27098
Percent	0.3%	78.2%	15.4%	0.6%	2.7%	0.2%	0.1%	0.8%	0.0%	0.1%	0.1%	0.0%	0.0%	1.5%	

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Location Verified: No

5/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	8	13	7	2	0	0	1	0	0	32
1:00	0	0	0	1	6	6	1	1	0	0	0	0	0	15
2:00	0	0	0	0	7	4	0	2	0	0	0	0	0	13
3:00	0	0	1	4	4	7	8	5	0	0	0	0	0	29
4:00	0	0	2	2	11	25	13	3	1	0	0	0	0	79
5:00	0	0	0	5	15	54	28	9	2	0	0	0	0	171
6:00	0	0	1	7	52	160	141	43	12	4	0	0	0	420
7:00	0	0	1	5	74	344	301	99	19	5	0	0	0	848
8:00	0	0	0	16	85	253	204	53	11	4	0	0	0	626
9:00	0	0	1	10	73	184	120	57	6	1	0	0	0	452
10:00	0	0	0	9	63	173	144	40	4	3	0	0	0	436
11:00	0	0	1	8	73	176	120	30	8	1	0	0	0	417
12:00 PM	1	0	1	13	82	150	98	30	8	1	0	0	0	384
1:00	0	0	0	12	81	168	125	20	6	3	0	0	0	415
2:00	0	0	1	13	53	172	131	34	2	1	1	1	0	409
3:00	0	0	2	7	84	171	134	43	8	4	1	0	0	454
4:00	0	0	0	9	66	187	137	37	11	1	1	0	0	449
5:00	0	0	1	8	49	179	148	36	4	1	2	1	0	429
6:00	0	0	0	8	51	151	146	40	8	2	1	1	0	408
7:00	0	0	0	6	47	106	82	13	6	1	0	0	0	261
8:00	0	0	1	14	51	83	50	16	3	0	0	0	0	218
9:00	0	0	1	8	35	37	31	7	3	2	0	0	0	124
10:00	0	0	0	2	22	28	16	5	1	0	0	0	0	74
11:00	0	0	0	3	14	17	7	3	1	1	1	0	0	47
Total	1	0	14	171	1106	2848	2231	657	133	38	8	3	0	7210

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: A to B, NB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	4	7	9	9	1	4	1	0	0	0	35
1:00	0	0	1	1	6	6	4	0	0	1	0	0	0	19
2:00	0	0	1	0	5	5	0	0	1	1	0	0	0	13
3:00	0	0	1	0	6	4	10	4	2	1	0	0	1	29
4:00	0	0	0	2	7	22	18	12	4	1	0	0	0	66
5:00	0	0	0	1	30	56	63	27	7	5	1	0	0	190
6:00	0	0	0	5	50	154	162	57	18	4	0	0	0	450
7:00	0	0	0	4	83	370	307	100	14	3	0	0	0	881
8:00	0	0	0	4	84	238	205	66	11	4	0	0	0	612
9:00	0	0	0	10	71	174	145	29	8	3	0	0	0	440
10:00	0	0	0	8	68	173	125	32	5	1	1	0	0	413
11:00	0	0	0	10	68	154	111	42	20	1	0	1	0	407
12:00 PM	0	0	1	12	77	165	126	28	7	0	1	0	0	417
1:00	0	0	0	12	78	189	143	24	4	1	0	0	0	451
2:00	0	0	2	10	76	199	132	36	11	0	0	1	0	467
3:00	0	0	0	15	69	164	129	35	2	1	1	0	0	416
4:00	0	0	0	6	63	176	147	37	7	0	0	0	0	436
5:00	0	0	2	8	62	157	129	36	7	3	2	0	0	406
6:00	0	0	1	8	70	155	119	44	6	2	0	0	0	405
7:00	0	0	0	2	57	116	97	19	4	0	1	2	0	298
8:00	0	0	1	10	60	102	65	12	3	0	0	0	0	253
9:00	0	0	1	5	38	54	33	12	7	0	0	0	0	150
10:00	0	0	1	5	13	50	20	5	4	0	0	0	0	98
11:00	1	0	1	5	9	15	11	5	0	1	0	0	0	48
Total	1	0	13	147	1157	2907	2310	663	156	34	7	4	1	7400
Grand Total	2	0	27	318	2263	5755	4541	1320	289	72	15	7	1	14610
Stats	Percentile													
	Speed													
	15th													
	34													
	50th													
	39													
	85th													
	44													
	95th													
	48													
	Mean Speed (Average)													
	39.4													
	10 MPH Pace Speed													
	35-44													
	Number in Pace													
	10250													
	Percent in Pace													
	70.2%													
	Number > 35 MPH													
	12001													
	Percent > 35 MPH													
	82.1%													

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: C to D, SB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	7	23	7	6	2	1	0	0	0	49
1:00	0	1	0	0	8	7	8	5	0	1	0	0	0	30
2:00	0	0	0	0	1	9	2	2	0	0	0	0	0	14
3:00	0	0	0	0	2	3	2	4	1	0	0	0	0	12
4:00	0	0	0	1	2	1	1	3	0	0	1	0	0	9
5:00	0	0	0	0	2	9	12	5	1	0	0	0	0	29
6:00	0	0	0	0	10	30	12	15	4	1	0	0	0	72
7:00	0	0	0	2	18	86	67	21	4	0	1	0	0	199
8:00	0	0	4	5	57	121	63	17	3	0	0	0	0	270
9:00	0	0	0	0	42	87	76	27	8	2	0	1	0	243
10:00	0	0	0	3	40	118	86	30	6	1	0	0	0	284
11:00	0	0	0	1	53	149	110	34	5	1	1	0	0	354
12:00 PM	0	0	0	2	41	145	123	43	7	0	0	1	0	362
1:00	0	0	0	3	50	137	131	38	7	1	1	0	0	368
2:00	0	0	1	6	57	156	158	42	19	0	0	0	0	439
3:00	0	0	0	11	71	264	198	46	9	4	3	0	0	606
4:00	0	0	2	4	68	307	175	59	15	2	0	1	0	633
5:00	1	0	0	3	63	286	227	59	11	1	1	0	0	652
6:00	0	0	0	0	53	244	211	37	16	3	0	0	0	564
7:00	0	0	0	1	47	187	139	41	6	1	0	0	0	422
8:00	1	0	0	8	77	160	76	27	5	4	0	1	0	359
9:00	0	0	0	1	56	117	82	25	2	0	0	0	0	283
10:00	0	0	0	7	35	73	29	8	5	3	0	0	0	160
11:00	0	0	0	7	12	29	18	5	3	0	0	0	0	74
Total	2	1	7	68	872	2748	2013	599	139	26	8	4	0	6487

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: C to D, SB

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	3	10	22	13	11	4	1	0	0	0	64
1:00	0	0	0	1	6	13	7	3	0	0	0	0	0	30
2:00	0	0	0	0	2	4	2	1	0	0	0	0	0	9
3:00	0	0	0	2	3	3	3	0	0	0	0	0	0	11
4:00	0	0	0	0	1	7	4	2	0	0	0	0	0	14
5:00	0	0	1	0	2	6	5	5	0	0	0	0	0	19
6:00	0	0	0	2	16	31	24	9	1	2	0	0	0	85
7:00	0	0	0	3	29	93	76	21	3	0	0	0	0	225
8:00	0	0	0	8	44	130	68	19	3	1	0	0	0	273
9:00	0	0	0	5	41	112	58	18	2	1	0	0	0	237
10:00	0	0	0	5	45	135	83	14	4	2	0	0	0	288
11:00	0	0	0	1	47	154	84	26	2	1	1	0	0	316
12:00 PM	0	0	1	2	50	219	112	30	8	0	0	0	0	422
1:00	0	0	0	4	50	206	145	43	5	2	0	0	0	455
2:00	0	0	2	6	58	208	153	35	8	2	0	1	0	473
3:00	0	0	0	5	75	293	140	46	9	0	0	0	0	568
4:00	0	0	0	7	116	262	100	19	1	1	0	0	0	506
5:00	0	0	0	18	138	290	122	19	2	2	0	0	0	591
6:00	0	0	0	2	77	161	74	15	1	0	0	0	0	330
7:00	0	0	0	6	83	97	47	6	0	0	0	0	0	239
8:00	0	0	0	18	123	131	41	8	1	0	0	0	0	322
9:00	0	0	0	8	88	113	31	8	3	0	0	0	0	251
10:00	0	0	0	2	31	78	46	11	1	0	0	1	0	170
11:00	0	0	0	1	21	52	16	12	1	0	0	0	0	103
Total	0	0	4	109	1156	2820	1454	381	59	15	1	2	0	6001
Grand Total	2	1	11	177	2028	5568	3467	980	198	41	9	6	0	12488
Stats	Percentile		15th	50th	85th	95th								
	Speed		35	39	44	47								
	Mean Speed (Average)		39.1											
	10 MPH Pace Speed		35-44											
	Number in Pace		9006											
	Percent in Pace		72.1%											
	Number > 35 MPH		10269											
	Percent > 35 MPH		82.2%											

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: Combined

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

5/24/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	4	15	36	14	8	2	1	1	0	0	81
1:00	0	1	0	1	14	13	9	6	0	1	0	0	0	45
2:00	0	0	0	0	8	13	2	4	0	0	0	0	0	27
3:00	0	0	1	4	6	10	10	9	1	0	0	0	0	41
4:00	0	0	2	3	13	26	23	16	3	1	1	0	0	88
5:00	0	0	0	5	17	63	70	33	10	2	0	0	0	200
6:00	0	0	1	7	62	190	153	58	16	5	0	0	0	492
7:00	0	0	1	7	92	430	368	120	23	5	1	0	0	1047
8:00	0	0	4	21	142	374	267	70	14	4	0	0	0	896
9:00	0	0	1	10	115	271	196	84	14	3	0	1	0	695
10:00	0	0	0	12	103	291	230	70	10	4	0	0	0	720
11:00	0	0	1	9	126	325	230	64	13	2	1	0	0	771
12:00 PM	1	0	1	15	123	295	221	73	15	1	0	1	0	746
1:00	0	0	0	15	131	305	256	58	13	4	1	0	0	783
2:00	0	0	2	19	110	328	289	76	21	1	1	1	0	848
3:00	0	0	2	18	155	435	332	89	17	8	4	0	0	1060
4:00	0	0	2	13	134	494	312	96	26	3	1	1	0	1082
5:00	1	0	1	11	112	465	375	95	15	2	3	1	0	1081
6:00	0	0	0	8	104	395	357	77	24	5	1	1	0	972
7:00	0	0	0	7	94	293	221	54	12	2	0	0	0	683
8:00	1	0	1	22	128	243	126	43	8	4	0	1	0	577
9:00	0	0	1	9	91	154	113	32	5	2	0	0	0	407
10:00	0	0	0	9	57	101	45	13	6	3	0	0	0	234
11:00	0	0	0	10	26	46	25	8	4	1	1	0	0	121
Total	3	1	21	239	1978	5596	4244	1256	272	64	16	7	0	13697

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280
Direction: Combined

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

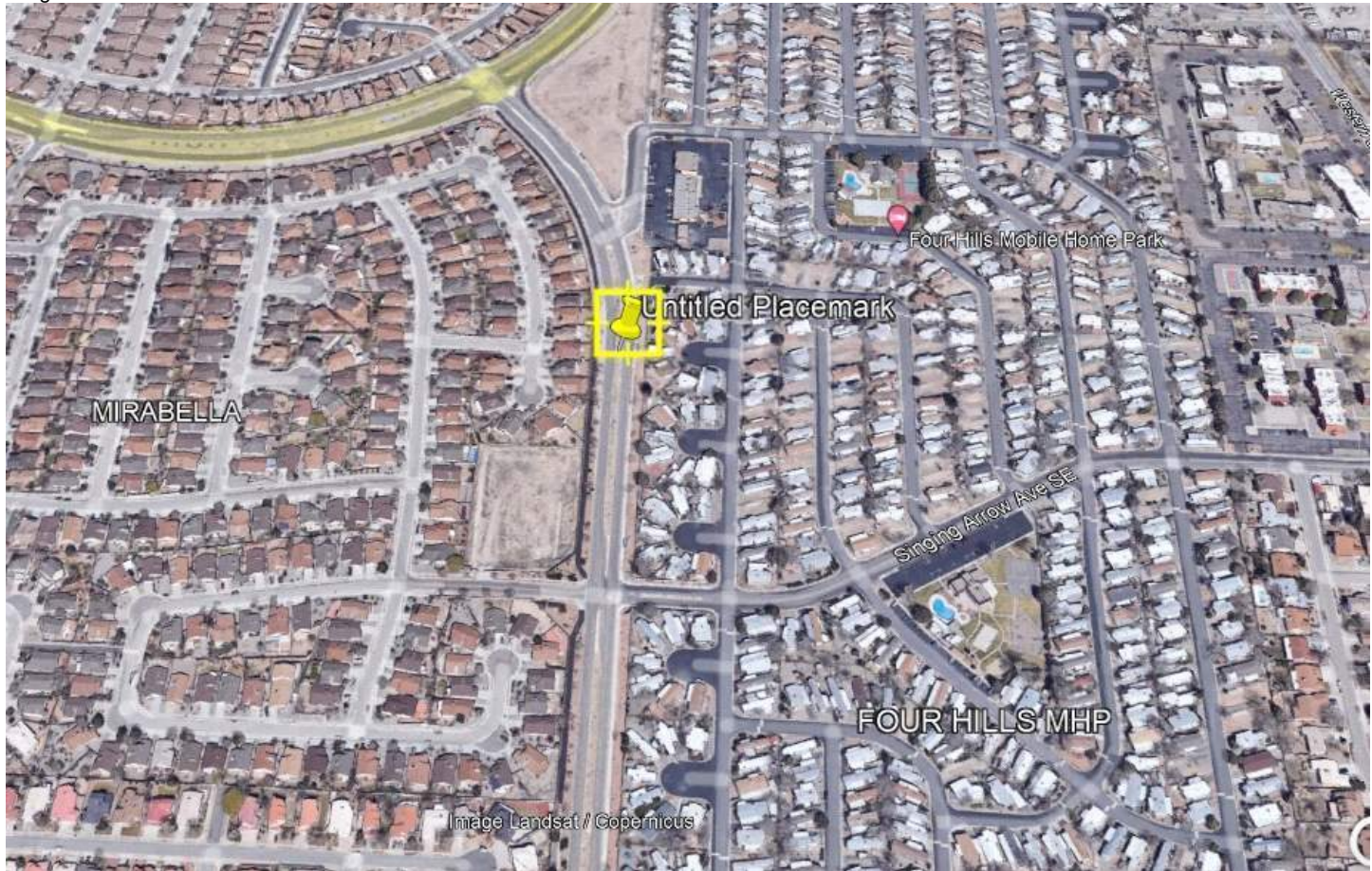
5/25/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	7	17	31	22	12	8	2	0	0	0	99
1:00	0	0	1	2	12	19	11	3	0	1	0	0	0	49
2:00	0	0	1	0	7	9	2	1	1	1	0	0	0	22
3:00	0	0	1	2	9	7	13	4	2	1	0	0	1	40
4:00	0	0	0	2	8	29	22	14	4	1	0	0	0	80
5:00	0	0	1	1	32	62	68	32	7	5	1	0	0	209
6:00	0	0	0	7	66	185	186	66	19	6	0	0	0	535
7:00	0	0	0	7	112	463	383	121	17	3	0	0	0	1106
8:00	0	0	0	12	128	368	273	85	14	5	0	0	0	885
9:00	0	0	0	15	112	286	203	47	10	4	0	0	0	677
10:00	0	0	0	13	113	308	208	46	9	3	1	0	0	701
11:00	0	0	0	11	115	308	195	68	22	2	1	1	0	723
12:00 PM	0	0	2	14	127	384	238	58	15	0	1	0	0	839
1:00	0	0	0	16	128	395	288	67	9	3	0	0	0	906
2:00	0	0	4	16	134	407	285	71	19	2	0	2	0	940
3:00	0	0	0	20	144	457	269	81	11	1	1	0	0	984
4:00	0	0	0	13	179	438	247	56	8	1	0	0	0	942
5:00	0	0	2	26	200	447	251	55	9	5	2	0	0	997
6:00	0	0	1	10	147	316	193	59	7	2	0	0	0	735
7:00	0	0	0	8	140	213	144	25	4	0	1	2	0	537
8:00	0	0	1	28	183	233	106	20	4	0	0	0	0	575
9:00	0	0	1	13	126	167	64	20	10	0	0	0	0	401
10:00	0	0	1	7	44	128	66	16	5	0	0	1	0	268
11:00	1	0	1	6	30	67	27	17	1	1	0	0	0	151
Total	1	0	17	256	2313	5727	3764	1044	215	49	8	6	1	13401
Grand Total	4	1	38	495	4291	11323	8008	2300	487	113	24	13	1	27098
Stats	Percentile			15th	50th	85th	95th							
	Speed			34	39	44	48							
	Mean Speed (Average)			39.3										
	10 MPH Pace Speed			35-44										
	Number in Pace			19257										
	Percent in Pace			71.1%										
	Number > 35 MPH			22268										
	Percent > 35 MPH			82.2%										

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No



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File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

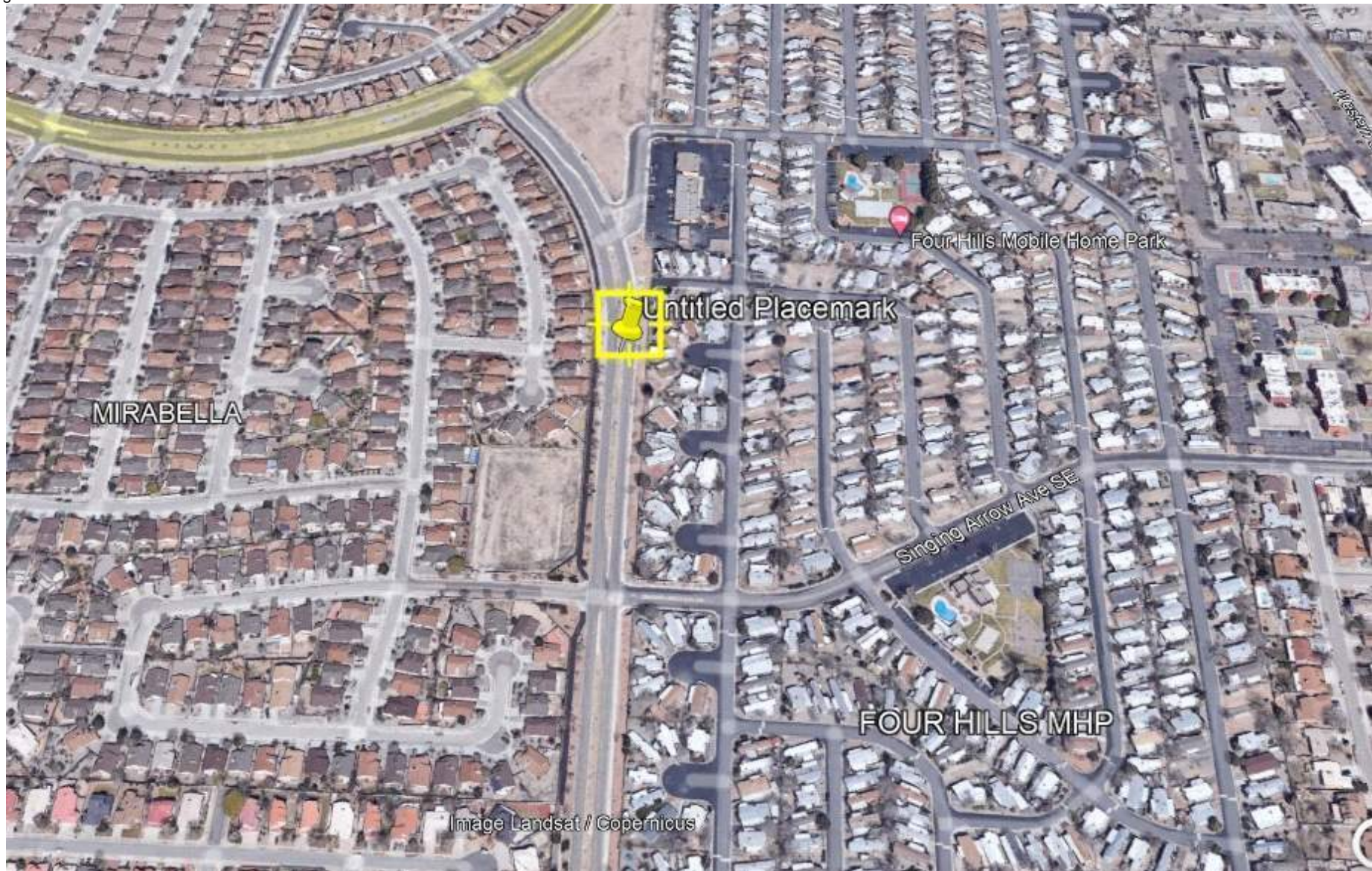
5/23/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB	A to B, NB	C to D, SB
12:00 AM	*	*	32	49	35	64	*	*	*	*	*	*	*	*	34	56
1:00	*	*	15	30	19	30	*	*	*	*	*	*	*	*	17	30
2:00	*	*	13	14	13	9	*	*	*	*	*	*	*	*	13	12
3:00	*	*	29	12	29	11	*	*	*	*	*	*	*	*	29	12
4:00	*	*	79	9	66	14	*	*	*	*	*	*	*	*	72	12
5:00	*	*	171	29	190	19	*	*	*	*	*	*	*	*	180	24
6:00	*	*	420	72	450	85	*	*	*	*	*	*	*	*	435	78
7:00	*	*	848	199	881	225	*	*	*	*	*	*	*	*	864	212
8:00	*	*	626	270	612	273	*	*	*	*	*	*	*	*	619	272
9:00	*	*	452	243	440	237	*	*	*	*	*	*	*	*	446	240
10:00	*	*	436	284	413	288	*	*	*	*	*	*	*	*	424	286
11:00	*	*	417	354	407	316	*	*	*	*	*	*	*	*	412	335
12:00 PM	*	*	384	362	417	422	*	*	*	*	*	*	*	*	400	392
1:00	*	*	415	368	451	455	*	*	*	*	*	*	*	*	433	412
2:00	*	*	409	439	467	473	*	*	*	*	*	*	*	*	438	456
3:00	*	*	454	606	416	568	*	*	*	*	*	*	*	*	435	587
4:00	*	*	449	633	436	506	*	*	*	*	*	*	*	*	442	570
5:00	*	*	429	652	406	591	*	*	*	*	*	*	*	*	418	622
6:00	*	*	408	564	405	330	*	*	*	*	*	*	*	*	406	447
7:00	*	*	261	422	298	239	*	*	*	*	*	*	*	*	280	330
8:00	*	*	218	359	253	322	*	*	*	*	*	*	*	*	236	340
9:00	*	*	124	283	150	251	*	*	*	*	*	*	*	*	137	267
10:00	*	*	74	160	98	170	*	*	*	*	*	*	*	*	86	165
11:00	*	*	47	74	48	103	*	*	*	*	*	*	*	*	48	88
Total	0	0	7210	6487	7400	6001	0	0	0	0	0	0	0	0	7304	6245
Day	0		13697		13401		0		0		0		0		13549	
AM Peak			7:00	11:00	7:00	11:00									7:00	11:00
Volume			848	354	881	316									864	335
PM Peak			3:00	5:00	2:00	5:00									4:00	5:00
Volume			454	652	467	591									442	622
Comb Total	0		13697		13401		0		0		0		0		13549	
ADT	ADT: 13,549		AADT: 13,549													

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: JTB
Station ID:
Location 1:
Location 2:
Latitude: 35.064045
Longitude: -106.515280

File Name: untitled_0
Date Printed: 5/27/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.054664
Longitude: -106.515393
Direction: A to B, SB

File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/26/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	0	29
1:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
6:00	0	32	7	1	1	0	0	1	0	0	0	0	0	0	42
7:00	1	89	26	4	6	0	0	2	0	0	0	0	0	1	129
8:00	0	145	36	2	7	0	0	3	0	0	0	0	0	3	196
9:00	1	93	25	2	9	1	0	1	0	0	0	0	0	0	132
10:00	1	121	25	0	8	0	0	3	0	0	0	0	0	0	158
11:00	1	142	19	0	3	0	0	1	0	0	0	0	0	1	167
12:00 PM	1	184	43	0	5	0	0	1	0	0	0	0	0	1	235
1:00	1	177	30	0	11	1	0	2	0	1	0	0	0	2	225
2:00	1	179	32	1	6	0	0	0	0	0	0	0	0	0	219
3:00	2	275	49	1	10	1	0	0	0	0	0	0	0	3	341
4:00	5	398	80	1	7	0	0	1	0	0	0	0	0	3	495
5:00	2	387	82	0	8	0	0	3	0	0	0	0	0	5	487
6:00	3	346	44	1	5	0	0	3	0	0	0	0	0	2	404
7:00	2	288	46	0	6	0	0	2	0	0	0	0	0	1	345
8:00	2	224	27	0	2	0	0	0	0	0	0	0	0	0	255
9:00	0	131	22	0	2	0	0	0	0	0	0	0	0	0	155
10:00	1	89	14	0	3	0	0	0	0	0	0	0	0	0	107
11:00	0	32	7	0	0	0	0	0	0	0	0	0	0	0	39
Total	24	3382	623	13	100	3	0	23	0	1	0	0	0	22	4191
Percent	0.6%	80.7%	14.9%	0.3%	2.4%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	7:00	8:00	8:00	7:00	9:00	9:00		8:00						8:00	8:00
	1	145	36	4	9	1	*	3	*	*	*	*	*	3	196
PM Peak	4:00	4:00	5:00	2:00	1:00	1:00		5:00		1:00				5:00	4:00
	5	398	82	1	11	1	*	3	*	1	*	*	*	5	495



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.054664
Longitude: -106.515393
Direction: A to B, SB

File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/27/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
1:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
2:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
6:00	1	35	6	1	2	0	0	0	0	0	0	0	0	0	45
7:00	0	108	21	1	8	0	0	0	0	0	1	0	0	2	141
8:00	0	142	39	2	6	0	1	1	0	0	0	0	0	0	191
9:00	1	130	27	3	7	1	0	1	0	0	0	0	0	3	173
10:00	2	113	35	0	6	1	0	1	0	0	0	0	0	1	159
11:00	0	155	33	1	5	0	0	3	0	0	0	0	0	0	197
12:00 PM	1	206	38	1	6	0	0	2	0	1	0	0	0	1	256
1:00	2	175	27	1	5	0	0	3	0	0	0	0	0	4	217
2:00	2	182	34	3	9	0	0	2	0	0	0	0	0	2	234
3:00	0	281	37	4	10	1	0	1	0	0	0	0	0	10	344
4:00	6	340	70	0	10	1	0	3	0	1	0	0	0	6	437
5:00	4	389	68	1	3	1	0	1	0	0	0	0	0	6	473
6:00	2	313	48	2	9	0	0	1	0	0	1	0	0	3	379
7:00	1	249	33	0	3	0	0	1	0	0	0	0	1	1	289
8:00	0	229	31	0	2	0	0	0	0	0	0	0	0	1	263
9:00	0	131	20	0	4	0	0	0	0	1	0	0	0	0	156
10:00	0	70	12	0	1	0	0	0	0	0	0	0	0	1	84
11:00	1	52	4	0	0	0	0	0	0	0	0	0	0	0	57
Total	23	3362	596	20	98	5	1	20	0	3	2	0	1	41	4172
Percent	0.6%	80.6%	14.3%	0.5%	2.3%	0.1%	0.0%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak	10:00	11:00	8:00	9:00	7:00	9:00	8:00	11:00			7:00			9:00	11:00
	2	155	39	3	8	1	1	3	*	*	1	*	*	3	197
PM Peak	4:00	5:00	4:00	3:00	3:00	3:00		1:00		12:00 PM	6:00		7:00	3:00	5:00
	6	389	70	4	10	1	*	3	*	1	1	*	1	10	473
Grand Total	47	6744	1219	33	198	8	1	43	0	4	2	0	1	63	8363
Percent	0.6%	80.6%	14.6%	0.4%	2.4%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	



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Start Date: 4/26/2022
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GPS Accuracy: 0 ft
Location Verified: No

4/26/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	6	1	0	5	0	0	0	0	0	0	0	0	0	12
4:00	0	13	10	0	7	0	0	1	0	0	0	0	0	0	31
5:00	2	63	31	0	15	0	0	0	0	0	0	0	0	0	111
6:00	1	165	85	1	37	0	0	3	0	0	0	0	0	1	293
7:00	2	301	183	1	62	0	0	11	0	0	0	0	0	7	567
8:00	3	230	143	1	32	2	0	5	0	0	0	0	0	4	420
9:00	2	108	87	0	28	0	0	4	0	0	0	0	0	1	230
10:00	2	100	80	2	14	2	0	4	0	0	0	0	0	0	204
11:00	1	108	83	0	25	0	0	13	0	0	0	0	0	0	230
12:00 PM	2	111	80	0	24	0	0	3	0	0	0	0	0	1	221
1:00	2	94	78	0	20	0	0	2	0	0	0	0	0	0	196
2:00	0	116	84	2	30	0	1	6	0	0	0	0	0	0	239
3:00	0	124	90	1	25	1	0	3	0	0	0	0	0	0	244
4:00	2	140	90	1	23	0	0	1	0	0	0	0	0	2	259
5:00	3	132	121	0	22	0	0	4	0	0	0	0	0	1	283
6:00	0	144	84	1	19	0	0	0	1	0	0	0	0	1	250
7:00	1	91	50	0	20	0	0	1	0	0	0	0	0	0	163
8:00	0	61	39	1	8	0	0	1	0	0	0	0	0	0	110
9:00	2	45	24	0	6	0	0	0	0	0	0	0	0	0	77
10:00	1	29	10	0	5	0	0	0	0	0	0	0	0	0	45
11:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
Total	26	2204	1462	11	427	5	1	62	1	0	0	0	0	18	4217
Percent	0.6%	52.3%	34.7%	0.3%	10.1%	0.1%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	8:00	7:00	7:00	10:00	7:00	8:00		11:00						7:00	7:00
	3	301	183	2	62	2	*	13	*	*	*	*	*	7	567
PM Peak	5:00	6:00	5:00	2:00	2:00	3:00	2:00	2:00	6:00					4:00	5:00
	3	144	121	2	30	1	1	6	1	*	*	*	*	2	283



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End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/27/2022 Time	Motor Cycles	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	No Class	Total
12:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
1:00	0	5	2	0	3	0	0	0	0	0	0	0	0	0	10
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	6	4	0	4	0	0	0	0	0	0	0	0	0	14
4:00	0	18	17	0	6	0	0	0	0	0	0	0	0	0	41
5:00	2	52	32	0	20	0	0	1	0	0	0	0	0	0	107
6:00	0	162	88	1	42	0	0	0	0	0	0	0	0	0	293
7:00	1	309	194	1	63	0	0	4	0	0	0	0	0	1	573
8:00	4	225	153	1	31	0	0	10	0	0	0	0	0	1	425
9:00	0	134	97	1	29	0	0	0	0	0	0	0	0	1	262
10:00	2	118	79	1	33	1	0	3	0	0	0	0	0	0	237
11:00	2	103	73	0	31	0	0	6	0	0	0	0	0	0	215
12:00 PM	2	130	101	1	26	0	0	3	0	0	0	0	0	0	263
1:00	1	123	95	1	19	0	0	4	0	0	0	0	0	1	244
2:00	1	100	89	1	23	0	0	4	0	0	0	0	0	1	219
3:00	3	96	93	6	38	0	0	2	0	0	0	0	0	2	240
4:00	2	115	100	0	25	0	0	0	1	0	0	0	0	2	245
5:00	2	134	96	0	30	0	0	1	0	0	0	0	0	0	263
6:00	0	117	83	2	14	0	0	3	0	0	0	0	0	1	220
7:00	1	106	47	0	15	0	0	1	0	0	0	0	0	0	170
8:00	0	53	38	0	8	0	0	1	0	0	0	0	0	0	100
9:00	0	35	27	0	6	0	0	0	0	0	0	0	0	0	68
10:00	0	19	12	0	1	0	0	0	0	0	0	0	0	0	32
11:00	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
Total	23	2177	1528	16	470	1	0	43	1	0	0	0	0	10	4269
Percent	0.5%	51.0%	35.8%	0.4%	11.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	8:00	7:00	7:00	6:00	7:00	10:00		8:00						7:00	7:00
	4	309	194	1	63	1	*	10	*	*	*	*	*	1	573
PM Peak	3:00	5:00	12:00	3:00	3:00			1:00	4:00					3:00	12:00
	3	134	101	6	38	*	*	4	1	*	*	*	*	2	263
Grand Total	49	4381	2990	27	897	6	1	105	2	0	0	0	0	28	8486
Percent	0.6%	51.6%	35.2%	0.3%	10.6%	0.1%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	



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File Name: Tube Location 4
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Date Printed: 4/29/2022
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End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	0	4	14	6	1	1	1	0	0	29
1:00	0	0	1	0	0	2	2	1	0	0	0	0	0	6
2:00	0	0	0	0	0	1	3	1	0	0	0	0	0	5
3:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:00	0	0	0	1	0	1	2	0	1	1	0	0	0	6
5:00	0	0	0	0	0	4	3	3	2	0	0	0	0	12
6:00	1	0	1	2	3	11	14	6	4	0	0	0	0	42
7:00	3	0	1	3	2	17	52	35	14	2	0	0	0	129
8:00	2	0	1	3	11	40	78	53	7	1	0	0	0	196
9:00	0	0	3	2	4	38	45	34	6	0	0	0	0	132
10:00	0	0	0	7	7	44	60	36	2	2	0	0	0	158
11:00	0	0	2	3	13	43	66	31	7	2	0	0	0	167
12:00 PM	0	0	1	5	17	56	109	35	10	2	0	0	0	235
1:00	0	0	0	8	17	60	97	38	5	0	0	0	0	225
2:00	0	0	3	8	16	53	92	38	8	1	0	0	0	219
3:00	1	0	1	11	28	102	128	59	9	2	0	0	0	341
4:00	0	0	0	9	32	137	219	84	12	2	0	0	0	495
5:00	0	0	1	9	43	146	197	79	11	1	0	0	0	487
6:00	1	0	2	9	34	113	152	76	14	2	0	1	0	404
7:00	0	0	2	8	23	84	148	65	9	5	1	0	0	345
8:00	0	1	3	5	19	85	96	38	7	1	0	0	0	255
9:00	0	0	0	4	12	47	49	38	4	1	0	0	0	155
10:00	0	0	0	2	5	34	42	15	7	1	1	0	0	107
11:00	0	0	0	5	3	9	11	7	3	1	0	0	0	39
Total	8	1	22	106	289	1131	1681	778	143	28	3	1	0	4191



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Location Verified: No

4/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	1	4	12	4	4	0	0	0	0	25
1:00	0	0	0	0	1	8	3	4	0	0	1	0	0	17
2:00	0	0	0	0	0	0	4	2	0	0	0	0	0	6
3:00	0	0	0	0	1	0	2	1	0	0	0	0	0	4
4:00	0	0	0	0	1	0	1	5	1	0	0	0	0	8
5:00	0	0	0	1	2	3	7	2	2	0	0	0	0	17
6:00	0	0	0	1	2	15	13	10	2	2	0	0	0	45
7:00	1	0	0	4	10	28	52	32	11	3	0	0	0	141
8:00	1	0	0	2	13	39	95	31	7	3	0	0	0	191
9:00	1	0	2	5	4	52	69	29	9	2	0	0	0	173
10:00	1	0	1	4	9	40	53	42	5	2	1	1	0	159
11:00	0	0	1	6	16	49	89	34	2	0	0	0	0	197
12:00 PM	1	2	4	13	21	85	88	35	6	1	0	0	0	256
1:00	1	0	1	5	14	64	96	34	2	0	0	0	0	217
2:00	0	1	0	6	14	73	104	29	7	0	0	0	0	234
3:00	2	0	2	14	36	89	147	51	3	0	0	0	0	344
4:00	1	0	3	8	30	127	186	72	10	0	0	0	0	437
5:00	1	1	2	18	24	112	226	81	8	0	0	0	0	473
6:00	2	0	2	18	26	78	165	73	12	2	0	1	0	379
7:00	0	0	0	8	16	73	117	60	14	1	0	0	0	289
8:00	0	0	2	3	22	68	114	45	7	2	0	0	0	263
9:00	0	0	2	3	15	42	65	24	4	0	1	0	0	156
10:00	0	0	0	2	6	19	30	20	5	1	1	0	0	84
11:00	0	0	0	4	0	13	20	13	5	1	1	0	0	57
Total	12	4	22	125	284	1081	1758	733	126	20	5	2	0	4172
Grand Total	20	5	44	231	573	2212	3439	1511	269	48	8	3	0	8363
Stats	Percentile													
	Speed													
	15th													
	36													
	50th													
	41													
	85th													
	46													
	95th													
	49													
	Mean Speed (Average)													
	41.3													
	10 MPH Pace Speed													
	35-44													
	Number in Pace													
	5594													
	Percent in Pace													
	66.9%													
	Number > 35 MPH													
	7490													
	Percent > 35 MPH													
	89.6%													



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Longitude: -106.515393
Direction: B to A, NB

File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/26/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	5	2	2	2	0	0	0	0	0	11
1:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
2:00	0	0	0	1	0	1	1	0	1	0	0	0	0	4
3:00	0	0	0	0	0	1	5	3	2	1	0	0	0	12
4:00	0	0	0	3	1	5	11	6	4	1	0	0	0	31
5:00	0	1	1	6	14	24	33	18	12	1	1	0	0	111
6:00	1	0	4	10	19	56	117	53	27	6	0	0	0	293
7:00	2	2	2	12	31	125	211	139	32	8	2	1	0	567
8:00	0	0	4	12	26	72	153	106	35	8	4	0	0	420
9:00	0	0	1	10	17	46	77	55	21	3	0	0	0	230
10:00	0	0	2	10	12	47	73	37	18	3	2	0	0	204
11:00	0	0	1	7	17	52	70	53	23	6	1	0	0	230
12:00 PM	0	0	3	9	17	48	71	48	21	4	0	0	0	221
1:00	0	0	6	8	13	48	67	32	17	5	0	0	0	196
2:00	1	0	2	15	14	56	81	52	12	5	1	0	0	239
3:00	0	0	2	12	16	48	65	67	28	6	0	0	0	244
4:00	0	1	3	3	18	59	87	64	22	2	0	0	0	259
5:00	0	1	3	11	26	56	85	75	23	2	0	1	0	283
6:00	0	0	5	10	22	68	84	44	12	5	0	0	0	250
7:00	0	2	2	11	13	47	39	30	16	1	2	0	0	163
8:00	1	0	1	7	19	37	25	14	2	4	0	0	0	110
9:00	0	2	2	2	10	25	20	8	6	1	1	0	0	77
10:00	0	0	2	2	11	14	10	1	3	1	1	0	0	45
11:00	0	0	1	2	0	3	5	2	1	0	0	0	0	14
Total	5	9	48	164	322	940	1392	909	338	73	15	2	0	4217



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.054664
Longitude: -106.515393
Direction: B to A, NB

File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/27/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	2	1	4	0	0	0	0	0	0	7
1:00	0	0	0	0	2	1	1	3	3	0	0	0	0	10
2:00	0	0	0	1	0	2	0	1	0	0	0	0	0	4
3:00	0	0	0	0	3	2	2	6	1	0	0	0	0	14
4:00	0	0	0	2	2	8	8	13	4	3	1	0	0	41
5:00	0	0	2	3	12	20	31	29	8	1	1	0	0	107
6:00	0	0	4	12	23	48	98	77	21	7	1	2	0	293
7:00	0	0	4	13	20	119	221	139	45	10	1	1	0	573
8:00	0	1	4	15	24	58	158	117	41	5	0	2	0	425
9:00	1	1	3	5	17	50	87	61	27	10	0	0	0	262
10:00	0	0	2	14	14	42	88	50	19	7	1	0	0	237
11:00	1	0	3	9	12	43	72	48	19	5	2	1	0	215
12:00 PM	0	1	3	10	16	52	82	64	30	5	0	0	0	263
1:00	0	1	3	16	16	51	70	60	18	6	1	2	0	244
2:00	0	0	0	2	18	43	65	62	19	9	1	0	0	219
3:00	3	2	3	12	14	44	71	56	30	4	1	0	0	240
4:00	0	1	2	9	12	46	97	57	16	5	0	0	0	245
5:00	0	1	0	10	16	41	98	65	26	4	2	0	0	263
6:00	1	0	1	15	16	52	67	45	14	8	1	0	0	220
7:00	0	0	3	6	15	39	59	31	10	6	1	0	0	170
8:00	0	0	2	5	12	23	30	20	5	0	2	1	0	100
9:00	0	0	1	4	7	18	24	7	4	1	1	0	1	68
10:00	0	0	0	3	3	12	8	3	1	1	0	0	1	32
11:00	0	1	1	6	1	3	1	2	2	0	0	0	0	17
Total	6	9	41	172	277	818	1442	1016	363	97	17	9	2	4269
Grand Total	11	18	89	336	599	1758	2834	1925	701	170	32	11	2	8486
Stats														
	Percentile			15th	50th	85th	95th							
	Speed			36	43	49	53							
	Mean Speed (Average)			42.3										
	10 MPH Pace Speed			40-49										
	Number in Pace			4756										
	Percent in Pace			56.0%										
	Number > 35 MPH			7433										
	Percent > 35 MPH			87.6%										



Wilson & Company

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File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
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GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

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Station ID:
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File Name: Tube Location 4
Date Printed: 4/29/2022
Start Date: 4/26/2022
End Date: 4/27/2022
GPS Accuracy: 0 ft
Location Verified: No

4/25/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB	A to B, SB	B to A, NB
12:00 AM	*	*	29	11	25	7	*	*	*	*	*	*	*	*	27	9
1:00	*	*	6	3	17	10	*	*	*	*	*	*	*	*	12	6
2:00	*	*	5	4	6	4	*	*	*	*	*	*	*	*	6	4
3:00	*	*	2	12	4	14	*	*	*	*	*	*	*	*	3	13
4:00	*	*	6	31	8	41	*	*	*	*	*	*	*	*	7	36
5:00	*	*	12	111	17	107	*	*	*	*	*	*	*	*	14	109
6:00	*	*	42	293	45	293	*	*	*	*	*	*	*	*	44	293
7:00	*	*	129	567	141	573	*	*	*	*	*	*	*	*	135	570
8:00	*	*	196	420	191	425	*	*	*	*	*	*	*	*	194	422
9:00	*	*	132	230	173	262	*	*	*	*	*	*	*	*	152	246
10:00	*	*	158	204	159	237	*	*	*	*	*	*	*	*	158	220
11:00	*	*	167	230	197	215	*	*	*	*	*	*	*	*	182	222
12:00 PM	*	*	235	221	256	263	*	*	*	*	*	*	*	*	246	242
1:00	*	*	225	196	217	244	*	*	*	*	*	*	*	*	221	220
2:00	*	*	219	239	234	219	*	*	*	*	*	*	*	*	226	229
3:00	*	*	341	244	344	240	*	*	*	*	*	*	*	*	342	242
4:00	*	*	495	259	437	245	*	*	*	*	*	*	*	*	466	252
5:00	*	*	487	283	473	263	*	*	*	*	*	*	*	*	480	273
6:00	*	*	404	250	379	220	*	*	*	*	*	*	*	*	392	235
7:00	*	*	345	163	289	170	*	*	*	*	*	*	*	*	317	166
8:00	*	*	255	110	263	100	*	*	*	*	*	*	*	*	259	105
9:00	*	*	155	77	156	68	*	*	*	*	*	*	*	*	156	72
10:00	*	*	107	45	84	32	*	*	*	*	*	*	*	*	96	38
11:00	*	*	39	14	57	17	*	*	*	*	*	*	*	*	48	16
Total	0	0	4191	4217	4172	4269	0	0	0	0	0	0	0	0	4183	4240
Day	0		8408		8441		0		0		0		0		8423	
AM Peak			8:00	7:00	11:00	7:00									8:00	7:00
Volume			196	567	197	573									194	570
PM Peak			4:00	5:00	5:00	12:00 PM									5:00	5:00
Volume			495	283	473	263									480	273
Comb Total	0		8408		8441		0		0		0		0		8423	
ADT	ADT: 8,424		AADT: 8,424													



Station ID:
Location 1:
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Latitude: 35.054664
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File Name: Tube Location 4

Date Printed: 4/29/2022

Start Date: 4/26/2022

End Date: 4/27/2022

GPS Accuracy: 0 ft

Location Verified: No



Eubank Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Central Ave.						Northbound Eubank Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	7	178	34	0	219	1	33	24	6	1	64	0	6	40	4	0	50	0	14	12	17	1	43	376
6:15 AM	0	8	187	52	1	247	0	45	48	8	0	101	0	9	46	2	0	57	0	10	37	25	0	72	477
6:30 AM	0	10	203	53	0	266	0	35	88	10	1	133	0	18	58	2	0	78	0	15	36	35	0	86	563
6:45 AM	1	11	223	51	0	286	0	46	84	17	0	147	0	22	58	2	0	82	0	17	58	46	0	121	636
Hourly Total	1	36	791	190	1	1018	1	159	244	41	2	445	0	55	202	10	0	267	0	56	143	123	1	322	2052
7:00 AM	0	18	196	56	0	270	0	29	105	14	0	148	0	27	58	3	0	88	0	13	53	45	0	111	617
7:15 AM	0	14	201	38	0	253	0	33	127	20	0	180	0	39	93	4	0	136	0	25	64	40	0	129	698
7:30 AM	0	20	194	43	0	257	0	40	149	22	3	211	0	33	91	2	0	126	0	37	72	39	0	148	742
7:45 AM	0	22	157	40	0	219	0	40	166	31	0	237	0	38	101	11	0	150	0	27	83	47	1	157	763
Hourly Total	0	74	748	177	0	999	0	142	547	87	3	776	0	137	343	20	0	500	0	102	272	171	1	545	2820

Eubank Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Central Ave.						Northbound Eubank Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	19	124	28	0	171	0	26	173	52	2	251	1	29	92	4	0	126	0	36	95	47	1	178	726
8:15 AM	0	23	106	32	0	161	0	23	217	89	1	329	0	43	78	8	0	129	0	28	106	47	1	181	800
8:30 AM	0	23	117	34	1	174	0	15	212	98	0	325	0	49	103	8	0	160	0	29	98	47	0	174	833
8:45 AM	0	43	107	34	0	184	1	24	200	101	1	326	0	57	100	8	1	165	0	25	107	54	0	186	861
Hourly Total	0	108	454	128	1	690	1	88	802	340	4	1231	1	178	373	28	1	580	0	118	406	195	2	719	3220
9:00 AM	0	28	91	35	0	154	0	15	188	67	2	270	0	59	105	13	0	177	0	34	125	48	0	207	808
9:15 AM	0	17	73	41	0	131	0	10	195	104	1	309	0	49	87	11	0	147	0	40	96	53	0	189	776
9:30 AM	0	25	79	37	1	141	0	17	177	95	1	289	0	55	84	11	0	150	0	40	85	50	0	175	755
9:45 AM	0	20	87	33	0	140	0	8	181	79	1	268	0	49	94	9	0	152	0	39	102	59	0	200	760
Hourly Total	0	90	330	146	1	566	0	50	741	345	5	1136	0	212	370	44	0	626	0	153	408	210	0	771	3099
10:00 AM	0	31	77	37	0	145	0	15	195	80	0	290	0	40	92	5	0	137	0	41	121	45	0	207	779
10:15 AM	0	30	102	32	0	164	1	11	160	72	3	244	0	43	120	20	0	183	0	38	107	54	0	199	790
10:30 AM	0	25	101	41	0	167	0	18	172	80	0	270	0	75	121	14	0	210	0	41	130	60	0	231	878
10:45 AM	0	36	103	49	2	188	0	13	188	84	1	285	0	64	147	26	0	237	0	37	122	58	0	217	927
Hourly Total	0	122	383	159	2	664	1	57	715	316	4	1089	0	222	480	65	0	767	0	157	480	217	0	854	3374
11:00 AM	0	32	70	56	3	158	0	19	176	67	5	262	0	82	152	20	0	254	0	45	128	74	1	247	921
11:15 AM	0	31	105	49	0	185	0	16	191	71	0	278	0	85	155	20	0	260	0	51	152	45	0	248	971
11:30 AM	1	40	112	42	1	193	1	8	181	73	1	263	0	73	148	13	0	234	0	53	136	50	0	239	931
11:45 AM	0	57	96	41	0	194	2	16	179	78	5	275	0	80	159	20	0	259	0	52	142	66	1	260	988
Hourly Total	1	160	383	188	4	732	3	59	727	289	11	1078	0	320	614	73	0	1007	0	201	558	235	2	994	3811
12:00 PM	0	38	102	46	0	186	1	37	201	66	1	305	0	76	179	26	4	281	0	47	138	62	1	247	1019
12:15 PM	0	35	118	40	0	193	0	18	202	77	0	297	0	81	129	27	0	237	0	49	138	76	0	263	990
12:30 PM	0	26	114	29	0	169	1	29	184	78	3	292	0	59	136	28	6	223	0	51	146	43	1	240	924
12:45 PM	0	49	94	47	0	190	0	13	186	85	1	284	0	72	139	32	3	243	0	39	143	67	0	249	966
Hourly Total	0	148	428	162	0	738	2	97	773	306	5	1178	0	288	583	113	13	984	0	186	565	248	2	999	3899
1:00 PM	1	48	107	39	0	195	1	18	175	57	3	251	0	74	131	24	2	229	0	51	120	56	0	227	902
1:15 PM	1	44	126	49	0	220	0	17	143	44	4	204	0	72	151	19	0	242	0	49	118	54	3	221	887
1:30 PM	0	44	89	47	0	180	0	21	143	35	7	199	0	73	116	21	2	210	0	32	134	59	1	225	814
1:45 PM	0	33	103	31	0	167	0	17	126	38	8	181	0	71	125	21	2	217	1	59	145	46	0	251	816
Hourly Total	2	169	425	166	0	762	1	73	587	174	22	835	0	290	523	85	6	898	1	191	517	215	4	924	3419
2:00 PM	0	35	82	52	0	169	0	23	109	42	6	174	0	73	142	16	2	231	0	53	161	64	1	278	852
2:15 PM	0	47	84	48	0	179	2	22	154	49	4	227	0	66	161	21	3	248	1	46	135	66	0	248	902
2:30 PM	0	52	82	39	0	173	3	17	140	35	3	195	0	86	164	31	0	281	1	47	143	46	0	237	886
2:45 PM	1	48	93	43	4	185	0	20	119	44	6	183	0	82	193	32	2	307	0	51	149	41	0	241	916
Hourly Total	1	182	341	182	4	706	5	82	522	170	19	779	0	307	660	100	7	1067	2	197	588	217	1	1004	3556
3:00 PM	0	33	63	60	0	156	0	25	97	24	4	146	0	61	195	26	2	282	2	61	188	35	0	286	870
3:15 PM	0	40	71	61	0	172	2	25	159	24	2	210	1	64	198	24	4	287	1	55	175	39	0	270	939
3:30 PM	0	44	94	47	1	185	1	25	135	20	4	181	0	85	209	31	0	325	1	45	161	44	2	251	942
3:45 PM	0	42	75	39	0	156	0	18	146	38	4	202	1	60	169	27	1	257	1	63	176	53	1	293	908
Hourly Total	0	159	303	207	1	669	3	93	537	106	14	739	2	270	771	108	7	1151	5	224	700	171	3	1100	3659

Eubank Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Central Ave.						Northbound Eubank Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	38	70	43	2	151	0	16	133	32	6	181	0	68	243	23	2	334	1	55	143	39	0	238	904
4:15 PM	0	25	72	39	1	136	1	20	126	44	10	191	0	49	258	25	3	332	0	74	217	47	5	338	997
4:30 PM	0	33	84	30	1	147	3	13	117	36	7	169	0	64	246	30	2	340	0	67	160	41	4	268	924
4:45 PM	0	47	95	51	2	193	0	21	156	31	5	208	0	51	257	25	1	333	0	70	246	46	1	362	1096
Hourly Total	0	143	321	163	6	627	4	70	532	143	28	749	0	232	1004	103	8	1339	1	266	766	173	10	1206	3921
5:00 PM	1	55	168	53	0	277	0	21	131	25	5	177	0	42	271	30	0	343	0	71	226	48	0	345	1142
5:15 PM	0	44	154	59	0	257	0	18	160	37	6	215	0	52	255	20	2	327	0	77	195	36	1	308	1107
5:30 PM	0	39	191	51	1	281	1	11	111	22	5	145	0	55	271	21	0	347	0	78	218	49	2	345	1118
5:45 PM	1	46	162	52	1	261	0	20	111	38	1	169	0	57	222	26	1	305	0	83	217	37	0	337	1072
Hourly Total	2	184	675	215	2	1076	1	70	513	122	17	706	0	206	1019	97	3	1322	0	309	856	170	3	1335	4439
6:00 PM	0	31	128	53	1	212	0	11	98	28	1	137	0	50	237	18	0	305	1	62	161	45	4	269	923
6:15 PM	1	39	121	42	0	203	1	22	88	31	8	142	0	43	243	16	0	302	1	62	168	46	1	277	924
6:30 PM	0	44	117	48	3	209	3	11	104	32	5	150	0	46	188	23	0	257	0	48	132	34	2	214	830
6:45 PM	0	53	110	54	0	217	0	10	94	26	0	130	0	46	172	13	0	231	0	54	136	31	0	221	799
Hourly Total	1	167	476	197	4	841	4	54	384	117	14	559	0	185	840	70	0	1095	2	226	597	156	7	981	3476
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL Cars	8	1742	6058	2280	26	10088	26	1094	7624	2556	148	11300	3	2902	7782	916	45	11603	11	2386	6856	2501	36	11754	44745
Heavy Vehicles	0	19	78	33	2	130	0	7	242	96	5	345	0	35	80	8	0	123	1	24	154	24	0	203	801
Heavy Vehicle %	0.00%	1.09%	1.29%	1.45%	7.69%	1.29%	0.00%	0.64%	3.17%	3.76%	3.38%	3.05%	0.00%	1.21%	1.03%	0.87%	0.00%	1.06%	9.09%	1.01%	2.25%	0.96%	0.00%	1.73%	1.79%

**Eubank Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022**

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
11:00 AM	0	32	70	56	3	158	0	19	176	67	5	262	0	82	152	20	0	254	0	45	128	74	1	247	921
11:15 AM	0	31	105	49	0	185	0	16	191	71	0	278	0	85	155	20	0	260	0	51	152	45	0	248	971
11:30 AM	1	40	112	42	1	195	1	8	181	73	1	263	0	73	148	13	0	234	0	53	136	50	0	239	931
11:45 AM	0	57	96	41	0	194	2	16	179	78	5	275	0	80	159	20	0	259	0	52	142	66	1	260	988
Peak Hour Total	1	160	383	188	4	732	3	59	727	289	11	1078	0	320	614	73	0	1007	0	201	558	235	2	994	3811
PHF	0.250	0.702	0.855	0.839	0.333	0.938	0.375	0.776	0.952	0.926	0.550	0.969	0.000	0.941	0.965	0.913	0.000	0.968	0.000	0.948	0.918	0.794	0.500	0.956	0.964

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:45 PM	0	47	95	51	2	193	0	21	156	31	5	208	0	51	257	25	1	333	0	70	246	46	1	362	1096
5:00 PM	1	55	168	53	0	277	0	21	131	25	5	177	0	42	271	30	0	343	0	71	226	48	0	345	1142
5:15 PM	0	44	154	59	0	257	0	18	160	37	6	215	0	52	255	20	2	327	0	77	195	36	1	308	1107
5:30 PM	0	39	191	51	1	281	1	11	111	22	5	145	0	55	271	21	0	347	0	78	218	49	2	345	1118
Peak Hour Total	1	185	608	214	3	1008	1	71	558	115	21	745	0	200	1054	96	3	1350	0	296	885	179	4	1360	4463
PHF	0.250	0.841	0.796	0.907	0.375	0.897	0.250	0.845	0.872	0.777	0.875	0.866	0.000	0.909	0.972	0.800	0.375	0.973	0.000	0.949	0.899	0.913	0.500	0.939	0.977

Total Vehicles On Leg			22820		
Vehicles Entering Intersection		10088	Vehicles Exiting Intersection		12732
Southbound					
Cars	2247	5980	1723	8	24
Heavy	33	78	19	0	2
Total	2280	6058	1742	8	26



Total Vehicles on Leg 24571	Vehicles Entering Intersection 11754	Eastbound	Cars	Heavy	Total
			36	0	36
			10	1	11
	Vehicles Exiting Intersection 12817		2362	24	2386
			6702	154	6856
			2477	24	2501



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 11300	Total Vehicles on Leg 20840
2460	96	2556			
7382	242	7624			
1087	7	1094			
26	0	26			
143	5	148			
				Vehicles Exiting Intersection 9540	



Cars	45	3	2867	7702	908
Heavy	0	0	35	80	8
Total	45	3	2902	7782	916
Northbound					
Vehicles Entering Intersection			11603		
Vehicles Exiting Intersection			9656		
Total Vehicles On Leg			21259		



Eubank Blvd. & Southern Blvd.
Albuquerque New Mexico
Thursday, May 12, 2022

Time	Southbound Eubank Blvd.						Westbound Southern Blvd.						Northbound Eubank Blvd.						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	6	205	0	0	211	0	83	7	16	0	106	0	3	35	0	0	38	0	0	1	8	0	9	364
6:15 AM	0	8	200	2	0	210	1	147	14	24	0	186	0	2	42	12	0	56	0	0	0	9	0	9	461
6:30 AM	0	8	224	0	0	232	0	161	13	22	1	196	0	4	50	2	0	56	0	3	3	10	0	16	500
6:45 AM	0	12	194	1	0	207	0	218	25	35	0	278	0	7	56	0	0	63	0	1	3	16	0	20	568
Hourly Total	0	34	823	3	0	860	1	609	59	97	1	766	0	16	183	14	0	213	0	4	7	43	0	54	1893
7:00 AM	0	20	177	3	0	200	0	188	19	48	0	255	0	13	38	7	0	58	0	1	3	14	0	18	531
7:15 AM	0	14	176	3	0	193	1	232	28	48	0	309	0	18	55	18	0	91	0	4	12	29	0	45	638
7:30 AM	0	16	237	2	0	255	0	234	27	51	0	312	0	10	70	2	1	82	0	3	7	28	0	38	687
7:45 AM	0	23	180	6	0	209	1	244	36	58	0	339	0	19	61	26	0	106	0	1	9	24	0	34	688
Hourly Total	0	73	770	14	0	857	2	898	110	205	0	1215	0	60	224	53	1	337	0	9	31	95	0	135	2544

**Eubank Blvd. & Southern Blvd.
Albuquerque New Mexico
Thursday, May 12, 2022**

Time	Southbound Eubank Blvd.						Westbound Southern Blvd.						Northbound Eubank Blvd.						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	22	177	1	0	200	0	206	17	45	1	268	0	21	61	2	0	84	0	1	14	36	0	51	603
8:15 AM	0	25	156	4	0	185	0	198	25	46	0	269	0	10	71	0	1	81	0	2	16	23	0	41	576
8:30 AM	0	24	148	7	0	179	1	190	23	52	0	266	1	11	88	0	2	100	0	3	17	28	0	48	593
8:45 AM	0	36	155	4	0	195	2	183	24	69	0	278	0	19	71	0	1	90	0	5	18	19	0	42	605
Hourly Total	0	107	636	16	0	759	3	777	89	212	1	1081	1	61	291	2	4	355	0	11	65	106	0	182	2377
9:00 AM	0	27	127	5	0	159	0	115	21	53	0	189	0	12	84	16	0	112	0	2	9	48	0	59	519
9:15 AM	0	24	107	8	0	139	0	86	12	46	1	144	1	11	66	2	0	80	0	1	5	23	0	29	392
9:30 AM	0	18	100	5	0	123	0	83	11	44	0	138	0	9	75	19	1	103	0	5	12	36	0	53	417
9:45 AM	0	14	79	6	1	99	0	80	13	40	0	133	0	17	88	0	0	105	0	10	12	31	0	53	390
Hourly Total	0	83	413	24	1	520	0	364	57	183	1	604	1	49	313	37	1	400	0	18	38	138	0	194	1718
10:00 AM	0	19	75	3	0	97	0	70	11	38	0	119	0	10	86	31	0	127	0	2	10	20	0	32	375
10:15 AM	0	17	78	0	0	95	0	46	21	48	0	115	1	10	95	33	0	139	0	4	8	33	1	45	394
10:30 AM	0	23	68	4	0	95	1	66	15	36	0	118	0	17	99	22	0	138	0	6	15	30	0	51	402
10:45 AM	2	22	62	2	0	88	2	58	16	52	0	128	6	15	129	9	0	159	0	11	11	23	0	45	420
Hourly Total	2	81	283	9	0	375	3	240	63	174	0	480	7	52	409	95	0	563	0	23	44	106	1	173	1591
11:00 AM	2	29	78	5	0	114	0	47	9	44	0	100	7	24	161	26	0	218	0	4	13	28	0	45	477
11:15 AM	0	36	84	3	0	123	0	79	22	45	0	146	5	27	185	66	0	283	0	6	5	32	0	43	595
11:30 AM	1	30	102	2	0	135	2	71	15	44	0	132	3	33	183	44	0	263	0	9	9	27	0	45	575
11:45 AM	0	30	118	6	0	154	1	91	13	55	0	160	2	20	190	41	0	253	0	9	14	31	0	54	621
Hourly Total	3	125	382	16	0	526	3	288	59	188	0	538	17	104	719	177	0	1017	0	28	41	118	0	187	2268
12:00 PM	0	36	124	4	0	164	1	93	12	65	0	171	1	23	220	21	2	265	0	4	20	35	1	59	659
12:15 PM	0	37	102	5	0	144	0	116	22	56	0	194	1	24	151	31	0	207	0	7	19	37	0	63	608
12:30 PM	0	24	122	4	0	150	2	110	20	41	0	173	0	16	122	72	1	210	0	9	19	32	1	60	593
12:45 PM	1	25	103	6	0	135	1	92	16	45	0	154	0	16	139	5	0	160	0	8	11	30	1	49	498
Hourly Total	1	122	451	19	0	593	4	411	70	207	0	692	2	79	632	129	3	842	0	28	69	134	3	231	2358
1:00 PM	0	36	73	3	0	112	1	82	23	53	0	159	0	14	120	24	0	158	0	8	8	48	0	64	493
1:15 PM	0	36	77	4	0	117	1	71	16	54	1	142	0	16	113	36	2	165	0	11	16	30	1	57	481
1:30 PM	0	29	76	2	1	107	0	62	23	41	0	126	1	17	119	15	0	152	0	12	23	35	0	70	455
1:45 PM	0	35	71	2	0	108	0	60	21	35	0	116	1	18	117	21	0	157	0	10	16	34	0	60	441
Hourly Total	0	136	297	11	1	444	2	275	83	183	1	543	2	65	469	96	2	632	0	41	63	147	1	251	1870
2:00 PM	0	26	60	2	0	88	0	43	20	31	0	94	0	20	139	34	0	193	0	7	15	27	0	49	424
2:15 PM	0	22	50	8	0	80	0	41	27	48	1	116	0	19	157	24	0	200	0	14	14	18	0	46	442
2:30 PM	0	34	66	6	0	106	0	45	18	43	0	106	0	24	180	97	0	301	0	10	22	20	0	52	565
2:45 PM	0	37	56	4	0	97	0	32	18	41	0	91	0	31	193	37	0	261	0	7	23	26	0	56	505
Hourly Total	0	119	232	20	0	371	0	161	83	163	1	407	0	94	669	192	0	955	0	38	74	91	0	203	1936
3:00 PM	0	40	42	3	0	85	0	37	21	29	0	87	0	48	203	71	0	322	0	7	23	24	0	54	548
3:15 PM	0	37	58	2	0	97	1	38	21	44	0	104	0	31	205	177	0	413	0	10	29	26	0	65	679
3:30 PM	0	45	43	7	0	95	0	40	14	27	0	81	0	45	281	139	0	465	0	9	25	24	0	58	699
3:45 PM	0	54	47	3	0	104	0	54	34	38	1	126	0	35	201	161	0	397	0	8	36	17	0	61	688
Hourly Total	0	176	190	15	0	381	1	169	90	138	1	398	0	159	890	548	0	1597	0	34	113	91	0	238	2614

Eubank Blvd. & Southern Blvd.
Albuquerque New Mexico
Thursday, May 12, 2022

Time	Southbound Eubank Blvd.						Westbound Southern Blvd.						Northbound Eubank Blvd.						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	36	55	2	0	93	0	47	17	27	0	91	1	38	281	179	1	499	0	4	39	20	0	63	746
4:15 PM	0	46	44	5	0	95	0	42	24	27	0	93	0	34	227	261	0	522	0	9	43	21	0	73	783
4:30 PM	1	37	33	1	0	72	2	51	20	26	0	99	0	44	304	165	0	513	0	8	33	22	0	63	747
4:45 PM	0	42	53	5	0	100	0	39	16	18	0	73	0	40	252	233	0	525	0	17	40	24	0	81	779
Hourly Total	1	161	185	13	0	360	2	179	77	98	0	356	1	156	1064	838	1	2059	0	38	155	87	0	280	3055
5:00 PM	1	61	45	4	0	111	4	46	23	18	0	91	0	34	199	238	1	471	0	11	36	26	1	73	746
5:15 PM	0	50	62	3	0	115	2	37	19	30	0	88	0	27	224	221	0	472	0	12	25	27	0	64	739
5:30 PM	0	47	43	2	0	92	3	35	17	25	0	80	0	22	216	228	0	466	0	4	21	24	0	49	687
5:45 PM	0	49	66	8	0	123	0	51	18	27	0	96	0	25	219	111	0	355	0	8	22	12	0	42	616
Hourly Total	1	207	216	17	0	441	9	169	77	100	0	355	0	108	858	798	1	1764	0	35	104	89	1	228	2788
6:00 PM	0	36	58	3	0	97	1	31	7	34	1	73	0	19	166	146	0	331	0	5	17	15	0	37	538
6:15 PM	0	45	52	3	0	100	0	24	9	48	1	81	0	10	146	76	0	232	0	6	16	19	0	41	454
6:30 PM	0	42	34	1	0	77	0	12	17	52	0	81	0	8	137	24	0	169	0	3	16	8	0	27	354
6:45 PM	0	40	46	0	0	86	1	27	13	39	0	80	0	5	104	66	0	175	0	4	13	11	0	28	369
Hourly Total	0	163	190	7	0	360	2	94	46	173	2	315	0	42	553	312	0	907	0	18	62	53	0	133	1715
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	8	1587	5068	184	2	6847	32	4634	963	2121	8	7750	31	1045	7274	3291	13	11641	0	325	866	1298	6	2489	28727
Cars	8	1573	5015	181	2	6777	32	4614	952	2102	7	7700	31	1038	7203	4	8	8276	0	322	858	1288	4	2468	25221
Heavy Vehicles	0	14	53	3	0	70	0	20	11	19	1	50	0	7	71	0	5	78	0	3	8	10	2	21	219
Heavy Vehicle %	0.00%	0.88%	1.05%	1.63%	0.00%	1.02%	0.00%	0.43%	1.14%	0.90%	12.50%	0.65%	0.00%	0.67%	0.98%	0.00%	38.46%	0.67%	0.00%	0.92%	0.92%	0.77%	33.33%	0.84%	0.76%

Eubank Blvd. & Southern Blvd.
Albuquerque New Mexico
Thursday, May 12, 2022
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:15 AM	0	14	176	3	0	193	1	232	28	48	0	309	0	18	55	18	0	91	0	4	12	29	0	45	638
7:30 AM	0	16	237	2	0	255	0	234	27	51	0	312	0	10	70	2	1	82	0	3	7	28	0	38	687
7:45 AM	0	23	180	6	0	209	1	244	36	58	0	339	0	19	61	26	0	106	0	1	9	24	0	34	688
8:00 AM	0	22	177	1	0	200	0	206	17	45	1	268	0	21	61	2	0	84	0	1	14	36	0	51	603
Peak Hour Total	0	75	770	12	0	857	2	916	108	202	1	1228	0	68	247	48	1	363	0	9	42	117	0	168	2616
PHF	0.000	0.815	0.812	0.500	0.000	0.840	0.500	0.939	0.750	0.871	0.250	0.906	0.000	0.810	0.882	0.462	0.250	0.856	0.000	0.563	0.750	0.813	0.000	0.824	0.951

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	36	55	2	0	93	0	47	17	27	0	91	1	38	281	179	1	499	0	4	39	20	0	63	746
4:15 PM	0	46	44	5	0	95	0	42	24	27	0	93	0	34	227	261	0	522	0	9	43	21	0	73	783
4:30 PM	1	37	33	1	0	72	2	51	20	26	0	99	0	44	304	165	0	513	0	8	33	22	0	63	747
4:45 PM	0	42	53	5	0	100	0	39	16	18	0	73	0	40	252	233	0	525	0	17	40	24	0	81	779
Peak Hour Total	1	161	185	13	0	360	2	179	77	98	0	356	1	156	1064	838	1	2059	0	38	155	87	0	280	3055
PHF	0.250	0.875	0.841	0.650	0.000	0.900	0.250	0.877	0.802	0.907	0.000	0.899	0.250	0.886	0.875	0.803	0.250	0.980	0.000	0.559	0.901	0.906	0.000	0.864	0.975

Total Vehicles On Leg			16575		
Vehicles Entering Intersection 6847			Vehicles Exiting Intersection 9728		
Southbound					
Cars	181	5015	1573	8	2
Heavy	3	53	14	0	0
Total	184	5068	1587	8	2



Total Vehicles on Leg 4681	Vehicles Entering Intersection 2489	Eastbound	Cars	Heavy	Total
			4	2	6
			0	0	0
			322	3	325
			858	8	866
			1288	10	1298
Vehicles Exiting Intersection 2192					

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 7750	Total Vehicles on Leg 10239
2102	19	2121			
952	11	963			
4614	20	4634			
32	0	32			
7	1	8			

Cars	31	1038	7203	4
Heavy	5	7	71	0
Total	13	31	1045	4
Northbound				
Vehicles Entering Intersection		8354		
Vehicles Exiting Intersection		11031		
Total Vehicles On Leg		19385		

Eubank Blvd. & Innovation Pkwy. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Eubank Blvd.						Westbound Innovation Pkwy. SE						Northbound Eubank Blvd.						Eastbound Innovation Pkwy. SE						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	5	292	2	0	300	0	0	0	18	0	18	0	0	15	0	0	15	0	0	0	1	0	1	334
6:15 AM	0	16	350	0	0	366	0	3	0	13	0	16	0	1	25	0	0	26	0	0	0	1	0	1	409
6:30 AM	0	19	382	1	0	402	0	1	0	29	0	30	0	0	13	0	0	13	0	0	0	0	0	0	445
6:45 AM	1	32	417	3	0	453	0	0	0	32	0	32	0	2	28	0	0	30	0	1	0	0	0	1	516
Hourly Total	2	72	1441	6	0	1521	0	4	0	92	0	96	0	3	81	0	0	84	0	1	0	2	0	3	1704
7:00 AM	0	29	356	1	0	386	0	4	0	29	0	33	0	0	39	0	0	39	0	0	0	1	1	1	459
7:15 AM	0	33	370	3	0	406	0	3	0	42	0	45	0	1	32	0	0	33	0	0	0	0	0	0	484
7:30 AM	0	63	381	3	0	447	0	1	0	29	0	30	0	1	46	0	0	47	0	0	1	1	0	2	526
7:45 AM	2	88	333	6	0	429	0	1	0	34	1	35	0	0	47	0	0	47	0	0	0	1	0	1	512
Hourly Total	2	213	1440	13	0	1668	0	9	0	134	1	143	0	2	164	0	0	166	0	0	1	3	1	4	1981

Eubank Blvd. & Innovation Pkwy. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Eubank Blvd.						Westbound Innovation Pkwy. SE						Northbound Eubank Blvd.						Eastbound Innovation Pkwy. SE						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	82	311	7	0	400	0	0	0	30	1	30	0	1	43	0	0	44	0	0	0	2	0	2	476
8:15 AM	0	38	321	5	0	364	0	0	0	30	1	30	0	1	40	0	0	41	0	0	0	1	0	1	436
8:30 AM	0	29	291	2	0	322	0	4	0	25	0	29	0	1	54	0	0	55	0	0	0	4	0	4	410
8:45 AM	0	32	229	4	0	265	0	1	0	26	0	27	0	2	61	4	0	67	0	0	0	2	0	2	361
Hourly Total	0	181	1152	18	0	1351	0	5	0	111	2	116	0	5	198	4	0	207	0	0	0	9	0	9	1683
9:00 AM	0	34	223	4	0	261	0	2	0	33	0	35	1	2	43	1	0	47	0	0	0	1	0	1	344
9:15 AM	0	21	213	6	0	240	0	2	0	20	0	22	0	0	67	1	0	68	0	1	0	0	0	1	331
9:30 AM	0	24	185	4	0	213	0	1	0	22	0	23	0	1	61	1	0	63	0	0	0	2	0	2	301
9:45 AM	0	21	134	3	0	158	0	1	0	20	1	21	0	3	55	0	0	58	0	0	0	0	0	0	237
Hourly Total	0	100	755	17	0	872	0	6	0	95	1	101	1	6	226	3	0	236	0	1	0	3	0	4	1213
10:00 AM	0	10	121	3	0	134	0	2	0	19	1	21	0	2	83	2	0	87	0	0	0	0	0	0	242
10:15 AM	0	15	119	0	0	134	0	0	0	13	0	13	0	2	103	1	0	106	0	0	0	2	0	2	255
10:30 AM	0	17	130	3	0	150	0	0	0	17	1	17	0	1	105	1	0	107	0	1	0	3	0	4	278
10:45 AM	0	11	108	0	0	119	0	1	2	20	0	23	1	1	133	3	0	138	0	2	0	1	0	3	283
Hourly Total	0	53	478	6	0	537	0	3	2	69	2	74	1	6	424	7	0	438	0	3	0	6	0	9	1058
11:00 AM	1	14	131	3	0	149	0	0	0	21	1	21	0	0	216	3	0	219	0	0	0	0	0	0	389
11:15 AM	0	17	165	1	0	183	0	0	0	12	0	12	1	0	211	1	0	213	0	0	0	1	0	1	409
11:30 AM	0	17	165	3	0	185	0	0	0	9	0	9	0	0	199	3	0	202	0	2	0	2	0	4	400
11:45 AM	0	16	183	0	0	199	0	2	0	17	1	19	0	5	187	2	0	194	0	2	0	1	0	3	415
Hourly Total	1	64	644	7	0	716	0	2	0	59	2	61	1	5	813	9	0	828	0	4	0	4	0	8	1613
12:00 PM	0	10	174	3	0	187	0	2	1	22	0	25	1	6	225	3	0	235	0	2	0	0	0	2	449
12:15 PM	0	24	190	1	0	215	0	3	0	18	0	21	0	1	185	0	2	186	0	5	0	4	0	9	431
12:30 PM	0	20	180	4	0	204	0	0	0	20	0	20	0	0	146	1	0	147	0	2	0	3	1	5	376
12:45 PM	0	27	189	2	0	218	0	3	0	20	0	23	0	1	129	3	0	133	0	2	0	2	0	4	378
Hourly Total	0	81	733	10	0	824	0	8	1	80	0	89	1	8	685	7	2	701	0	11	0	9	1	20	1634
1:00 PM	0	20	140	6	0	166	0	1	1	17	3	19	0	1	131	1	0	133	0	2	1	2	0	5	323
1:15 PM	0	11	121	0	0	132	0	2	0	6	0	8	0	0	113	1	0	114	0	2	0	5	0	7	261
1:30 PM	1	15	108	2	0	126	0	1	0	22	2	23	0	2	121	2	0	125	0	1	1	2	0	4	278
1:45 PM	1	20	88	1	0	110	0	1	0	21	0	22	1	1	119	0	1	121	0	2	0	3	0	5	258
Hourly Total	2	66	457	9	0	534	0	5	1	66	5	72	1	4	484	4	1	493	0	7	2	12	0	21	1120
2:00 PM	0	19	101	2	0	122	0	0	0	17	0	17	0	1	173	0	0	174	0	0	0	1	0	1	314
2:15 PM	0	21	84	1	0	106	0	2	0	8	0	10	0	0	176	0	0	176	0	0	0	0	0	0	292
2:30 PM	1	17	72	2	0	92	0	0	0	26	0	26	0	1	258	0	0	259	0	0	0	3	0	3	380
2:45 PM	0	16	68	2	0	86	0	0	0	22	0	22	0	1	253	0	0	254	0	4	0	0	0	4	366
Hourly Total	1	73	325	7	0	406	0	2	0	73	0	75	0	3	860	0	0	863	0	4	0	4	0	8	1352
3:00 PM	1	18	77	1	0	97	0	0	0	29	0	29	0	0	313	1	0	314	0	2	0	5	0	7	447
3:15 PM	1	20	70	3	0	94	0	1	0	22	0	23	0	1	394	1	0	396	0	1	0	2	0	3	516
3:30 PM	0	29	68	1	0	98	0	1	0	30	0	31	0	0	437	1	0	438	0	2	0	2	0	4	571
3:45 PM	0	15	70	0	0	85	0	0	0	24	0	24	0	0	349	1	0	350	0	4	0	1	0	5	464
Hourly Total	2	82	285	5	0	374	0	2	0	105	0	107	0	1	1493	4	0	1498	0	9	0	10	0	19	1998

Eubank Blvd. & Innovation Pkwy. SE Albuquerque New Mexico Tuesday, April 26, 2022																									
Time	Southbound Eubank Blvd.						Westbound Innovation Pkwy. SE						Northbound Eubank Blvd.						Eastbound Innovation Pkwy. SE						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	16	51	2	0	69	0	0	0	26	0	26	0	0	437	4	0	441	0	2	0	1	0	3	539
4:15 PM	0	28	54	2	0	84	0	1	0	24	0	25	0	1	470	7	0	478	0	2	0	0	0	2	589
4:30 PM	0	29	44	0	0	73	0	0	0	16	0	16	0	0	511	8	0	519	0	3	0	2	0	5	613
4:45 PM	0	25	46	2	0	73	0	0	0	17	0	17	0	0	476	7	1	483	0	2	0	1	0	3	576
Hourly Total	0	98	195	6	0	299	0	1	0	83	0	84	0	1	1894	26	1	1921	0	9	0	4	0	13	2317
5:00 PM	2	26	61	0	0	89	0	0	0	24	1	24	0	0	385	1	0	386	0	1	0	3	0	4	503
5:15 PM	0	40	44	1	0	85	0	1	0	13	0	14	0	0	429	2	0	431	0	5	0	0	0	5	535
5:30 PM	0	27	45	1	0	73	0	1	0	23	0	24	0	1	368	2	0	371	0	3	0	1	0	4	472
5:45 PM	0	30	63	0	0	93	0	1	0	27	0	28	0	0	296	5	0	301	0	4	0	1	0	5	427
Hourly Total	2	123	213	2	0	340	0	3	0	87	1	90	0	1	1478	10	0	1489	0	13	0	5	0	18	1937
6:00 PM	0	24	34	0	0	58	0	0	0	22	1	22	0	0	284	1	0	285	0	5	0	0	0	5	370
6:15 PM	0	24	44	0	0	68	0	0	0	13	0	13	0	0	235	1	0	236	0	0	0	0	0	0	317
6:30 PM	0	26	43	1	0	70	0	0	0	18	0	18	0	1	131	1	0	133	0	3	0	1	0	4	225
6:45 PM	0	12	32	1	0	45	0	0	0	20	0	20	0	0	117	0	0	117	0	3	0	1	0	4	186
Hourly Total	0	86	153	2	0	241	0	0	0	73	1	73	0	1	767	3	0	771	0	11	0	2	0	13	1098
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	12	1292	8271	108	0	9683	0	50	4	1127	15	1181	5	46	9567	77	4	9695	0	73	3	73	2	149	20708
Cars	12	1274	8217	107	0	9610	0	50	4	1122	10	1176	5	45	9498	77	1	9625	0	72	3	72	2	147	20558
Heavy Vehicles	0	18	54	1	0	73	0	0	0	5	5	5	0	1	69	0	3	70	0	1	0	1	0	2	150
Heavy Vehicle %	0.00%	1.39%	0.65%	0.93%	0.00%	0.75%	0.00%	0.00%	0.00%	0.44%	33.33%	0.42%	0.00%	2.17%	0.72%	0.00%	75.00%	0.72%	0.00%	1.37%	0.00%	1.37%	0.00%	1.34%	0.72%

Eubank Blvd. & Innovation Pkwy. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:15 AM	0	33	370	3	0	406	0	3	0	42	0	45	0	1	32	0	0	33	0	0	0	0	0	0	484
7:30 AM	0	63	381	3	0	447	0	1	0	29	0	30	0	1	46	0	0	47	0	0	1	1	0	2	526
7:45 AM	2	88	333	6	0	429	0	1	0	34	1	35	0	0	47	0	0	47	0	0	0	1	0	1	512
8:00 AM	0	82	311	7	0	400	0	0	0	30	1	30	0	1	43	0	0	44	0	0	0	2	0	2	476
Peak Hour Total	2	266	1395	19	0	1682	0	5	0	135	2	140	0	3	168	0	0	171	0	0	1	4	0	5	1998
PHF	0.250	0.756	0.915	0.679	0.000	0.941	0.000	0.417	0.000	0.804	0.500	0.778	0.000	0.750	0.894	0.000	0.000	0.910	0.000	0.000	0.250	0.500	0.000	0.625	0.950

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	16	51	2	0	69	0	0	0	26	0	26	0	0	437	4	0	441	0	2	0	1	0	3	539
4:15 PM	0	28	54	2	0	84	0	1	0	24	0	25	0	1	470	7	0	478	0	2	0	0	0	2	589
4:30 PM	0	29	44	0	0	73	0	0	0	16	0	16	0	0	511	8	0	519	0	3	0	2	0	5	613
4:45 PM	0	25	46	2	0	73	0	0	0	17	0	17	0	0	476	7	1	483	0	2	0	1	0	3	576
Peak Hour Total	0	98	195	6	0	299	0	1	0	83	0	84	0	1	1894	26	1	1921	0	9	0	4	0	13	2317
PHF	0.000	0.845	0.903	0.750	0.000	0.890	0.000	0.250	0.000	0.798	0.000	0.808	0.000	0.250	0.927	0.813	0.250	0.925	0.000	0.750	0.000	0.500	0.000	0.650	0.945

Total Vehicles On Leg			20462		
Vehicles Entering Intersection		9683	Vehicles Exiting Intersection		10779
Southbound					
Cars	107	8217	1274	12	0
Heavy	1	54	18	0	0
Total	108	8271	1292	12	0



Total Vehicles on Leg 307	Vehicles Entering Intersection 149	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 158		2	0	2
			0	0	0
			72	1	73
			3	0	3
			72	1	73



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 1181	Total Vehicles on Leg 2553
1122	5	1127			
4	0	4			
50	0	50			
0	0	0			
10	5	15			
				Vehicles Exiting Intersection 1372	



Cars	1	5	45	9498	77
Heavy	3	0	1	69	0
Total	4	5	46	9567	77
Northbound					
Vehicles Entering Intersection			9695		
Vehicles Exiting Intersection			8399		
Total Vehicles On Leg			18094		

Eubank Blvd. & Gibson Blvd.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Gibson Blvd.						Northbound Eubank Blvd.						Eastbound Gibson Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	253	0	0	254	0	0	0	0	1	0	0	0	18	0	0	18	0	0	0	0	0	0	272
6:15 AM	0	4	295	0	0	299	0	1	0	2	0	3	0	0	19	0	0	19	0	0	0	0	0	0	321
6:30 AM	0	3	336	0	1	339	0	5	0	2	1	7	0	0	20	0	0	20	0	0	0	0	0	0	366
6:45 AM	0	22	374	0	0	396	0	3	0	2	1	5	0	0	22	0	0	22	0	0	0	0	0	0	423
Hourly Total	0	30	1258	0	1	1288	0	9	0	6	3	15	0	0	79	0	0	79	0	0	0	0	0	0	1382
7:00 AM	0	17	329	0	1	346	0	2	0	1	0	3	0	0	29	0	1	29	0	0	0	0	0	0	378
7:15 AM	0	20	316	0	1	336	0	2	0	2	1	4	0	0	31	0	3	31	0	0	0	0	0	0	371
7:30 AM	1	24	330	0	0	355	0	5	0	3	0	8	0	0	36	0	0	36	0	0	0	0	0	0	399
7:45 AM	0	24	353	0	0	377	0	6	0	5	0	11	0	0	45	1	0	46	0	0	0	0	0	0	434
Hourly Total	1	85	1328	0	2	1414	0	15	0	11	1	26	0	0	141	1	4	142	0	0	0	0	0	0	1582

Eubank Blvd. & Gibson Blvd.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Gibson Blvd.						Northbound Eubank Blvd.						Eastbound Gibson Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	18	275	0	1	293	0	7	0	6	0	13	0	0	42	1	0	43	0	0	0	0	0	0	349
8:15 AM	0	15	282	0	0	297	0	11	0	9	1	20	0	0	49	1	0	50	0	0	0	0	0	0	367
8:30 AM	0	15	283	0	0	298	0	4	0	7	0	11	0	0	53	1	0	54	0	0	0	0	0	0	363
8:45 AM	0	20	254	0	0	274	0	4	0	5	0	9	0	0	61	1	0	62	0	0	0	0	0	0	345
Hourly Total	0	68	1094	0	1	1162	0	26	0	27	1	53	0	0	205	4	0	209	0	0	0	0	0	0	1424
9:00 AM	1	10	202	0	0	213	0	4	0	7	2	11	0	0	55	0	0	55	0	0	0	0	0	0	279
9:15 AM	0	11	192	0	0	203	0	3	0	5	0	8	0	0	49	0	0	49	0	0	0	0	0	0	260
9:30 AM	0	4	195	0	0	199	0	0	0	8	2	8	0	0	61	1	0	62	0	0	0	0	0	0	269
9:45 AM	0	9	138	0	0	147	0	1	0	3	0	4	0	0	73	0	0	73	0	0	0	0	0	0	224
Hourly Total	1	34	727	0	0	762	0	8	0	23	4	31	0	0	238	1	0	239	0	0	0	0	0	0	1032
10:00 AM	0	2	107	0	0	109	0	1	0	2	0	3	0	0	84	1	0	85	0	0	0	0	0	0	197
10:15 AM	0	4	122	0	0	126	0	0	0	7	0	7	0	0	99	1	0	100	0	0	0	0	0	0	233
10:30 AM	0	8	126	0	1	134	0	3	0	6	0	9	0	0	101	0	0	101	0	0	0	0	0	0	244
10:45 AM	0	7	126	0	0	133	0	1	0	4	0	5	0	0	143	1	0	144	0	0	0	0	0	0	282
Hourly Total	0	21	481	0	1	502	0	5	0	19	0	24	0	0	427	3	0	430	0	0	0	0	0	0	956
11:00 AM	0	14	123	0	0	137	0	1	0	10	1	11	0	0	224	2	0	226	0	0	0	0	0	0	374
11:15 AM	0	9	137	0	0	146	0	0	0	15	0	15	0	0	210	0	1	210	0	0	0	0	0	0	371
11:30 AM	0	9	158	0	0	167	0	1	0	9	0	10	0	0	200	1	0	201	0	0	0	0	0	0	378
11:45 AM	1	9	167	0	0	177	0	2	0	9	0	11	0	0	212	1	0	213	0	0	0	0	0	0	401
Hourly Total	1	41	585	0	0	627	0	4	0	43	1	47	0	0	846	4	1	850	0	0	0	0	0	0	1524
12:00 PM	2	12	179	0	0	193	0	2	0	5	0	7	0	0	249	6	0	255	0	0	0	0	0	0	455
12:15 PM	0	17	223	0	0	240	0	0	0	6	0	6	0	0	196	1	0	197	0	0	0	0	0	0	443
12:30 PM	0	10	198	0	0	208	0	6	0	7	2	13	0	0	152	1	0	153	0	0	0	0	0	0	374
12:45 PM	0	13	195	0	0	208	0	0	0	6	1	6	0	0	130	1	0	131	0	0	0	0	0	0	345
Hourly Total	2	52	795	0	0	849	0	8	0	24	3	32	0	0	727	9	0	736	0	0	0	0	0	0	1617
1:00 PM	0	8	166	0	0	174	0	0	0	10	1	10	0	0	131	0	0	131	0	0	0	0	0	0	315
1:15 PM	0	15	132	0	0	147	0	2	0	9	0	11	0	0	127	0	0	127	0	0	0	0	0	0	285
1:30 PM	0	14	112	0	0	126	0	1	0	8	0	9	0	0	128	0	0	128	0	0	0	0	0	0	263
1:45 PM	0	8	117	0	0	125	0	1	0	11	1	12	0	0	131	1	0	132	0	0	0	0	0	0	269
Hourly Total	0	45	527	0	0	572	0	4	0	38	2	42	0	0	517	1	0	518	0	0	0	0	0	0	1132
2:00 PM	0	8	80	0	0	88	0	2	0	8	0	10	0	0	172	1	0	173	0	0	0	0	0	0	271
2:15 PM	1	6	97	0	0	104	0	0	0	7	0	7	0	0	187	2	0	189	0	0	0	0	0	0	300
2:30 PM	0	5	66	0	0	71	0	0	0	11	0	11	0	0	226	0	0	226	0	0	0	0	0	0	308
2:45 PM	1	8	71	0	0	80	0	1	0	14	0	15	0	0	221	3	0	224	0	0	0	0	0	0	319
Hourly Total	2	27	314	0	0	343	0	3	0	40	0	43	0	0	806	6	0	812	0	0	0	0	0	0	1198
3:00 PM	0	5	54	0	0	59	0	2	0	11	0	13	0	0	289	3	0	292	0	0	0	0	0	0	364
3:15 PM	0	9	61	0	0	70	0	2	0	17	0	19	0	0	407	4	0	411	0	0	0	0	0	0	500
3:30 PM	0	4	70	0	0	74	0	3	0	8	0	11	0	0	382	2	0	384	0	0	0	0	0	0	469
3:45 PM	0	7	63	0	0	70	0	0	0	10	0	10	0	0	350	3	0	353	0	0	0	0	0	0	433
Hourly Total	0	25	248	0	0	273	0	7	0	46	0	53	0	0	1428	12	0	1440	0	0	0	0	0	0	1766

Eubank Blvd. & Gibson Blvd.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Eubank Blvd.						Westbound Gibson Blvd.						Northbound Eubank Blvd.						Eastbound Gibson Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	1	3	45	0	0	49	0	0	0	12	0	12	0	0	503	10	0	513	0	0	0	0	0	0	574
4:15 PM	2	6	51	0	0	59	0	0	0	22	0	22	0	0	404	3	0	407	0	0	0	0	0	0	488
4:30 PM	0	7	41	0	0	48	0	0	0	29	0	29	0	0	450	3	0	453	0	0	0	0	0	0	530
4:45 PM	0	7	56	0	0	63	0	0	0	27	1	27	0	0	440	4	0	444	0	0	0	0	0	0	534
Hourly Total	3	23	193	0	0	219	0	0	0	90	1	90	0	0	1797	20	0	1817	0	0	0	0	0	0	2126
5:00 PM	1	11	50	0	0	62	0	0	0	22	0	22	0	0	390	5	0	395	0	0	0	0	0	0	479
5:15 PM	4	9	53	0	0	66	0	1	0	20	0	21	0	0	419	4	0	423	0	0	0	0	0	0	510
5:30 PM	0	8	57	0	0	65	0	0	0	9	2	9	0	0	333	3	0	336	0	0	0	0	0	0	410
5:45 PM	0	6	54	0	0	60	0	1	0	14	0	15	0	0	274	1	0	275	0	0	0	0	0	0	350
Hourly Total	5	34	214	0	0	253	0	2	0	65	2	67	0	0	1416	13	0	1429	0	0	0	0	0	0	1749
6:00 PM	0	4	59	0	0	63	0	0	0	11	0	11	0	0	210	0	0	210	0	0	0	0	0	0	284
6:15 PM	0	1	42	0	0	43	0	0	0	6	5	6	0	0	259	5	0	264	0	0	0	0	0	0	313
6:30 PM	0	2	40	0	0	42	0	1	0	3	2	4	0	0	127	0	0	127	0	0	0	0	0	0	173
6:45 PM	1	4	35	0	0	40	0	1	0	2	3	3	0	0	118	1	0	119	0	0	0	0	0	0	162
Hourly Total	1	11	176	0	0	188	0	2	0	22	10	24	0	0	714	6	0	720	0	0	0	0	0	0	932
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	16	496	7940	0	5	8452	0	93	0	454	28	547	0	0	9341	80	5	9421	0	0	0	0	0	0	18420
Cars	16	492	7883	0	3	8391	0	90	0	433	20	523	0	0	9294	80	3	9374	0	0	0	0	0	0	18288
Heavy Vehicles	0	4	57	0	2	61	0	3	0	21	8	24	0	0	47	0	2	47	0	0	0	0	0	0	132
Heavy Vehicle %	0.00%	0.81%	0.72%	0.00%	40.00%	0.72%	0.00%	3.23%	0.00%	4.63%	28.57%	4.39%	0.00%	0.00%	0.50%	0.00%	40.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.72%	

**Eubank Blvd. & Gibson Blvd.
Albuquerque New Mexico
Thursday, April 28, 2022**

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	17	329	0	1	346	0	2	0	1	0	3	0	0	29	0	1	29	0	0	0	0	0	0	378
7:15 AM	0	20	316	0	1	336	0	2	0	2	1	4	0	0	31	0	3	31	0	0	0	0	0	0	371
7:30 AM	1	24	330	0	0	355	0	5	0	3	0	8	0	0	36	0	0	36	0	0	0	0	0	0	399
7:45 AM	0	24	353	0	0	377	0	6	0	5	0	11	0	0	45	1	0	46	0	0	0	0	0	0	434
Peak Hour Total	1	85	1328	0	2	1414	0	15	0	11	1	26	0	0	141	1	4	142	0	0	0	0	0	0	1582
PHF	0.250	0.885	0.941	0.000	0.500	0.938	0.000	0.625	0.000	0.550	0.250	0.591	0.000	0.000	0.783	0.250	0.333	0.772	0.000	0.000	0.000	0.000	0.000	0.000	0.911

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	1	3	45	0	0	49	0	0	0	12	0	12	0	0	503	10	0	513	0	0	0	0	0	0	574
4:15 PM	2	6	51	0	0	59	0	0	0	22	0	22	0	0	404	3	0	407	0	0	0	0	0	0	488
4:30 PM	0	7	41	0	0	48	0	0	0	29	0	29	0	0	450	3	0	453	0	0	0	0	0	0	530
4:45 PM	0	7	56	0	0	63	0	0	0	27	1	27	0	0	440	4	0	444	0	0	0	0	0	0	534
Peak Hour Total	3	23	193	0	0	219	0	0	0	90	1	90	0	0	1797	20	0	1817	0	0	0	0	0	0	2126
PHF	0.375	0.821	0.862	0.000	0.000	0.869	0.000	0.000	0.000	0.776	0.250	0.776	0.000	0.000	0.893	0.500	0.000	0.885	0.000	0.000	0.000	0.000	0.000	0.000	0.926

Total Vehicles On Leg			18263		
Vehicles Entering Intersection 8452			Vehicles Exiting Intersection 9811		
Southbound					
Cars	0	7883	492	16	3
Heavy	0	57	4	0	2
Total	0	7940	496	16	5



Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 0		0	0	0
			0	0	0
			0	0	0
			0	0	0
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 547	Total Vehicles on Leg 1123
433	21	454			
0	0	0			
90	3	93			
0	0	0		Vehicles Exiting Intersection 576	
20	8	28			



Cars	3	0	0	9294	80
Heavy	2	0	0	47	0
Total	5	0	0	9341	80
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
9421			8033		
Total Vehicles On Leg			17454		

Eubank Blvd. & Research Road

Albuquerque New Mexico

Thursday, May 19, 2022

Time	Southbound Eubank Blvd.						Westbound Research Road						Northbound Eubank Blvd.						Eastbound N/A						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	14	243	0	0	257	0	2	0	11	0	13	0	0	13	0	0	13	0	0	0	0	0	0	0
6:15 AM	0	7	353	0	0	360	0	2	0	8	0	10	0	0	15	0	0	15	0	0	0	0	0	0	0
6:30 AM	0	10	337	0	0	347	0	1	0	4	0	5	0	0	15	0	0	15	0	0	0	0	0	0	0
6:45 AM	0	14	405	0	0	419	0	1	0	1	0	2	0	0	23	0	0	23	0	0	0	0	0	0	0
Hourly Total	0	45	1338	0	0	1383	0	6	0	24	0	30	0	0	66	0	0	66	0	0	0	0	0	0	0
7:00 AM	0	10	356	0	0	366	0	1	0	2	0	3	0	0	28	0	0	28	0	0	0	0	0	0	0
7:15 AM	0	9	377	0	0	386	0	2	0	1	0	3	0	0	33	1	0	34	0	0	0	0	0	0	0
7:30 AM	0	1	355	0	0	356	0	2	0	2	1	4	0	0	32	1	0	33	0	0	0	0	0	0	0
7:45 AM	0	2	366	0	0	368	0	3	0	6	1	9	0	0	39	7	0	46	0	0	0	0	0	0	0
Hourly Total	0	22	1454	0	0	1476	0	8	0	11	2	19	0	0	132	9	0	141	0	0	0	0	0	0	0

Eubank Blvd. & Research Road
Albuquerque New Mexico
Thursday, May 19, 2022

Time	Southbound Eubank Blvd.						Westbound Research Road						Northbound Eubank Blvd.						Eastbound N/A						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	3	363	0	0	366	0	2	0	6	1	8	0	0	28	2	0	30	0	0	0	0	0	0	404
8:15 AM	0	15	331	0	0	346	0	3	0	4	0	7	0	0	46	1	0	47	0	0	0	0	0	0	400
8:30 AM	0	20	242	0	0	262	0	4	0	1	1	5	0	0	41	4	0	45	0	0	0	0	0	0	312
8:45 AM	0	19	268	0	0	287	0	1	0	3	0	4	0	0	46	2	0	48	0	0	0	0	0	0	339
Hourly Total	0	57	1204	0	0	1261	0	10	0	14	2	24	0	0	161	9	0	170	0	0	0	0	0	0	1455
9:00 AM	0	13	198	0	0	211	0	3	0	5	0	8	0	0	60	2	1	62	0	0	0	0	0	0	281
9:15 AM	0	17	194	0	0	211	0	3	0	5	0	8	0	0	67	1	0	68	0	0	0	0	0	0	287
9:30 AM	0	10	148	0	0	158	0	1	0	4	0	5	1	0	61	4	0	66	0	0	0	0	0	0	229
9:45 AM	0	10	155	0	0	165	0	2	0	5	0	7	0	0	51	0	0	51	0	0	0	0	0	0	223
Hourly Total	0	50	695	0	0	745	0	9	0	19	0	28	1	0	239	7	1	247	0	0	0	0	0	0	1020
10:00 AM	1	4	114	0	0	119	0	3	0	5	0	8	1	0	74	3	0	78	0	0	0	0	0	0	205
10:15 AM	0	6	104	0	0	110	0	6	0	3	0	9	0	0	77	3	0	80	0	0	0	0	0	0	199
10:30 AM	0	7	124	0	0	131	0	2	0	2	1	4	1	0	112	6	0	119	0	0	0	0	0	0	254
10:45 AM	0	6	105	0	0	111	0	2	0	5	0	7	0	0	157	4	0	161	0	0	0	0	0	0	279
Hourly Total	1	23	447	0	0	471	0	13	0	15	1	28	2	0	420	16	0	438	0	0	0	0	0	0	937
11:00 AM	0	2	117	0	0	119	0	5	0	16	0	21	1	0	234	2	0	237	0	0	0	0	0	0	377
11:15 AM	0	14	136	0	0	150	0	3	0	14	2	17	0	0	221	6	0	227	0	0	0	0	0	0	394
11:30 AM	0	7	132	0	0	139	0	1	0	15	2	16	0	0	203	2	0	205	0	0	0	0	0	0	360
11:45 AM	0	5	180	0	0	185	0	3	0	21	0	24	0	0	187	5	0	192	0	0	0	0	0	0	401
Hourly Total	0	28	565	0	0	593	0	12	0	66	4	78	1	0	845	15	0	861	0	0	0	0	0	0	1532
12:00 PM	0	4	161	0	0	165	0	5	0	25	0	30	0	0	200	4	0	204	0	0	0	0	0	0	399
12:15 PM	0	4	156	0	0	160	0	3	0	16	0	19	0	0	189	4	0	193	0	0	0	0	0	0	372
12:30 PM	0	4	236	0	0	240	0	1	0	12	0	13	0	0	136	0	0	136	0	0	0	0	0	0	389
12:45 PM	0	12	166	0	0	178	0	1	0	17	0	18	0	0	110	4	0	114	0	0	0	0	0	0	310
Hourly Total	0	24	719	0	0	743	0	10	0	70	0	80	0	0	635	12	0	647	0	0	0	0	0	0	1470
1:00 PM	0	17	146	0	0	163	0	0	0	13	0	13	1	0	121	5	0	127	0	0	0	0	0	0	303
1:15 PM	1	15	111	0	0	127	0	0	0	9	1	9	0	0	113	9	0	122	0	0	0	0	0	0	258
1:30 PM	1	11	101	0	0	113	0	1	0	6	0	7	0	0	137	7	0	144	0	0	0	0	0	0	264
1:45 PM	0	6	79	0	0	85	0	2	0	3	1	5	3	0	142	6	0	151	0	0	0	0	0	0	241
Hourly Total	2	49	437	0	0	488	0	3	0	31	2	34	4	0	513	27	0	544	0	0	0	0	0	0	1066
2:00 PM	0	5	91	0	0	96	0	4	0	9	0	13	0	0	195	3	0	198	0	0	0	0	0	0	307
2:15 PM	0	4	64	0	0	68	0	1	0	8	2	9	0	0	187	3	0	190	0	0	0	0	0	0	267
2:30 PM	0	5	83	0	0	88	0	1	0	13	0	14	0	0	223	5	0	228	0	0	0	0	0	0	330
2:45 PM	0	10	70	0	0	80	0	0	0	7	0	7	0	0	245	4	0	249	0	0	0	0	0	0	336
Hourly Total	0	24	308	0	0	332	0	6	0	37	2	43	0	0	850	15	0	865	0	0	0	0	0	0	1240
3:00 PM	0	10	64	0	0	74	0	3	0	16	0	19	0	0	314	4	0	318	0	0	0	0	0	0	411
3:15 PM	0	6	64	0	0	70	0	2	0	24	0	26	0	0	379	6	0	385	0	0	0	0	0	0	481
3:30 PM	0	4	61	0	0	65	0	1	0	21	0	22	0	0	412	11	0	423	0	0	0	0	0	0	510
3:45 PM	0	2	43	0	0	45	0	0	0	20	0	20	1	0	375	4	0	380	0	0	0	0	0	0	445
Hourly Total	0	22	232	0	0	254	0	6	0	81	0	87	1	0	1480	25	0	1506	0	0	0	0	0	0	1847

Thursday, May 19, 2022

[illegible]

Eubank Blvd. & Research Road
Albuquerque New Mexico
Thursday, May 19, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
6:45 AM	0	14	405	0	0	419	0	1	0	1	0	2	0	0	23	0	0	23	0	0	0	0	0	0	444
7:00 AM	0	10	356	0	0	366	0	1	0	2	0	3	0	0	28	0	0	28	0	0	0	0	0	0	397
7:15 AM	0	9	377	0	0	386	0	2	0	1	0	3	0	0	33	1	0	34	0	0	0	0	0	0	423
7:30 AM	0	1	355	0	0	356	0	2	0	2	1	4	0	0	32	1	0	33	0	0	0	0	0	0	393
Peak Hour Total PHF	0	34	1493	0	0	1527	0	6	0	6	1	12	0	0	116	2	0	118	0	0	0	0	0	0	1657
	0.000	0.607	0.922	0.000	0.000	0.911	0.000	0.750	0.000	0.750	0.250	0.750	0.000	0.000	0.879	0.500	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.933

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	4	44	0	0	48	0	0	0	23	0	23	0	0	422	5	0	427	0	0	0	0	0	0	498
4:15 PM	0	3	38	0	0	41	0	1	0	14	0	15	0	0	467	8	0	475	0	0	0	0	0	0	531
4:30 PM	1	4	42	0	0	47	0	0	0	36	0	36	0	0	503	11	0	514	0	0	0	0	0	0	597
4:45 PM	0	3	44	0	0	47	0	1	0	34	3	35	0	0	409	9	0	418	0	0	0	0	0	0	500
Peak Hour Total PHF	1	14	168	0	0	183	0	2	0	107	3	109	0	0	1801	33	0	1834	0	0	0	0	0	0	2126
	0.250	0.875	0.955	0.000	0.000	0.953	0.000	0.500	0.000	0.743	0.250	0.757	0.000	0.000	0.895	0.750	0.000	0.892	0.000	0.000	0.000	0.000	0.000	0.000	0.890

Total Vehicles On Leg			18097		
Vehicles Entering Intersection 8280			Vehicles Exiting Intersection 9817		
Southbound					
Cars	0	7849	375	4	0
Heavy	0	30	22	0	0
Total	0	7879	397	4	0



Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 0		0	0	0
			0	0	0
			0	0	0
			0	0	0
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 718	Total Vehicles on Leg 1313
623	7	630			
0	0	0			
88	0	88			
0	0	0			
16	5	21		Vehicles Exiting Intersection 595	



Cars	1	7	0	9145	195
Heavy	0	2	0	38	3
Total	1	9	0	9183	198
Northbound					
Vehicles Entering Intersection			9390		
Vehicles Exiting Intersection			7976		
Total Vehicles On Leg			17366		



Eubank & Innovation Parkway

7:00 AM to 9:00 AM

File Name: AM Peak Hour Report

Site Code:

Location:

Cars and Peds

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovation Parkway Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	0	0	0	5	0	5	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	20
07:15	0	0	0	12	0	12	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	25
07:30				8		8		19				19						0						0	27
07:45				2		2		52				52						0						0	54
Total	0	0	0	27	0	27	0	99	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	126
08:00				4		4		34				34						0						0	38
08:15	0	0	0	3	1	4	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	28
08:30	0	0	0	12	0	12	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	29
08:45	0	0	0	5	0	5	0	21	0	0	0	21	0	0	0	0	0	0	0	0	0	1	0	1	27
Total	0	0	0	24	1	25	0	96	0	0	0	96	0	0	0	0	0	0	0	0	0	1	0	1	122
Grand Total	0	0	0	51	1	52	0	195	0	0	0	195	0	0	0	0	0	0	0	0	0	1	0	1	248
Appr %		0	0	98.1	1.9			100	0	0	0			-2	-2	-2	-2			0	0	100	0		
Total %		0	0	20.6	0.4			78.6	0	0	0			0	0	0	0			0	0	0.4	0		
AM Pk Hr		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45		07:45	07:45	07:45	07:45	07:45	07:45
AM Pk Vol		0	0	21	1	22		127	0	0	0	127		0	0	0	0	0		0	0	0	0	0	149
AM PHF		NaN	NaN	0.438	0.250	0.458		0.611	NaN	NaN	NaN	0.611		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN	0.690

Eubank & Innovation Parkway

7:00 AM to 9:00 AM

File Name: AM Peak Hour Report

Site Code:

Location:

Trucks and Bikes

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovation Parkway Eastbound						
Time	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30						0	3					0						0						0	0
07:45						0	1					0						0						0	0
Total	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00						0	2					0						0						0	0
08:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	14	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Appr %		-2	-2	-2	-2			0	100	0	0			-2	-2	-2	-2			-2	-2	-2	-2		
Total %		0	0	0	0			0	100	0	0			0	0	0	0			0	0	0	0		
AM Pk Hr		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15	08:15
AM Pk Vol		0	0	0	0	0		0	2	0	0	2		0	0	0	0	0		0	0	0	0	0	2
AM PHF		NaN	NaN	NaN	NaN	NaN		NaN	0.250	NaN	NaN	0.250		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN	0.250

Eubank & Innovation Parkway

7:00 AM to 9:00 AM

File Name: AM Peak Hour Report

Site Code:

Location:

Bank 3

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovation Parkway Eastbound						
Time	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
07:15		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
07:30						0						0						0						0	0
07:45						0						0						0						0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00						0						0						0						0	0
08:15		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
08:30		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
08:45		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Appr %		-2	-2	-2	-2			-2	-2	-2	-2			-2	-2	-2	-2			-2	-2	-2	-2		
Total %		-3	-3	-3	-3			-3	-3	-3	-3			-3	-3	-3	-3			-3	-3	-3	-3		
AM Pk Hr		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15		08:15	08:15	08:15	08:15	08:15	08:15
AM Pk Vol		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
AM PHF		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN	NaN

Eubank & Innovation Parkway

7:00 AM to 9:00 AM

File Name: AM Peak Hour Report

Site Code:

Location:

Bank 4

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovation Parkway Eastbound						
Time	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Other	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30						0			1			1						0						0	1
07:45						0						0						0						0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00						0						0						0						0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Appr %		-2	-2	-2	-2			0	100	0	0			-2	-2	-2	-2			-2	-2	-2	-2		
Total %		0	0	0	0			0	100	0	0			0	0	0	0			0	0	0	0		
AM Pk Hr		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30		07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol		0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	1
AM PHF		NaN	NaN	NaN	NaN	NaN		NaN	0.250	NaN	NaN	0.250		NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN	NaN	0.250

Eubank & Innovation Parkway

7:00 AM to 9:00 AM

File Name: AM Peak Hour Report

Site Code:

Location:

All Vehicles

Study Date: 04/26/2022

Time	Eubank Southbound					Innovation Parkway Westbound					Northbound					Innovation Parkway Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
07:00	0	0	5	0	5	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	20
07:15	0	0	12	0	12	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	25
07:30	0	0	8	0	8	19	1	0	0	20	0	0	0	0	0	0	0	0	0	0	28
07:45	0	0	2	0	2	52	0	0	0	52	0	0	0	0	0	0	0	0	0	0	54
Total	0	0	27	0	27	99	1	0	0	100	0	0	0	0	0	0	0	0	0	0	127
08:00	0	0	4	0	4	34	0	0	0	34	0	0	0	0	0	0	0	0	0	0	38
08:15	0	0	3	1	4	24	0	0	0	24	0	0	0	0	0	0	0	0	0	0	28
08:30	0	0	12	0	12	17	2	0	0	19	0	0	0	0	0	0	0	0	0	0	31
08:45	0	0	5	0	5	21	0	0	0	21	0	0	0	0	0	0	0	1	0	1	27
Total	0	0	24	1	25	96	2	0	0	98	0	0	0	0	0	0	0	1	0	1	124
Grand Total	0	0	51	1	52	195	3	0	0	198	0	0	0	0	0	0	0	1	0	1	251
Appr %	00.0	00.0	98.1	01.9		98.5	01.5	00.0	00.0		NaN	NaN	NaN	NaN		00.0	00.0	100.0	00.0		
Total %	00.0	00.0	20.3	00.4		77.7	01.2	00.0	00.0		00.0	00.0	00.0	00.0		00.0	00.0	00.4	00.0		
% Trucks	-	-	00.0	00.0	00.0	00.0	100.0	-	-	01.5	-	-	-	-	-	-	-	00.0	-	00.0	01.2
AM Pk Hr	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45
AM Pk Vol	0	0	21	1	22	127	2	0	0	129	0	0	0	0	0	0	0	0	0	0	151
AM PHF	NaN	NaN	0.438	0.250	0.458	0.611	0.250	NaN	NaN	0.620	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN	0.699

Eubank & Innovation Parkway

7:00 AM to 9:00 AM





File Name: AM Peak Hour Report





Location:

All Vehicles





Site Code:





Study Date: 04/26/2022

Innovation Parkway			
In = 3		Out = 1	
0	0	1	0
Right	Thru	Left	U-Turn
			

Eubank			
In = 197		Out = 52	
0	0	51	1
Right	Thru	Left	U-Turn
			

Total Volumes
07:00 to 09:00
Volume = 251

			
U-Turn	Left	Thru	Right
0	0	0	0
In = 0		Out = 0	

Innovation Parkway			
In = 51		Out = 198	
195	3	0	0
Right	Thru	Left	U-Turn
			

Eubank & Innovation Parkway

7:00 AM to 9:00 AM





File Name: AM Peak Hour Report





Location:

All Vehicles





Site Code:





Study Date: 04/26/2022

Innovation Parkway	0	U-Turn	
	0	Left	
	0	Thru	
	0	Right	

Eubank			
0	0	21	1
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics
AM Peak Hour Begins: 07:45
AM Peak Hour Volume: 151
AM Peak Hour Factor: 0.699

			
U-Turn	Left	Thru	Right
0	0	0	0

Innovation Parkway			
127	2	0	0
Right	Thru	Left	U-Turn
			

Eubank & Innovation Parkway

7:00 AM to 9:00 AM

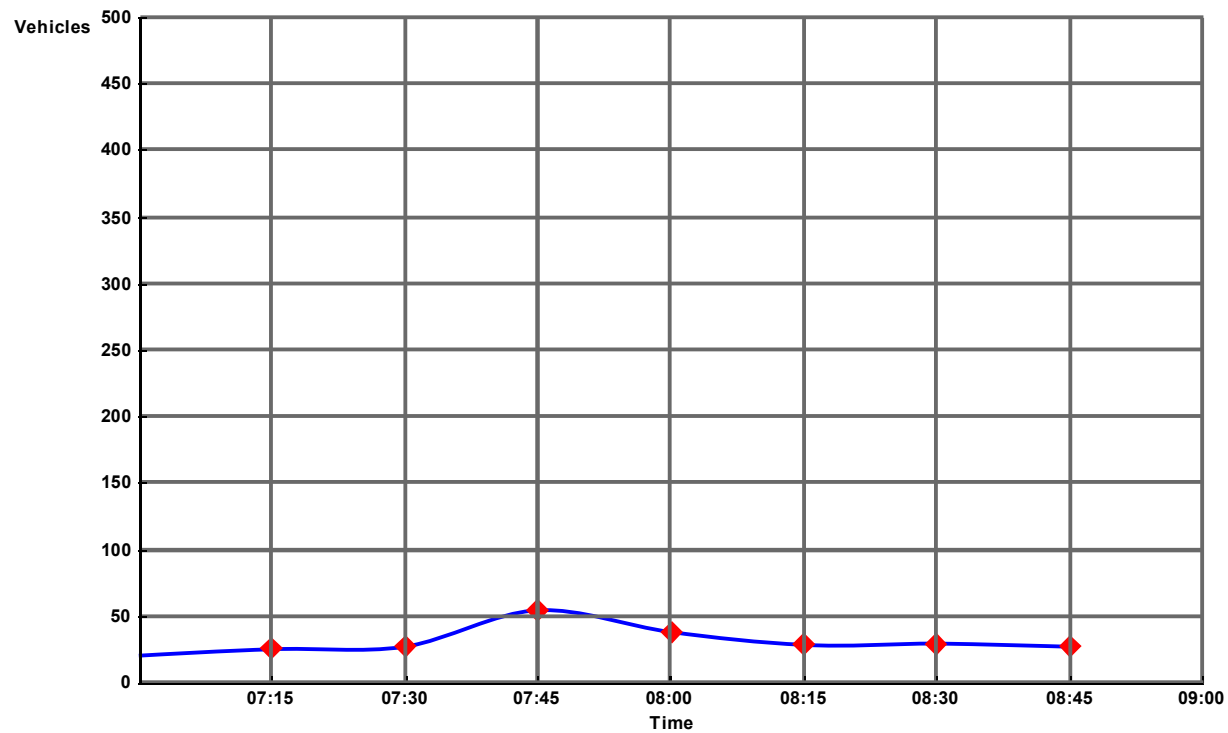
File Name: AM Peak Hour Report

Location:

Cars

Site Code:

Study Date: 04/26/2022



Eubank & Innovation Parkway

7:00 AM to 9:00 AM

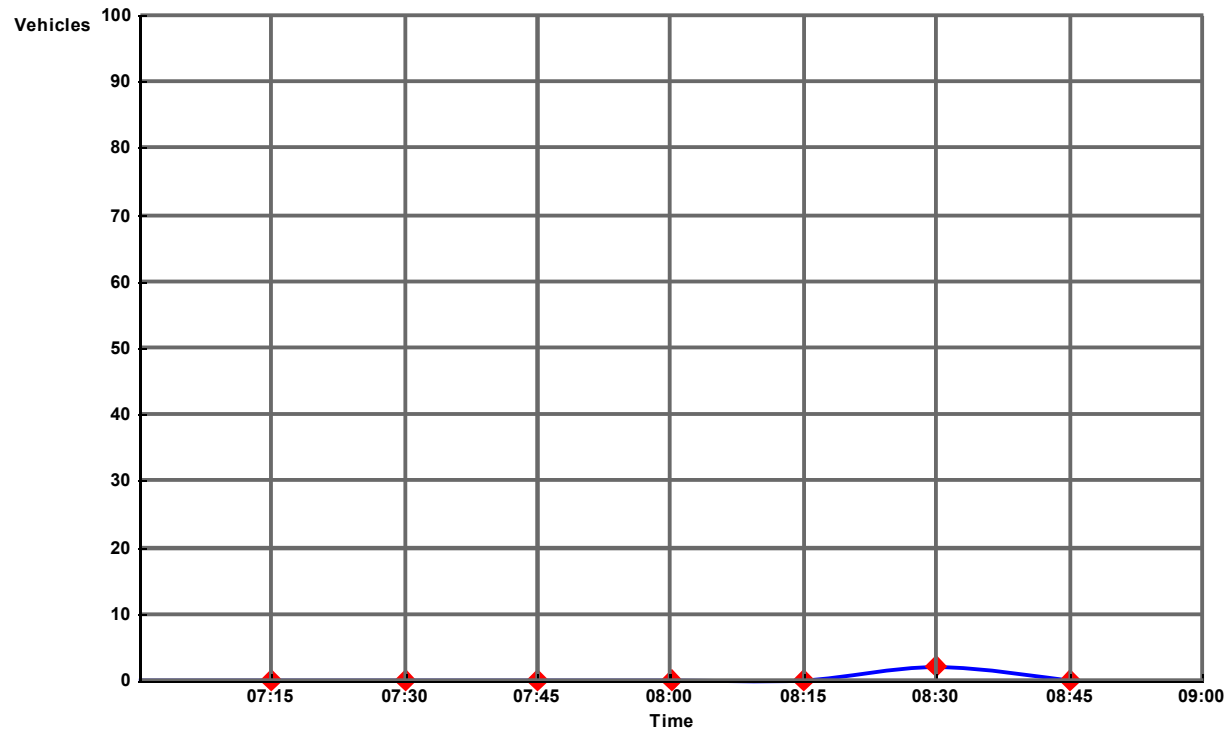
File Name: AM Peak Hour Report

Location:

Trucks

Site Code:

Study Date: 04/26/2022



Eubank & Innovation Parkway

7:00 AM to 9:00 AM

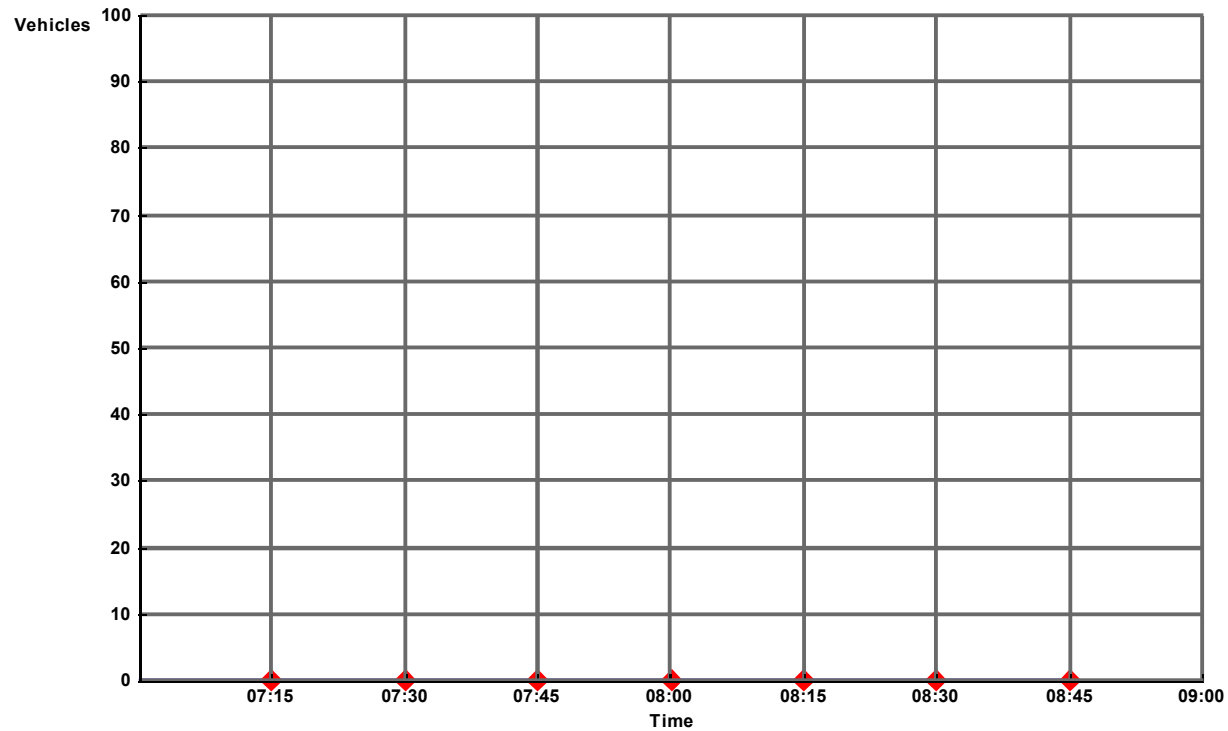
File Name: AM Peak Hour Report

Location:

Bank 3

Site Code:

Study Date: 04/26/2022



Eubank & Innovation Parkway

7:00 AM to 9:00 AM

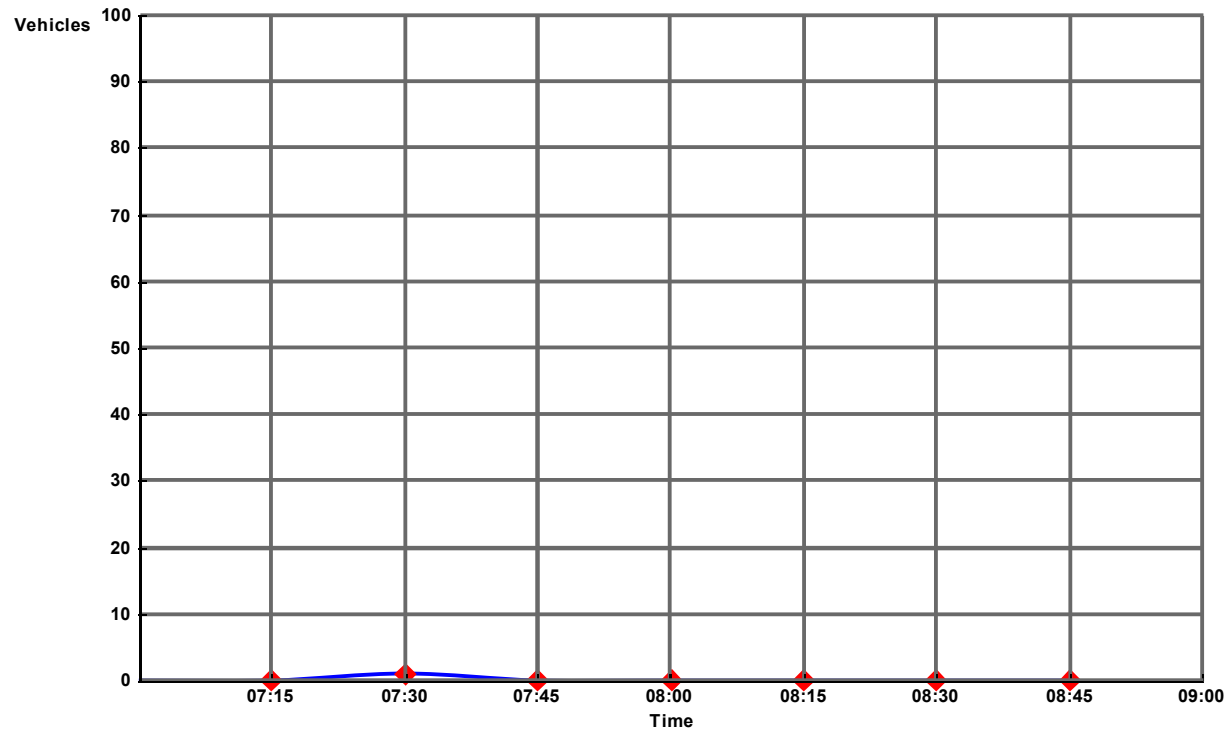
File Name: AM Peak Hour Report

Location:

Bank 4

Site Code:

Study Date: 04/26/2022



Eubank & Innovation

3:00 PM to 5:00 PM

File Name: PM Peak Report

Site Code:

Location:

Cars and Peds

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovaion Parkway Eastbound						
Time	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Int Total
15:00	0	0	0	10	0	10	0	13	0	0	0	13	0	0	0	0	0	0	0	0	1	0	0	1	24
15:15	0	0	0	6	0	6	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	23
15:30	0	0	0	6	0	6	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14
15:45	0	0	0	7	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	0	29	0	29	0	45	0	0	0	45	0	0	0	0	0	0	0	0	1	0	0	1	75
16:00	0	0	0	3	0	3	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	13
16:15	0	0	0	4	0	4	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	17
16:30	0	0	0	7	0	7	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	19
16:45	0	0	0	6	0	6	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	0	20	0	20	0	43	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	63
Grand Total	0	0	0	49	0	49	0	88	0	0	0	88	0	0	0	0	0	0	0	0	1	0	0	1	138
Appr %		0	0	100	0			100	0	0	0			-2	-2	-2	-2			0	100	0	0		
Total %		0	0	35.5	0			63.8	0	0	0			0	0	0	0			0	0.7	0	0		

Eubank & Innovation

3:00 PM to 5:00 PM

File Name: PM Peak Report

Site Code:

Location:

Trucks and Bikes

Study Date: 04/26/2022

	Eubank Southbound						Innovation Parkway Westbound						Northbound						Innovaion Parkway Eastbound						
Time	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Int Total
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Appr %		0	0	100	0			-2	-2	-2	-2			-2	-2	-2	-2			-2	-2	-2	-2		
Total %		0	0	100	0			0	0	0	0			0	0	0	0			0	0	0	0		

Eubank & Innovation

3:00 PM to 5:00 PM

File Name: PM Peak Report

Site Code:

Location:

All Vehicles

Study Date: 04/26/2022

	Eubank Southbound					Innovation Parkway Westbound					Northbound					Innovaion Parkway Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
15:00	0	0	10	0	10	13	0	0	0	13	0	0	0	0	0	0	1	0	0	1	24
15:15	0	0	6	0	6	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	23
15:30	0	0	7	0	7	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	15
15:45	0	0	7	0	7	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	30	0	30	45	0	0	0	45	0	0	0	0	0	0	1	0	0	1	76
16:00	0	0	3	0	3	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
16:15	0	0	4	0	4	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	17
16:30	0	0	7	0	7	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	19
16:45	0	0	6	0	6	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	20	0	20	43	0	0	0	43	0	0	0	0	0	0	0	0	0	0	63
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	50	0	50	88	0	0	0	88	0	0	0	0	0	0	1	0	0	1	139
Appr %	00.0	00.0	100.0	00.0		100.0	00.0	00.0	00.0		NaN	NaN	NaN	NaN		00.0	100.0	00.0	00.0		
Total %	00.0	00.0	36.0	00.0		63.3	00.0	00.0	00.0		00.0	00.0	00.0	00.0		00.0	00.7	00.0	00.0		
% Trucks	-	-	02.0	-	02.0	00.0	-	-	-	00.0	-	-	-	-	-	-	00.0	-	-	00.0	00.7

Eubank & Innovation

3:00 PM to 5:00 PM





File Name: PM Peak Report





Location:

Site Code:





Study Date: 04/26/2022





All Vehicles

Innovation Parkway			
In = 0		Out = 1	
0	1	0	0
Right	Thru	Left	U-Turn
			

Eubank			
In = 88		Out = 50	
0	0	50	0
Right	Thru	Left	U-Turn
			

Total Volumes
15:00 to 17:00
Volume = 139

			
U-Turn	Left	Thru	Right
0	0	0	0
In = 0		Out = 0	

Innovation Parkway			
In = 51		Out = 88	
88	0	0	0
Right	Thru	Left	U-Turn
			

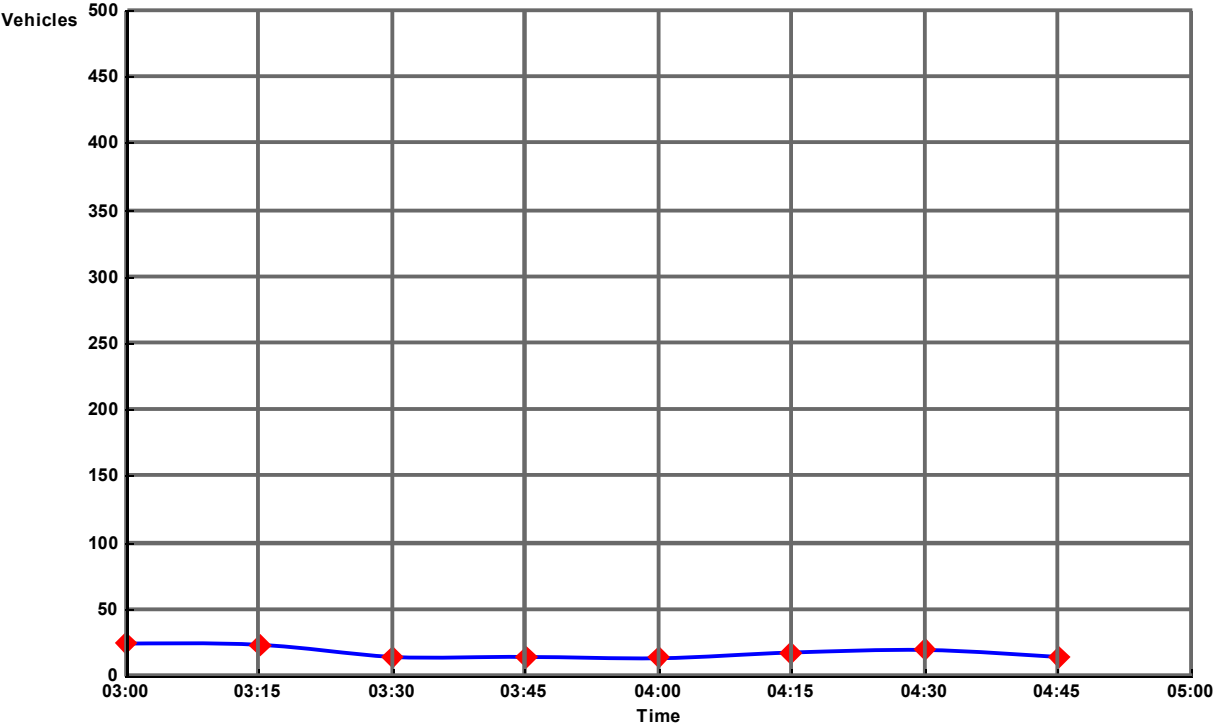
Eubank & Innovation

3:00 PM to 5:00 PM

File Name: PM Peak Report

Location: Cars

Site Code:
Study Date: 04/26/2022



Eubank & Innovation

3:00 PM to 5:00 PM

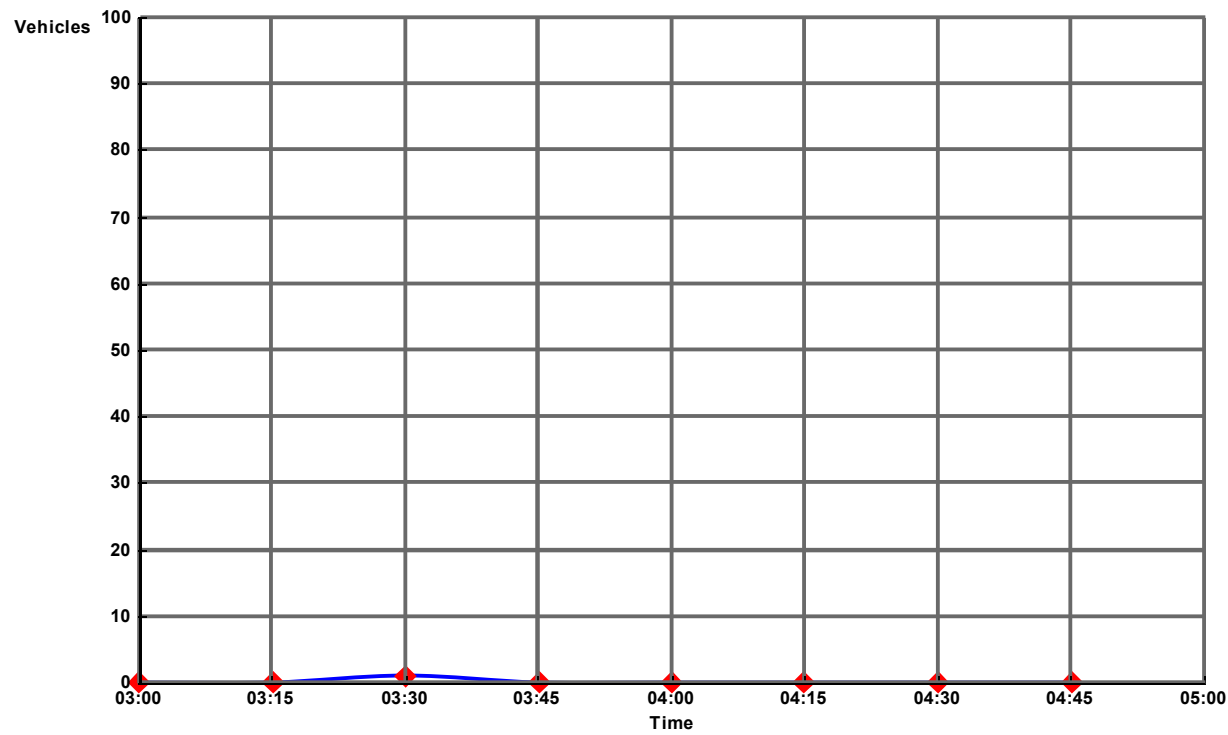
File Name: PM Peak Report

Location:

Trucks

Site Code:

Study Date: 04/26/2022



Southern Blvd. & Elizabeth St. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Elizabeth St. SE						Westbound Southern Blvd.						Northbound Elizabeth St. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	2	0	4	0	3	107	0	0	110	0	8	1	1	1	10	0	0	5	2	0	7	131
6:15 AM	0	0	0	6	0	6	0	1	130	0	0	131	0	7	2	5	0	14	0	0	11	2	0	13	164
6:30 AM	0	1	2	9	0	12	0	7	171	1	2	179	0	13	4	1	2	18	0	0	18	4	0	22	231
6:45 AM	0	1	4	6	1	11	0	7	164	0	0	171	0	6	0	1	0	7	0	0	14	5	0	19	208
Hourly Total	0	4	6	23	1	33	0	18	572	1	2	591	0	34	7	8	3	49	0	0	48	13	0	61	734
7:00 AM	0	1	5	5	0	11	0	6	189	1	0	196	0	19	4	11	0	34	0	0	15	6	0	21	262
7:15 AM	0	6	4	10	0	20	0	11	205	0	0	216	0	11	2	10	0	23	0	2	37	7	0	46	305
7:30 AM	0	1	12	7	0	20	0	13	251	6	0	270	0	29	8	8	0	45	0	1	31	9	0	41	376
7:45 AM	0	3	13	7	0	23	0	33	233	6	0	272	0	19	9	13	0	41	1	2	32	13	0	48	384
Hourly Total	0	11	34	29	0	74	0	63	878	13	0	954	0	78	23	42	0	143	1	5	115	35	0	156	1327

Southern Blvd. & Elizabeth St. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Elizabeth St. SE						Westbound Southern Blvd.						Northbound Elizabeth St. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	9	14	15	0	38	0	54	181	2	1	237	0	28	9	8	1	45	2	0	27	16	2	45	365
8:15 AM	0	5	20	18	0	43	1	46	196	0	0	243	0	23	10	8	0	41	1	3	27	18	0	49	376
8:30 AM	0	2	17	13	0	32	0	66	183	1	0	250	0	23	13	18	0	54	0	4	34	32	0	70	406
8:45 AM	0	7	27	20	0	54	0	54	142	5	0	201	0	74	26	46	0	146	2	4	38	28	1	72	473
Hourly Total	0	23	78	66	0	167	1	220	702	8	1	931	0	148	58	80	1	286	5	11	126	94	3	236	1620
9:00 AM	0	5	8	9	0	22	0	19	136	7	0	162	0	30	14	11	1	55	0	3	43	19	1	65	304
9:15 AM	0	3	11	8	0	22	0	27	128	4	0	159	0	20	9	14	1	43	0	2	40	14	2	56	280
9:30 AM	0	7	8	12	0	27	0	15	112	3	0	130	0	20	8	16	1	44	0	4	33	15	0	52	253
9:45 AM	0	2	9	11	0	22	1	9	119	4	0	133	0	15	8	11	0	34	0	1	45	7	0	53	242
Hourly Total	0	17	36	40	0	93	1	70	495	18	0	584	0	85	39	52	3	176	0	10	161	55	3	226	1079
10:00 AM	0	1	5	14	0	20	0	5	108	6	0	119	0	15	11	8	1	34	1	8	52	11	0	72	245
10:15 AM	0	5	9	9	0	23	0	12	102	0	0	114	0	16	4	4	0	24	0	5	72	9	0	86	247
10:30 AM	0	1	7	16	0	24	0	8	100	1	0	109	0	18	4	10	1	32	0	10	72	9	3	91	256
10:45 AM	0	4	10	19	2	33	0	10	98	6	1	114	0	25	9	17	2	51	0	14	93	18	2	125	323
Hourly Total	0	11	31	58	2	100	0	35	408	13	1	456	0	74	28	39	4	141	1	37	289	47	5	374	1071
11:00 AM	0	5	10	18	0	33	0	2	97	2	2	101	0	10	3	13	1	26	0	16	121	12	1	149	309
11:15 AM	0	1	7	22	3	30	0	19	103	6	0	128	0	25	5	11	0	41	0	23	108	18	1	149	348
11:30 AM	0	3	10	21	0	34	1	12	111	2	2	126	0	11	10	17	1	38	0	23	133	12	0	168	366
11:45 AM	0	3	6	23	0	32	0	11	102	8	0	121	0	19	15	15	1	49	3	23	125	9	2	160	362
Hourly Total	0	12	33	84	3	129	1	44	413	18	4	476	0	65	33	56	3	154	3	85	487	51	4	626	1385
12:00 PM	0	8	11	26	0	45	0	11	99	5	0	115	0	19	13	13	0	45	0	18	151	12	1	181	386
12:15 PM	0	4	7	32	0	43	1	14	106	4	0	125	0	17	6	15	1	38	1	15	134	19	2	169	375
12:30 PM	0	3	12	18	0	33	1	18	102	8	4	129	0	11	9	14	0	34	0	23	118	16	0	157	353
12:45 PM	0	9	8	21	0	38	0	10	129	5	0	144	0	26	14	9	2	49	1	16	115	19	0	151	382
Hourly Total	0	24	38	97	0	159	2	53	436	22	4	513	0	73	42	51	3	166	2	72	518	66	3	658	1496
1:00 PM	0	12	10	15	0	37	0	8	110	4	0	122	0	19	17	14	1	50	0	12	130	21	1	163	372
1:15 PM	0	8	6	20	0	34	1	12	99	3	0	115	0	13	8	8	0	29	0	11	119	16	3	146	324
1:30 PM	0	9	5	25	0	39	0	8	94	7	0	109	0	11	8	9	0	28	0	17	108	13	0	138	314
1:45 PM	0	3	5	15	2	23	0	9	88	4	2	101	0	14	4	6	0	24	1	15	117	13	0	146	294
Hourly Total	0	32	26	75	2	133	1	37	391	18	2	447	0	57	37	37	1	131	1	55	474	63	4	593	1304
2:00 PM	0	4	10	16	0	30	0	6	92	3	0	101	0	15	6	13	1	34	0	8	137	19	0	164	329
2:15 PM	0	8	8	17	0	33	1	10	107	5	0	123	0	13	2	10	0	25	0	13	151	14	0	178	359
2:30 PM	0	4	13	8	0	25	0	15	94	11	0	120	0	13	7	11	0	31	0	15	180	11	0	206	382
2:45 PM	0	6	8	19	0	33	0	9	80	3	0	92	0	11	8	19	1	38	0	16	204	19	1	239	402
Hourly Total	0	22	39	60	0	121	1	40	373	22	0	436	0	52	23	53	2	128	0	52	672	63	1	787	1472
3:00 PM	0	6	12	18	0	36	1	18	88	5	3	112	0	13	8	13	2	34	0	14	171	22	0	207	389
3:15 PM	0	5	12	8	0	25	0	34	83	6	2	123	0	12	6	12	0	30	1	25	255	25	1	306	484
3:30 PM	0	6	30	14	0	50	0	54	85	7	0	146	0	18	8	12	1	38	1	30	267	34	1	332	566
3:45 PM	0	9	17	7	0	33	0	22	69	7	0	98	0	43	41	50	0	134	0	27	265	35	0	327	592
Hourly Total	0	26	71	47	0	144	1	128	325	25	5	479	0	86	63	87	3	236	2	96	958	116	2	1172	2031

Southern Blvd. & Elizabeth St. SE

Albuquerque New Mexico

Tuesday, April 26, 2022

Time	Southbound Elizabeth St. SE						Westbound Southern Blvd.						Northbound Elizabeth St. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	6	3	18	0	27	0	17	67	9	0	93	0	23	19	29	0	71	3	34	315	26	3	378	569
4:15 PM	0	5	14	8	0	27	1	15	66	14	0	96	0	12	12	14	0	38	0	54	338	20	0	412	573
4:30 PM	0	7	9	3	0	19	0	19	74	15	0	108	0	9	9	19	1	37	1	43	344	25	1	413	577
4:45 PM	0	6	9	9	0	24	1	23	71	33	0	128	0	14	9	15	1	38	0	39	300	27	0	366	556
Hourly Total	0	24	35	38	0	97	2	74	278	71	0	425	0	58	49	77	2	184	4	170	1297	98	4	1569	2275
5:00 PM	0	9	16	12	0	37	0	13	54	13	3	80	0	13	11	12	2	36	0	36	254	27	0	317	470
5:15 PM	0	7	15	5	0	27	1	27	73	6	0	107	0	10	8	15	1	33	0	27	304	28	0	359	526
5:30 PM	0	5	13	9	0	27	0	12	78	5	0	95	0	15	11	14	2	40	0	15	233	31	1	279	441
5:45 PM	0	8	9	9	0	26	0	12	59	9	0	80	0	11	5	14	0	30	2	15	182	20	0	219	355
Hourly Total	0	29	53	35	0	117	1	64	264	33	3	362	0	49	35	55	5	139	2	93	973	106	1	1174	1792
6:00 PM	0	13	11	14	0	38	0	13	50	9	0	72	0	17	4	6	2	27	2	10	179	17	2	208	345
6:15 PM	0	4	8	7	2	19	0	12	56	9	1	77	0	15	10	8	0	33	0	7	157	29	3	193	322
6:30 PM	0	13	14	11	0	38	0	16	60	6	0	82	0	13	9	7	2	29	2	10	103	38	1	153	302
6:45 PM	0	8	18	8	0	34	1	8	55	4	0	68	0	14	12	8	0	34	0	5	113	24	1	142	278
Hourly Total	0	38	51	40	2	129	1	49	221	28	1	299	0	59	35	29	4	123	4	32	552	108	7	696	1247
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	273	531	692	10	1496	12	895	5756	290	23	6953	0	918	472	666	34	2056	25	718	6670	915	37	8328	18833
Cars	0	272	526	685	9	1483	12	885	5728	290	20	6915	0	909	461	660	24	2030	25	714	6635	903	27	8277	18705
Heavy Vehicles	0	1	5	7	1	13	0	10	28	0	3	38	0	9	11	6	10	26	0	4	35	12	10	51	128
Heavy Vehicle %	0.00%	0.37%	0.94%	1.01%	10.00%	0.87%	0.00%	1.12%	0.49%	0.00%	13.04%	0.55%	0.00%	0.98%	2.33%	0.90%	29.41%	1.26%	0.00%	0.56%	0.52%	1.31%	27.03%	0.61%	0.68%

Southern Blvd. & Elizabeth St. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	9	14	15	0	38	0	54	181	2	1	237	0	28	9	8	1	45	2	0	27	16	2	45	365
8:15 AM	0	5	20	18	0	43	1	46	196	0	0	243	0	23	10	8	0	41	1	3	27	18	0	49	376
8:30 AM	0	2	17	13	0	32	0	66	183	1	0	250	0	23	13	18	0	54	0	4	34	32	0	70	406
8:45 AM	0	7	27	20	0	54	0	54	142	5	0	201	0	74	26	46	0	146	2	4	38	28	1	72	473
Peak Hour Total	0	23	78	66	0	167	1	220	702	8	1	931	0	148	58	80	1	286	5	11	126	94	3	236	1620
PHF	0.000	0.639	0.722	0.825	0.000	0.773	0.250	0.833	0.895	0.400	0.250	0.931	0.000	0.500	0.558	0.435	0.250	0.490	0.625	0.688	0.829	0.734	0.375	0.819	0.856

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:45 PM	0	9	17	7	0	33	0	22	69	7	0	98	0	43	41	50	0	134	0	27	265	35	0	327	592
4:00 PM	0	6	3	18	0	27	0	17	67	9	0	93	0	23	19	29	0	71	3	34	315	26	3	378	569
4:15 PM	0	5	14	8	0	27	1	15	66	14	0	96	0	12	12	14	0	38	0	54	338	20	0	412	573
4:30 PM	0	7	9	3	0	19	0	19	74	15	0	108	0	9	9	19	1	37	1	43	344	25	1	413	577
Peak Hour Total	0	27	43	36	0	106	1	73	276	45	0	395	0	87	81	112	1	280	4	158	1262	106	4	1530	2311
PHF	0.000	0.750	0.632	0.500	0.000	0.803	0.250	0.830	0.932	0.750	0.000	0.914	0.000	0.506	0.494	0.560	0.250	0.522	0.333	0.731	0.917	0.757	0.333	0.926	0.976

Total Vehicles On Leg			2976		
Vehicles Entering Intersection		1496	Vehicles Exiting Intersection		1480
Southbound					
Cars	685	526	272	0	9
Heavy	7	5	1	0	1
Total	692	531	273	0	10



Total Vehicles on Leg 15719	Vehicles Entering Intersection 8328	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 7391		27	10	37
			25	0	25
			714	4	718
			6635	35	6670
			903	12	915



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6953	Total Vehicles on Leg 14574
290	0	290			
5728	28	5756			
885	10	895			
12	0	12			
20	3	23			
				Vehicles Exiting Intersection 7621	



Cars	24	0	909	461	660
Heavy	10	0	9	11	6
Total	34	0	918	472	666
Northbound					
Vehicles Entering Intersection			2056		
Vehicles Exiting Intersection			2341		
Total Vehicles On Leg			4397		

Southern Blvd & Juan Tabo Blvd. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Juan Tabo Blvd. SE						Westbound Southern Blvd.						Northbound Juan Tabo Blvd. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	1	0	13	78	0	0	91	0	25	0	47	0	72	0	0	8	4	0	12	176
6:15 AM	0	3	0	3	0	6	0	13	101	0	0	114	0	28	0	70	0	98	0	0	13	4	0	17	235
6:30 AM	0	3	0	2	1	5	0	16	129	0	0	145	1	54	0	93	0	148	1	0	17	10	0	28	326
6:45 AM	0	0	0	1	1	1	0	22	114	1	0	137	0	57	0	113	0	170	0	1	22	3	0	26	334
Hourly Total	0	7	0	6	2	13	0	64	422	1	0	487	1	164	0	323	0	488	1	1	60	21	0	83	1071
7:00 AM	0	6	0	1	1	7	0	36	129	0	0	165	0	61	0	152	0	213	0	0	30	4	1	34	419
7:15 AM	0	5	0	1	1	6	0	56	144	2	0	202	0	65	0	167	0	232	0	0	50	11	0	61	501
7:30 AM	0	10	0	3	0	13	0	70	196	2	0	268	0	74	0	193	0	267	0	0	49	13	0	62	610
7:45 AM	0	5	0	5	2	10	0	66	211	1	0	278	0	55	0	173	0	228	0	1	45	16	0	62	578
Hourly Total	0	26	0	10	4	36	0	228	680	5	0	913	0	255	0	685	0	940	0	1	174	44	1	219	2108

Southern Blvd & Juan Tabo Blvd. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Juan Tabo Blvd. SE						Westbound Southern Blvd.						Northbound Juan Tabo Blvd. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	4	0	3	0	7	0	59	203	0	0	262	0	49	1	116	0	166	0	0	39	20	0	59	494
8:15 AM	0	3	0	1	0	4	0	78	193	5	0	276	0	54	0	113	0	167	0	2	27	13	0	42	489
8:30 AM	0	5	0	4	1	9	0	55	157	1	0	213	0	86	0	125	0	211	0	1	52	14	0	67	500
8:45 AM	0	0	2	2	0	4	0	52	138	1	0	191	0	54	3	117	0	174	1	2	68	33	0	104	473
Hourly Total	0	12	2	10	1	24	0	244	691	7	0	942	0	243	4	471	0	718	1	5	166	80	0	272	1956
9:00 AM	0	2	0	3	0	5	0	50	123	2	0	175	0	37	0	94	0	131	2	1	42	24	0	69	380
9:15 AM	0	4	0	0	0	4	0	59	109	3	0	171	0	46	0	83	0	129	0	0	38	21	0	59	363
9:30 AM	0	1	0	3	0	4	0	40	88	0	0	128	0	36	0	90	0	126	0	0	37	18	1	55	313
9:45 AM	0	3	0	2	0	5	0	63	98	0	0	161	2	31	0	96	0	129	0	1	39	23	0	63	358
Hourly Total	0	10	0	8	0	18	0	212	418	5	0	635	2	150	0	363	0	515	2	2	156	86	1	246	1414
10:00 AM	0	0	0	2	0	2	0	53	88	0	0	141	0	31	0	69	0	100	0	0	41	20	0	61	304
10:15 AM	0	0	0	3	0	3	0	50	83	0	0	133	0	31	1	72	0	104	0	2	61	29	0	92	332
10:30 AM	0	4	0	1	0	5	1	51	73	2	0	127	0	28	0	77	0	105	1	2	69	12	2	84	321
10:45 AM	0	0	1	0	1	1	0	85	60	1	1	146	0	29	0	77	0	106	0	0	81	38	0	119	372
Hourly Total	0	4	1	6	1	11	1	239	304	3	1	547	0	119	1	295	0	415	1	4	252	99	2	356	1329
11:00 AM	0	1	0	2	3	3	0	52	88	2	0	142	0	26	1	79	0	106	1	2	98	30	0	131	382
11:15 AM	0	6	1	6	2	13	1	61	101	3	0	166	0	31	0	92	0	123	0	1	99	31	1	131	433
11:30 AM	0	2	0	1	0	3	0	67	94	1	0	162	1	37	0	83	0	121	1	2	121	33	0	157	443
11:45 AM	0	5	0	2	2	7	1	57	75	2	0	135	0	39	0	80	0	119	2	1	95	39	1	137	398
Hourly Total	0	14	1	11	7	26	2	237	358	8	0	605	1	133	1	334	0	469	4	6	413	133	2	556	1656
12:00 PM	0	2	1	0	0	3	0	79	88	3	0	170	0	24	1	74	0	99	0	2	136	33	0	171	443
12:15 PM	0	4	0	3	1	7	1	81	97	2	0	181	0	31	1	73	1	105	0	2	122	36	0	160	453
12:30 PM	0	1	0	0	0	1	0	77	98	2	0	177	1	32	0	91	1	124	0	0	105	28	0	133	435
12:45 PM	0	3	0	0	0	3	0	78	109	3	0	190	0	42	1	70	0	113	2	1	98	39	0	140	446
Hourly Total	0	10	1	3	1	14	1	315	392	10	0	718	1	129	3	308	2	441	2	5	461	136	0	604	1777
1:00 PM	0	1	1	1	1	3	0	86	102	4	0	192	0	31	0	68	0	99	0	0	111	41	1	152	446
1:15 PM	0	4	0	0	0	4	0	61	87	4	0	152	0	31	0	73	0	104	1	0	114	30	0	145	405
1:30 PM	0	2	1	3	4	6	0	58	88	1	0	147	0	31	1	78	0	110	0	0	103	34	0	137	400
1:45 PM	0	1	1	1	1	3	2	84	83	2	0	171	0	28	1	86	0	115	2	1	101	25	0	129	418
Hourly Total	0	8	3	5	6	16	2	289	360	11	0	662	0	121	2	305	0	428	3	1	429	130	1	563	1669
2:00 PM	0	3	0	1	1	4	1	69	72	1	0	143	0	27	0	80	0	107	0	0	108	40	0	148	402
2:15 PM	0	2	0	0	0	2	2	97	91	5	0	195	0	44	0	91	0	135	1	3	140	29	0	173	505
2:30 PM	0	1	1	3	0	5	0	83	93	3	0	179	0	29	0	114	0	143	0	1	157	40	0	198	525
2:45 PM	0	4	0	3	1	7	0	103	76	1	0	180	0	28	0	106	0	134	0	3	181	36	0	220	541
Hourly Total	0	10	1	7	2	18	3	352	332	10	0	697	0	128	0	391	0	519	1	7	586	145	0	739	1973
3:00 PM	0	7	0	1	0	8	0	104	93	5	0	202	1	35	0	89	0	125	0	4	146	38	0	188	523
3:15 PM	0	2	2	2	0	6	0	153	103	5	0	261	1	29	0	87	1	117	0	1	231	40	0	272	656
3:30 PM	0	5	0	2	0	7	2	128	99	6	0	235	0	51	0	102	0	153	0	3	234	39	0	276	671
3:45 PM	0	5	1	0	0	6	0	130	75	3	0	208	0	38	2	103	0	143	1	2	236	80	1	319	676
Hourly Total	0	19	3	5	0	27	2	515	370	19	0	906	2	153	2	381	1	538	1	10	847	197	1	1055	2526

Southern Blvd & Juan Tabo Blvd. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Juan Tabo Blvd. SE						Westbound Southern Blvd.						Northbound Juan Tabo Blvd. SE						Eastbound Southern Blvd.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	3	0	1	0	4	0	124	73	4	0	201	0	41	0	93	3	134	1	0	236	68	1	305	644
4:15 PM	0	0	0	0	0	0	1	134	66	4	0	205	0	29	0	99	1	128	1	4	259	38	0	302	635
4:30 PM	0	1	0	2	0	3	0	152	77	7	0	236	0	44	1	90	0	135	1	1	260	75	0	337	711
4:45 PM	0	1	0	0	0	1	1	174	81	3	0	259	0	42	0	100	1	142	3	2	233	64	0	302	704
Hourly Total	0	5	0	3	0	8	2	584	297	18	0	901	0	156	1	382	5	539	6	7	988	245	1	1246	2694
5:00 PM	0	4	2	1	0	7	0	138	55	11	0	204	0	33	0	94	0	127	0	1	214	81	0	296	634
5:15 PM	0	2	1	0	0	3	0	163	78	5	0	246	0	43	1	89	1	133	1	3	235	76	0	315	697
5:30 PM	0	1	0	1	0	2	0	130	67	6	0	203	1	37	0	99	0	137	0	4	181	58	1	243	585
5:45 PM	0	3	2	1	0	6	1	128	62	5	1	196	0	27	0	110	1	137	0	0	143	61	0	204	543
Hourly Total	0	10	5	3	0	18	1	559	262	27	1	849	1	140	1	392	2	534	1	8	773	276	1	1058	2459
6:00 PM	0	6	0	4	1	10	1	127	60	6	0	194	0	25	0	95	0	120	1	4	130	62	0	197	521
6:15 PM	0	6	2	0	1	8	0	127	57	3	0	187	0	34	2	85	0	121	0	2	129	48	0	179	495
6:30 PM	0	0	0	1	0	1	0	104	58	3	0	165	0	33	0	76	0	109	0	1	66	55	1	122	397
6:45 PM	0	0	0	0	0	0	0	85	54	4	0	143	0	24	0	62	0	86	1	2	73	47	0	123	352
Hourly Total	0	12	2	5	2	19	1	443	229	16	0	689	0	116	2	318	0	436	2	9	398	212	1	621	1765
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	147	19	82	26	248	15	4281	5115	140	2	9551	8	2007	17	4948	10	6980	25	66	5723	1804	11	7618	24397
Cars	0	147	19	82	25	248	15	4224	5086	140	2	9465	8	1990	17	4883	9	6898	25	66	5689	1796	9	7576	24187
Heavy Vehicles	0	0	0	0	1	0	0	57	29	0	0	86	0	17	0	65	1	82	0	0	34	8	2	42	210
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%	1.33%	0.57%	0.00%	0.00%	0.90%	0.00%	0.85%	0.00%	1.31%	10.00%	1.17%	0.00%	0.00%	0.59%	0.44%	18.18%	0.55%	0.86%

Southern Blvd & Juan Tabo Blvd. SE
Albuquerque New Mexico
Tuesday, April 26, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:15 AM	0	5	0	1	1	6	0	56	144	2	0	202	0	65	0	167	0	232	0	0	50	11	0	61	501
7:30 AM	0	10	0	3	0	13	0	70	196	2	0	268	0	74	0	193	0	267	0	0	49	13	0	62	610
7:45 AM	0	5	0	5	2	10	0	66	211	1	0	278	0	55	0	173	0	228	0	1	45	16	0	62	578
8:00 AM	0	4	0	3	0	7	0	59	203	0	0	262	0	49	1	116	0	166	0	0	39	20	0	59	494
Peak Hour Total	0	24	0	12	3	36	0	251	754	5	0	1010	0	243	1	649	0	893	0	1	183	60	0	244	2183
PHF	0.000	0.600	0.000	0.600	0.375	0.692	0.000	0.896	0.893	0.625	0.000	0.908	0.000	0.821	0.250	0.841	0.000	0.836	0.000	0.250	0.915	0.750	0.000	0.984	0.895

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	1	0	2	0	3	0	152	77	7	0	236	0	44	1	90	0	135	1	1	260	75	0	337	711
4:45 PM	0	1	0	0	0	1	1	174	81	3	0	259	0	42	0	100	1	142	3	2	233	64	0	302	704
5:00 PM	0	4	2	1	0	7	0	138	55	11	0	204	0	33	0	94	0	127	0	1	214	81	0	296	634
5:15 PM	0	2	1	0	0	3	0	163	78	5	0	246	0	43	1	89	1	133	1	3	235	76	0	315	697
Peak Hour Total	0	8	3	3	0	14	1	627	291	26	0	945	0	162	2	373	2	537	5	7	942	296	0	1250	2746
PHF	0.000	0.500	0.375	0.375	0.000	0.500	0.250	0.901	0.898	0.591	0.000	0.912	0.000	0.920	0.500	0.933	0.500	0.945	0.417	0.583	0.906	0.914	0.000	0.927	0.966

Total Vehicles On Leg			471		
Vehicles Entering Intersection 248			Vehicles Exiting Intersection 223		
Southbound					
Cars	82	19	147	0	25
Heavy	0	0	0	0	1
Total	82	19	147	0	26



Total Vehicles on Leg 14847	Vehicles Entering Intersection 7618	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 7229		9	2	11
			25	0	25
			66	0	66
			5689	34	5723
			1796	8	1804



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 9551	Total Vehicles on Leg 20384
140	0	140			
5086	29	5115			
4224	57	4281			
15	0	15			
2	0	2		Vehicles Exiting Intersection 10833	



Cars	9	8	1990	17	4883
Heavy	1	0	17	0	65
Total	10	8	2007	17	4948
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
6980			6112		
Total Vehicles On Leg			13092		

Southern Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Southern Blvd.						Westbound Central Ave.						Northbound Southern Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	12	54	16	0	82	0	27	38	15	0	80	0	3	48	5	0	56	0	11	8	0	2	19	237
6:15 AM	0	13	67	21	0	101	0	44	53	21	0	118	0	10	65	12	0	87	1	9	28	0	1	38	344
6:30 AM	0	24	76	32	0	132	0	52	78	27	0	157	0	6	96	7	0	109	0	22	20	1	0	43	441
6:45 AM	0	27	100	36	0	163	0	50	87	37	1	174	0	7	130	9	0	146	0	27	33	0	2	60	543
Hourly Total	0	76	297	105	0	478	0	173	256	100	1	529	0	26	339	33	0	398	1	69	89	1	5	160	1565
7:00 AM	0	18	91	37	0	146	0	48	86	35	0	169	0	14	170	9	0	193	1	24	43	3	0	71	579
7:15 AM	0	23	135	61	0	219	0	54	103	44	0	201	0	11	158	24	0	193	0	33	44	2	0	79	692
7:30 AM	0	44	151	51	0	246	0	77	124	50	0	251	0	18	178	28	0	224	0	34	38	5	2	77	798
7:45 AM	0	44	194	71	0	309	0	88	112	55	1	255	0	12	168	18	0	198	0	24	68	0	0	92	854
Hourly Total	0	129	571	220	0	920	0	267	425	184	1	876	0	55	674	79	0	808	1	115	193	10	2	319	2923

**Southern Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022**

Time	Southbound Southern Blvd.						Westbound Central Ave.						Northbound Southern Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	44	199	151	0	394	0	89	122	43	0	254	0	11	141	29	0	181	0	27	72	6	2	105	934
8:15 AM	1	24	204	157	0	386	0	67	211	58	0	336	0	8	113	11	0	132	1	37	73	7	2	118	972
8:30 AM	0	35	141	132	0	308	0	70	239	69	0	378	0	10	147	29	0	186	0	51	71	6	2	128	1000
8:45 AM	0	27	157	109	1	293	1	67	223	62	1	353	0	13	159	26	0	198	0	49	72	8	1	129	973
Hourly Total	1	130	701	549	1	1381	1	293	795	232	1	1321	0	42	560	95	0	697	1	164	288	27	7	480	3879
9:00 AM	0	52	115	110	2	277	0	73	198	57	0	328	0	13	111	33	3	157	0	52	76	11	1	139	901
9:15 AM	0	40	111	103	0	254	0	49	230	50	0	329	0	15	99	16	0	130	0	51	81	7	0	139	852
9:30 AM	0	31	102	105	0	238	1	47	211	61	2	320	0	7	107	20	0	134	0	56	65	7	1	128	820
9:45 AM	0	32	116	99	2	247	0	40	240	70	2	350	0	10	101	20	0	131	0	44	66	8	3	118	846
Hourly Total	0	155	444	417	4	1016	1	209	879	238	4	1327	0	45	418	89	3	552	0	203	288	33	5	524	3419
10:00 AM	0	41	133	94	0	268	1	43	191	77	1	312	0	13	107	25	0	145	0	48	76	3	0	127	852
10:15 AM	0	38	115	102	0	255	0	38	204	63	0	305	0	9	117	25	1	151	0	47	93	5	2	145	856
10:30 AM	0	42	113	69	1	224	0	46	208	60	0	314	0	9	112	36	0	157	0	53	86	12	0	151	846
10:45 AM	0	52	92	101	0	245	0	44	200	85	0	329	1	18	110	30	0	159	1	55	95	8	1	159	892
Hourly Total	0	173	453	366	1	992	1	171	803	285	1	1260	1	49	446	116	1	612	1	203	350	28	3	582	3446
11:00 AM	0	37	100	97	0	234	1	40	194	75	0	310	0	10	152	31	0	193	0	61	95	4	1	160	897
11:15 AM	1	31	105	105	0	242	0	38	195	63	2	296	0	15	142	36	0	193	2	72	102	7	1	183	914
11:30 AM	0	42	121	105	0	268	0	47	187	59	0	293	0	18	102	46	0	166	0	72	141	7	4	220	947
11:45 AM	0	55	102	85	3	242	0	39	186	83	0	308	0	10	112	44	0	166	1	69	121	3	3	194	910
Hourly Total	1	165	428	392	3	986	1	164	762	280	2	1207	0	53	508	157	0	718	3	274	459	21	9	757	3668
12:00 PM	0	36	119	73	1	228	0	43	190	52	0	285	0	19	105	41	0	165	0	67	127	9	1	203	881
12:15 PM	0	45	157	101	0	303	0	60	179	54	0	293	0	15	130	35	2	180	1	64	116	8	4	189	965
12:30 PM	0	64	139	101	6	304	2	42	199	68	0	311	0	11	131	47	1	189	0	79	116	11	2	206	1010
12:45 PM	0	53	165	103	3	321	0	33	142	64	0	239	0	13	113	32	0	158	0	85	137	14	0	236	954
Hourly Total	0	198	580	378	10	1156	2	178	710	238	0	1128	0	58	479	155	3	692	1	295	496	42	7	834	3810
1:00 PM	0	92	167	125	1	384	3	15	142	68	1	228	0	15	107	37	2	159	0	79	128	8	2	215	986
1:15 PM	0	74	169	98	2	341	1	12	103	89	0	205	0	13	123	38	0	174	0	81	124	12	1	217	937
1:30 PM	0	73	168	111	0	352	3	20	82	77	0	182	1	13	126	60	1	200	0	74	109	5	8	188	922
1:45 PM	0	71	194	103	3	368	0	10	83	82	1	175	0	12	125	63	2	200	0	80	132	17	1	229	972
Hourly Total	0	310	698	437	6	1445	7	57	410	316	2	790	1	53	481	198	5	733	0	314	493	42	12	849	3817
2:00 PM	0	76	173	116	0	365	1	16	63	64	1	144	0	11	138	40	0	189	1	76	140	10	4	227	925
2:15 PM	0	75	186	114	0	375	0	14	93	88	0	195	0	17	139	55	0	211	3	88	158	9	2	258	1039
2:30 PM	0	77	194	125	0	396	0	7	76	105	0	188	0	6	174	58	0	238	0	84	171	7	0	262	1084
2:45 PM	0	75	188	113	0	376	0	9	62	84	0	155	0	8	151	67	0	226	3	91	126	7	3	227	984
Hourly Total	0	303	741	468	0	1512	1	46	294	341	1	682	0	42	602	220	0	864	7	339	595	33	9	974	4032
3:00 PM	0	65	226	93	0	384	2	29	76	59	0	166	0	8	180	85	0	273	1	103	186	15	2	305	1128
3:15 PM	0	62	211	76	0	349	0	24	108	51	0	183	0	11	184	66	2	261	4	102	183	17	3	306	1099
3:30 PM	0	61	208	85	0	354	0	38	103	50	0	191	0	9	243	65	0	317	1	104	161	11	0	277	1139
3:45 PM	0	55	158	78	2	291	0	36	106	37	2	179	0	11	206	84	3	301	1	96	177	10	3	284	1055
Hourly Total	0	243	803	332	2	1378	2	127	393	197	2	719	0	39	813	300	5	1152	7	405	707	53	8	1172	4421

Southern Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022

Time	Southbound Southern Blvd.						Westbound Central Ave.						Northbound Southern Blvd.						Eastbound Central Ave.						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	64	178	85	0	327	0	27	92	32	0	151	0	6	237	107	3	350	2	105	193	11	2	311	1139
4:15 PM	0	61	169	81	0	311	1	33	99	44	0	177	0	7	231	98	3	336	1	92	194	10	5	297	1121
4:30 PM	0	59	182	71	0	312	0	52	102	42	0	196	0	3	243	99	1	345	3	120	202	6	0	331	1184
4:45 PM	0	52	189	72	1	313	0	47	114	49	0	210	0	10	208	105	0	323	2	112	227	14	3	355	1201
Hourly Total	0	236	718	309	1	1263	1	159	407	167	0	734	0	26	919	409	7	1354	8	429	816	41	10	1294	4645
5:00 PM	0	44	209	72	0	325	0	42	103	48	0	193	0	12	230	110	2	352	0	107	238	9	4	354	1224
5:15 PM	0	51	156	44	0	251	0	44	103	60	0	207	0	12	197	99	2	308	0	102	230	10	3	342	1108
5:30 PM	0	52	169	52	0	273	0	54	82	41	2	177	0	9	201	96	3	306	0	76	210	12	4	298	1054
5:45 PM	0	49	130	41	5	220	0	47	84	48	2	179	0	13	166	62	3	241	1	86	173	9	1	269	909
Hourly Total	0	196	664	209	5	1069	0	187	372	197	4	756	0	46	794	367	10	1207	1	371	851	40	12	1263	4295
6:00 PM	0	69	132	51	4	252	2	35	82	36	0	155	0	4	154	71	4	229	2	73	128	7	1	210	846
6:15 PM	0	52	136	45	3	233	0	31	89	24	1	144	0	4	163	75	3	242	4	59	141	8	6	212	831
6:30 PM	0	43	117	41	0	201	0	25	85	26	0	136	0	5	144	39	2	188	1	62	141	8	0	212	737
6:45 PM	0	36	119	43	2	198	1	32	94	36	0	163	0	4	110	43	1	157	0	47	145	9	0	201	719
Hourly Total	0	200	504	180	9	884	3	123	350	122	1	598	0	17	571	228	10	816	7	241	555	32	7	835	3133
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	2	2514	7602	4362	42	14480	20	2154	6856	2897	20	11927	2	551	7604	2446	44	10603	38	3422	6180	403	96	10043	47053
Cars	2	2456	7499	4288	39	14245	20	2140	6604	2808	20	11572	2	540	7525	2437	38	10504	38	3384	6045	392	94	9859	46180
Heavy Vehicles	0	58	103	74	3	235	0	14	252	89	0	355	0	11	79	9	6	99	0	38	135	11	2	184	873
Heavy Vehicle %	0.00%	2.31%	1.35%	1.70%	7.14%	1.62%	0.00%	0.65%	3.68%	3.07%	0.00%	2.98%	0.00%	2.00%	1.04%	0.37%	13.64%	0.93%	0.00%	1.11%	2.18%	2.73%	2.08%	1.83%	1.86%

**Southern Blvd. & Central Ave.
Albuquerque New Mexico
Thursday, April 28, 2022**

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	44	199	151	0	394	0	89	122	43	0	254	0	11	141	29	0	181	0	27	72	6	2	105	934
8:15 AM	1	24	204	157	0	386	0	67	211	58	0	336	0	8	113	11	0	132	1	37	73	7	2	118	972
8:30 AM	0	35	141	132	0	308	0	70	239	69	0	378	0	10	147	29	0	186	0	51	71	6	2	128	1000
8:45 AM	0	27	157	109	1	293	1	67	223	62	1	353	0	13	159	26	0	198	0	49	72	8	1	129	973
Peak Hour Total	1	130	701	549	1	1381	1	293	795	232	1	1321	0	42	560	95	0	697	1	164	288	27	7	480	3879
PHF	0.250	0.739	0.859	0.874	0.250	0.876	0.250	0.823	0.832	0.841	0.250	0.874	0.000	0.808	0.881	0.819	0.000	0.880	0.250	0.804	0.986	0.844	0.875	0.930	0.970

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:15 PM	0	61	169	81	0	311	1	33	99	44	0	177	0	7	231	98	3	336	1	92	194	10	5	297	1121
4:30 PM	0	59	182	71	0	312	0	52	102	42	0	196	0	3	243	99	1	345	3	120	202	6	0	331	1184
4:45 PM	0	52	189	72	1	313	0	47	114	49	0	210	0	10	208	105	0	323	2	112	227	14	3	355	1201
5:00 PM	0	44	209	72	0	325	0	42	103	48	0	193	0	12	230	110	2	352	0	107	238	9	4	354	1224
Peak Hour Total	0	216	749	296	1	1261	1	174	418	183	0	776	0	32	912	412	6	1356	6	431	861	39	12	1337	4730
PHF	0.000	0.885	0.896	0.914	0.250	0.970	0.250	0.837	0.917	0.934	0.000	0.924	0.000	0.667	0.938	0.936	0.500	0.963	0.500	0.898	0.904	0.696	0.600	0.942	0.966

Total Vehicles On Leg			28405		
Vehicles Entering Intersection		14480	Vehicles Exiting Intersection		13925
Southbound					
Cars	4288	7499	2456	2	39
Heavy	74	103	58	0	3
Total	4362	7602	2514	2	42



Total Vehicles on Leg 21850	Vehicles Entering Intersection 10043	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 11807		94	2	96
			38	0	38
			3384	38	3422
			6045	135	6180
			392	11	403



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 11927	Total Vehicles on Leg 23087
2808	89	2897			
6604	252	6856			
2140	14	2154			
20	0	20			
20	0	20		Vehicles Exiting Intersection 11160	



Cars	38	2	540	7525	2437
Heavy	6	0	11	79	9
Total	44	2	551	7604	2446
Northbound					
Vehicles Entering Intersection			10603		
Vehicles Exiting Intersection			10161		
Total Vehicles On Leg			20764		



Herman Roser & Juan Tabo

Albuquerque New Mexico

Tuesday, April 26, 2022

Time	Southbound Juan Tabo						Westbound Herman Roser						Northbound Juan Tabo						Eastbound Herman Roser						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	12	4	0	16	0	0	0	0	0	0	0	0	42	0	0	0	0	2	0	0	0	2	60
6:15 AM	0	0	10	4	0	14	0	0	0	0	0	0	0	0	56	0	0	0	0	11	0	0	0	11	81
6:30 AM	0	0	12	5	0	17	0	0	0	0	0	0	0	0	107	0	0	0	1	3	0	0	1	3	127
6:45 AM	0	0	15	4	0	19	0	0	0	0	0	0	0	0	116	0	0	0	0	11	0	2	0	13	148
Hourly Total	0	0	49	17	0	66	0	0	0	0	0	0	0	0	321	0	0	0	0	27	0	2	1	29	416
7:00 AM	0	0	20	7	0	27	0	0	0	0	0	0	0	0	135	0	0	0	0	14	0	0	1	14	176
7:15 AM	0	0	32	12	0	44	0	0	0	0	0	0	0	0	151	0	0	0	0	15	0	2	1	17	212
7:30 AM	0	0	53	12	0	65	0	0	0	0	0	0	0	0	188	0	0	0	1	18	0	0	1	18	271
7:45 AM	0	0	46	16	0	62	0	0	0	0	0	0	0	0	154	0	0	0	0	16	0	2	0	18	234
Hourly Total	0	0	151	47	0	198	0	0	0	0	0	0	0	0	628	0	0	0	0	63	0	4	3	67	893

Herman Roser & Juan Tabo
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Juan Tabo						Westbound Herman Roser						Northbound Juan Tabo						Eastbound Herman Roser						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	0	43	17	0	60	0	0	0	0	0	0	0	0	104	0	0	0	0	14	0	4	0	18	182
8:15 AM	0	0	48	16	0	64	0	0	0	0	0	0	0	0	117	0	0	0	0	12	0	2	2	14	195
8:30 AM	0	0	46	14	0	60	0	0	0	0	0	0	0	0	145	0	0	0	0	12	0	2	0	14	219
8:45 AM	0	0	48	14	0	62	0	0	0	0	0	0	0	0	102	0	0	0	0	26	0	24	0	50	214
Hourly Total	0	0	185	61	0	246	0	0	0	0	0	0	0	0	468	0	0	0	0	64	0	32	2	96	810
9:00 AM	0	0	32	13	0	45	0	0	0	0	0	0	0	0	76	0	0	0	0	16	0	4	1	20	141
9:15 AM	0	0	45	6	0	51	0	0	0	0	0	0	0	0	68	0	0	0	0	13	0	0	0	13	132
9:30 AM	0	0	33	7	0	40	0	0	0	0	0	0	0	0	58	0	0	0	0	17	0	0	0	17	115
9:45 AM	0	0	46	8	0	54	0	0	0	0	0	0	0	0	70	0	0	0	0	12	0	0	1	12	136
Hourly Total	0	0	156	34	0	190	0	0	0	0	0	0	0	0	272	0	0	0	0	58	0	4	2	62	524
10:00 AM	0	0	40	7	1	47	0	0	0	0	0	0	0	0	57	0	1	57	0	7	0	1	0	8	112
10:15 AM	0	0	46	7	1	53	0	0	0	0	0	0	0	0	54	0	0	54	0	12	0	1	0	13	120
10:30 AM	0	0	34	8	2	42	0	0	0	0	0	0	0	1	59	0	1	60	0	11	0	2	1	13	115
10:45 AM	0	0	54	10	0	64	0	0	0	0	0	0	0	0	62	0	0	62	0	9	0	0	0	9	135
Hourly Total	0	0	174	32	4	206	0	0	0	0	0	0	0	1	232	0	2	233	0	39	0	4	1	43	482
11:00 AM	0	0	52	7	0	59	0	0	0	0	0	0	0	0	61	0	0	61	0	8	0	1	0	9	129
11:15 AM	0	0	49	13	0	62	0	0	0	0	0	0	0	0	74	0	0	74	0	12	0	2	0	14	150
11:30 AM	0	0	51	9	0	60	0	0	0	0	0	0	0	0	68	0	0	68	0	9	0	1	1	10	138
11:45 AM	0	0	60	14	0	74	0	0	0	0	0	0	0	0	61	0	0	61	0	7	0	1	0	8	143
Hourly Total	0	0	212	43	0	255	0	0	0	0	0	0	0	0	264	0	0	264	0	36	0	5	1	41	560
12:00 PM	0	0	72	10	0	82	0	0	0	0	0	0	0	0	52	0	0	52	0	9	0	3	3	12	146
12:15 PM	0	0	59	11	0	70	0	0	0	0	0	0	0	0	65	0	0	65	0	5	0	2	1	7	142
12:30 PM	0	0	58	15	0	73	0	0	0	0	0	0	0	0	75	0	0	75	0	15	0	2	1	17	165
12:45 PM	0	0	63	9	0	72	0	0	0	0	0	0	0	0	55	0	0	55	0	12	0	1	1	13	140
Hourly Total	0	0	252	45	0	297	0	0	0	0	0	0	0	0	247	0	0	247	0	41	0	8	6	49	593
1:00 PM	0	0	84	6	0	90	0	0	0	0	0	0	0	0	53	0	0	53	0	6	0	2	1	8	151
1:15 PM	0	0	57	13	0	70	0	0	0	0	0	0	0	0	50	0	0	50	0	15	0	1	0	16	136
1:30 PM	0	0	52	9	0	61	0	0	0	0	0	0	0	1	54	0	0	55	0	10	0	1	2	11	127
1:45 PM	0	0	70	11	0	81	0	0	0	0	0	0	0	0	67	0	0	67	0	3	0	2	3	5	153
Hourly Total	0	0	263	39	0	302	0	0	0	0	0	0	0	1	224	0	0	225	0	34	0	6	6	40	567
2:00 PM	0	0	57	7	0	64	0	0	0	0	0	0	0	0	57	0	0	57	0	10	0	2	1	12	133
2:15 PM	0	0	62	11	0	73	0	0	0	0	0	0	0	1	69	0	0	70	0	14	0	2	1	16	159
2:30 PM	0	0	54	16	0	70	0	0	0	0	0	0	0	0	74	0	0	74	0	17	0	5	1	22	166
2:45 PM	0	0	82	13	0	95	0	0	0	0	0	0	0	0	80	0	0	80	0	12	0	2	1	14	189
Hourly Total	0	0	255	47	0	302	0	0	0	0	0	0	0	1	280	0	0	281	0	53	0	11	4	64	647
3:00 PM	0	0	76	17	0	93	0	0	0	0	0	0	0	0	68	0	0	68	0	10	0	0	0	10	171
3:15 PM	0	0	93	18	0	111	0	0	0	0	0	0	0	0	71	0	0	71	0	11	0	3	1	14	196
3:30 PM	0	0	102	23	0	125	0	0	0	0	0	0	0	0	80	0	0	80	0	14	0	6	1	20	225
3:45 PM	0	0	114	11	0	125	0	0	0	0	0	0	0	1	71	0	0	72	0	24	0	24	0	48	245
Hourly Total	0	0	385	69	0	454	0	0	0	0	0	0	0	1	290	0	0	291	0	59	0	33	2	92	837

Herman Roser & Juan Tabo
Albuquerque New Mexico
Tuesday, April 26, 2022

Time	Southbound Juan Tabo						Westbound Herman Roser						Northbound Juan Tabo						Eastbound Herman Roser						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	119	17	0	136	0	0	0	0	0	0	0	0	73	0	0	73	0	12	0	10	1	22	231
4:15 PM	0	0	96	8	0	104	0	0	0	0	0	0	0	0	67	0	0	67	0	17	0	11	0	28	199
4:30 PM	0	0	153	9	0	162	0	0	0	0	0	0	0	0	86	0	0	86	0	17	0	12	0	29	277
4:45 PM	0	0	152	20	0	172	0	0	0	0	0	0	0	0	76	0	0	76	0	13	0	13	0	26	274
Hourly Total	0	0	520	54	0	574	0	0	0	0	0	0	0	0	302	0	0	302	0	59	0	46	1	105	981
5:00 PM	0	0	140	16	0	156	0	0	0	0	0	0	0	0	71	0	0	71	0	17	0	4	0	21	248
5:15 PM	0	0	152	19	0	171	0	0	0	0	0	0	0	0	71	0	0	71	0	12	0	4	0	16	258
5:30 PM	0	0	118	19	0	137	0	0	0	0	0	0	0	0	91	0	0	91	0	11	0	11	0	22	250
5:45 PM	0	0	115	17	0	132	0	0	0	0	0	0	0	0	91	0	0	91	0	16	0	5	0	21	244
Hourly Total	0	0	525	71	0	596	0	0	0	0	0	0	0	0	324	0	0	324	0	56	0	24	0	80	1000
6:00 PM	0	0	125	6	0	131	0	0	0	0	0	0	0	0	84	0	0	84	0	6	0	7	0	13	228
6:15 PM	0	0	113	13	0	126	0	0	0	0	0	0	0	0	71	0	0	71	0	10	0	5	1	15	212
6:30 PM	0	0	102	8	0	110	0	0	0	0	0	0	0	0	63	0	0	63	0	10	0	2	3	12	185
6:45 PM	0	0	95	11	0	106	0	0	0	0	0	0	0	0	60	0	0	60	0	7	0	4	0	11	177
Hourly Total	0	0	435	38	0	473	0	0	0	0	0	0	0	0	278	0	0	278	0	33	0	18	4	51	802
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	3562	597	4	4159	0	0	0	0	0	0	0	4	4130	0	2	4134	0	622	0	197	33	819	9112
Cars	0	0	3547	593	4	4140	0	0	0	0	0	0	0	4	4111	0	2	4115	0	618	0	194	28	812	9067
Heavy Vehicles	0	0	15	4	0	19	0	0	0	0	0	0	0	0	19	0	0	19	0	4	0	3	5	7	45
Heavy Vehicle %	0.00%	0.00%	0.42%	0.67%	0.00%	0.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.46%	0.00%	0.00%	0.46%	0.00%	0.64%	0.00%	1.52%	15.15%	0.85%	0.49%

Herman Roser & Juan Tabo

Albuquerque New Mexico

Tuesday, April 26, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:15 AM	0	0	32	12	0	44	0	0	0	0	0	0	0	0	151	0	0	151	0	15	0	2	1	17	212
7:30 AM	0	0	53	12	0	65	0	0	0	0	0	0	0	0	188	0	0	188	0	18	0	0	1	18	271
7:45 AM	0	0	46	16	0	62	0	0	0	0	0	0	0	0	154	0	0	154	0	16	0	2	0	18	234
8:00 AM	0	0	43	17	0	60	0	0	0	0	0	0	0	0	104	0	0	104	0	14	0	4	0	18	182
Peak Hour Total	0	0	174	57	0	231	0	0	0	0	0	0	0	0	597	0	0	597	0	63	0	8	2	71	899
PHF	0.000	0.000	0.821	0.838	0.000	0.888	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.794	0.000	0.000	0.794	0.000	0.875	0.000	0.500	0.500	0.986	0.829

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	153	9	0	162	0	0	0	0	0	0	0	0	86	0	0	86	0	17	0	12	0	29	277
4:45 PM	0	0	152	20	0	172	0	0	0	0	0	0	0	0	76	0	0	76	0	13	0	13	0	26	274
5:00 PM	0	0	140	16	0	156	0	0	0	0	0	0	0	0	71	0	0	71	0	17	0	4	0	21	248
5:15 PM	0	0	152	19	0	171	0	0	0	0	0	0	0	0	71	0	0	71	0	12	0	4	0	16	258
Peak Hour Total	0	0	597	64	0	661	0	0	0	0	0	0	0	0	304	0	0	304	0	59	0	33	0	92	1057
PHF	0.000	0.000	0.975	0.800	0.000	0.961	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.884	0.000	0.000	0.884	0.000	0.868	0.000	0.635	0.000	0.793	0.954

Total Vehicles On Leg			8911		
Vehicles Entering Intersection	4159		Vehicles Exiting Intersection	4752	
Southbound					
Cars	593	3547	0	0	4
Heavy	4	15	0	0	0
Total	597	3562	0	0	4



Total Vehicles on Leg 1420	Vehicles Entering Intersection 819	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 601		28	5	33
			0	0	0
			618	4	622
			0	0	0
			194	3	197



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	



Cars	2	0	4	4111	0
Heavy	0	0	0	19	0
Total	2	0	4	4130	0
Northbound					
Vehicles Entering Intersection	4134		Vehicles Exiting Intersection	3759	
Total Vehicles On Leg	7893				































Appendix B – Traffic Analysis Reports

Existing Conditions

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	125	314	173	139	615	125	139	377	21	75	676	149
Future Volume (veh/h)	125	314	173	139	615	125	139	377	21	75	676	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	327	0	145	641	130	145	393	22	78	704	155
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	2423		642	2048	409	265	1171	65	323	1043	324
Arrive On Green	0.06	0.47	0.00	0.06	0.48	0.48	0.08	0.24	0.24	0.05	0.20	0.20
Sat Flow, veh/h	1781	5106	1585	1781	4268	853	1781	4950	275	1781	5106	1585
Grp Volume(v), veh/h	130	327	0	145	509	262	145	269	146	78	704	155
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1717	1781	1702	1821	1781	1702	1585
Q Serve(g_s), s	3.7	3.6	0.0	4.1	9.2	9.4	6.2	6.6	6.7	3.4	12.7	8.6
Cycle Q Clear(g_c), s	3.7	3.6	0.0	4.1	9.2	9.4	6.2	6.6	6.7	3.4	12.7	8.6
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	441	2423		642	1633	824	265	805	431	323	1043	324
V/C Ratio(X)	0.30	0.13		0.23	0.31	0.32	0.55	0.33	0.34	0.24	0.68	0.48
Avail Cap(c_a), veh/h	458	2423		792	1633	824	273	834	446	460	1455	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.94	0.94	0.94	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	14.7	0.0	11.8	15.9	16.0	27.9	31.7	31.7	29.3	36.7	35.1
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.5	1.0	1.1	0.3	0.6	0.1	1.1	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.3	0.0	1.5	3.4	3.7	2.6	2.6	2.9	1.4	5.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	14.9	0.0	11.9	16.4	16.9	29.0	32.0	32.3	29.4	37.8	36.7
LnGrp LOS	B	B		B	B	B	C	C	C	C	D	D
Approach Vol, veh/h		457			916			560			937	
Approach Delay, s/veh		14.2			15.8			31.3			36.9	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	53.0	8.3	29.1	9.1	53.5	11.5	25.9				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	30.5	12.5	24.5	6.5	38.5	8.5	28.5				
Max Q Clear Time (g_c+I1), s	6.1	5.6	5.4	8.7	5.7	11.4	8.2	14.7				
Green Ext Time (p_c), s	0.1	2.0	0.0	2.9	0.0	5.1	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C































Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave

























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	266	766	173	70	532	143	232	1004	103	143	321	163
Future Volume (veh/h)	266	766	173	70	532	143	232	1004	103	143	321	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	299	861	0	79	598	161	261	1128	116	161	361	183
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	2079		335	1302	343	455	1328	136	251	1244	386
Arrive On Green	0.13	0.41	0.00	0.04	0.32	0.32	0.12	0.28	0.28	0.09	0.24	0.24
Sat Flow, veh/h	1781	5106	1585	1781	4022	1061	1781	4704	483	1781	5106	1585
Grp Volume(v), veh/h	299	861	0	79	504	255	261	816	428	161	361	183
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1679	1781	1702	1783	1781	1702	1585
Q Serve(g_s), s	10.7	12.0	0.0	2.9	11.8	12.1	10.5	22.6	22.7	6.7	5.8	9.9
Cycle Q Clear(g_c), s	10.7	12.0	0.0	2.9	11.8	12.1	10.5	22.6	22.7	6.7	5.8	9.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	443	2079		335	1102	543	455	961	503	251	1244	386
V/C Ratio(X)	0.68	0.41		0.24	0.46	0.47	0.57	0.85	0.85	0.64	0.29	0.47
Avail Cap(c_a), veh/h	527	2079		408	1102	543	455	1004	526	373	1659	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	0.85	0.85	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	21.1	0.0	21.0	26.9	27.0	22.3	33.9	33.9	27.2	30.8	32.3
Incr Delay (d2), s/veh	1.7	0.6	0.0	0.1	1.2	2.5	1.0	6.4	11.6	1.0	0.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.6	0.0	1.2	4.7	5.0	4.3	9.8	10.9	2.8	2.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	21.8	0.0	21.1	28.0	29.4	23.4	40.3	45.5	28.3	31.0	33.6
LnGrp LOS	C	C		C	C	C	C	D	D	C	C	C
Approach Vol, veh/h		1160			838			1505			705	
Approach Delay, s/veh		21.4			27.8			38.8			31.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	46.2	12.1	33.7	16.3	37.9	16.0	29.9				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	8.5	28.5	15.5	29.5	17.5	19.5	12.5	32.5				
Max Q Clear Time (g_c+I1), s	4.9	14.0	8.7	24.7	12.7	14.1	12.5	11.9				
Green Ext Time (p_c), s	0.0	4.9	0.1	3.6	0.1	2.2	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	42	117	916	108	202	68	247	48	75	770	12
Future Volume (veh/h)	9	42	117	916	108	202	68	247	48	75	770	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	44	0	964	114	0	72	260	0	79	811	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	112		890	525		433	2442		683	2451	
Arrive On Green	0.06	0.06	0.00	0.18	0.28	0.00	0.05	0.48	0.00	0.05	0.48	0.00
Sat Flow, veh/h	1279	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	9	44	0	964	114	0	72	260	0	79	811	0
Grp Sat Flow(s),veh/h/ln	1279	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.5	1.8	0.0	14.5	3.8	0.0	1.6	2.3	0.0	1.8	8.0	0.0
Cycle Q Clear(g_c), s	0.5	1.8	0.0	14.5	3.8	0.0	1.6	2.3	0.0	1.8	8.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	112		890	525		433	2442		683	2451	
V/C Ratio(X)	0.05	0.39		1.08	0.22		0.17	0.11		0.12	0.33	
Avail Cap(c_a), veh/h	402	459		890	872		531	2442		756	2451	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	36.9	0.0	30.8	22.5	0.0	9.9	11.7	0.0	9.5	13.1	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.0	55.5	0.1	0.0	0.1	0.1	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.0	8.6	1.6	0.0	0.6	0.8	0.0	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	37.7	0.0	86.3	22.5	0.0	10.0	11.8	0.0	9.5	13.5	0.0
LnGrp LOS	D	D		F	C		A	B		A	B	
Approach Vol, veh/h		53			1078			332			890	
Approach Delay, s/veh		37.5			79.6			11.4			13.1	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	45.0	18.0	10.9	7.5	45.1		28.9				
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	7.5	39.0	14.5	20.0	8.5	38.0		38.0				
Max Q Clear Time (g_c+I1), s	3.8	4.3	16.5	3.8	3.6	10.0		5.8				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.1	0.0	8.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay 43.9

HCM 6th LOS D

























Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	155	87	179	77	98	156	1064	838	161	185	13
Future Volume (veh/h)	38	155	87	179	77	98	156	1064	838	161	185	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	160	0	185	79	0	161	1097	0	166	191	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	216		508	432		786	2538		402	2545	
Arrive On Green	0.12	0.12	0.00	0.07	0.23	0.00	0.07	0.50	0.00	0.07	0.50	0.00
Sat Flow, veh/h	1320	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	39	160	0	185	79	0	161	1097	0	166	191	0
Grp Sat Flow(s),veh/h/ln	1320	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.1	6.3	0.0	3.4	2.6	0.0	3.3	10.5	0.0	3.4	1.5	0.0
Cycle Q Clear(g_c), s	2.1	6.3	0.0	3.4	2.6	0.0	3.3	10.5	0.0	3.4	1.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	216		508	432		786	2538		402	2545	
V/C Ratio(X)	0.16	0.74		0.36	0.18		0.20	0.43		0.41	0.08	
Avail Cap(c_a), veh/h	560	660		605	930		863	2538		477	2545	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.8	32.7	0.0	25.6	23.6	0.0	8.0	12.3	0.0	9.0	10.0	0.0
Incr Delay (d2), s/veh	0.1	1.9	0.0	0.2	0.1	0.0	0.0	0.5	0.0	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.9	0.0	1.3	1.1	0.0	1.0	3.5	0.0	1.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	34.6	0.0	25.8	23.7	0.0	8.0	12.9	0.0	9.3	10.0	0.0
LnGrp LOS	C	C		C	C		A	B		A	B	
Approach Vol, veh/h		199			264			1258			357	
Approach Delay, s/veh		33.9			25.1			12.2			9.7	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	44.0	8.8	14.8	8.7	44.1		23.7				
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	8.5	38.0	7.5	27.0	8.5	38.0		38.0				
Max Q Clear Time (g_c+I1), s	5.4	12.5	5.4	8.3	5.3	3.5		4.6				
Green Ext Time (p_c), s	0.0	11.1	0.0	0.5	0.0	1.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰ ↱ ↱ ↱			↰ ↱ ↱ ↱		
Traffic Vol, veh/h	0	1	4	5	0	135	3	168	0	266	1395	19
Future Vol, veh/h	0	1	4	5	0	135	3	168	0	266	1395	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	100	-	-	170	150	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	4	5	0	142	3	177	0	280	1468	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2115	2221	744	1331	2231	89	1488	0	0	177	0	0
Stage 1	2038	2038	-	183	183	-	-	-	-	-	-	-
Stage 2	77	183	-	1148	2048	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	54	43	306	163	42	808	226	-	-	957	-	-
Stage 1	36	99	-	714	747	-	-	-	-	-	-	-
Stage 2	850	747	-	190	98	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	34	30	306	120	29	808	226	-	-	957	-	-
Mov Cap-2 Maneuver	34	30	-	120	29	-	-	-	-	-	-	-
Stage 1	36	70	-	705	737	-	-	-	-	-	-	-
Stage 2	691	737	-	131	69	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	39.4		11.3		0.4		1.6	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	30	306	120	808	957	-	-
HCM Lane V/C Ratio	0.014	-	-	0.035	0.014	0.044	0.176	0.293	-	-
HCM Control Delay (s)	21.2	-	-	129.3	16.9	36.4	10.4	10.3	-	-
HCM Lane LOS	C	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	0.6	1.2	-	-

HCM 6th TWSC
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰ ↱ ↱ ↱			↰ ↱ ↱ ↱		
Traffic Vol, veh/h	9	0	4	1	0	83	1	1894	26	98	195	6
Future Vol, veh/h	9	0	4	1	0	83	1	1894	26	98	195	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	100	-	-	170	150	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	4	1	0	88	1	2015	28	104	207	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1226	2463	107	2322	2452	1022	213	0	0	2043	0	0
Stage 1	418	418	-	2031	2031	-	-	-	-	-	-	-
Stage 2	808	2045	-	291	421	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	188	30	787	40	30	201	921	-	-	119	-	-
Stage 1	498	589	-	37	99	-	-	-	-	-	-	-
Stage 2	309	98	-	635	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	27	4	787	10	4	201	921	-	-	119	-	-
Mov Cap-2 Maneuver	27	4	-	10	4	-	-	-	-	-	-	-
Stage 1	498	74	-	37	99	-	-	-	-	-	-	-
Stage 2	173	98	-	80	74	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	140.7		40.6		0		39.4	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	921	-	-	27	787	10	201	119	-	-
HCM Lane V/C Ratio	0.001	-	-	0.355	0.005	0.106	0.439	0.876	-	-
HCM Control Delay (s)	8.9	-	-	198.9	9.6	404.1	36.2	120.1	-	-
HCM Lane LOS	A	-	-	F	A	F	E	F	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0	0.3	2.1	5.4	-	-

HCM 6th Signalized Intersection Summary

23: Eubank Blvd & Gibson Blvd

08/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	16	154	2	86	1274
Future Volume (veh/h)	20	16	154	2	86	1274
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	18	171	2	96	1416
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	66	59	3790	44	1063	4233
Arrive On Green	0.04	0.04	0.73	0.73	0.06	0.83
Sat Flow, veh/h	1781	1585	5371	61	1781	5274
Grp Volume(v), veh/h	22	18	112	61	96	1416
Grp Sat Flow(s),veh/h/ln	1781	1585	1702	1859	1781	1702
Q Serve(g_s), s	0.9	0.9	0.7	0.7	0.8	5.1
Cycle Q Clear(g_c), s	0.9	0.9	0.7	0.7	0.8	5.1
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	66	59	2480	1355	1063	4233
V/C Ratio(X)	0.33	0.31	0.05	0.05	0.09	0.33
Avail Cap(c_a), veh/h	557	495	2480	1355	1225	4233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	36.8	3.0	3.0	1.5	1.6
Incr Delay (d2), s/veh	2.9	2.9	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.2	0.2	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.7	39.7	3.0	3.1	1.6	1.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	40		173			1512
Approach Delay, s/veh	39.7		3.0			1.8
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.9	62.1			70.0	8.4
Change Period (Y+Rc), s	3.5	5.0			5.0	5.5
Max Green Setting (Gmax), s	11.5	50.0			65.0	24.5
Max Q Clear Time (g_c+I1), s	2.8	2.7			7.1	2.9
Green Ext Time (p_c), s	0.0	1.0			14.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

23: Eubank Blvd & Gibson Blvd

08/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↶↶↶		↰	↶↶↶
Traffic Volume (veh/h)	0	90	1797	20	23	193
Future Volume (veh/h)	0	90	1797	20	23	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	97	1932	22	25	208
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	138	123	3772	43	262	4054
Arrive On Green	0.00	0.08	0.72	0.72	0.03	0.79
Sat Flow, veh/h	1781	1585	5373	59	1781	5274
Grp Volume(v), veh/h	0	97	1263	691	25	208
Grp Sat Flow(s), veh/h/ln	1781	1585	1702	1860	1781	1702
Q Serve(g_s), s	0.0	4.9	13.3	13.3	0.3	0.7
Cycle Q Clear(g_c), s	0.0	4.9	13.3	13.3	0.3	0.7
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	138	123	2467	1348	262	4054
V/C Ratio(X)	0.00	0.79	0.51	0.51	0.10	0.05
Avail Cap(c_a), veh/h	533	474	2467	1348	465	4054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.1	4.9	4.9	3.7	1.8
Incr Delay (d2), s/veh	0.0	10.5	0.8	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	3.2	3.7	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	47.6	5.7	6.3	3.8	1.8
LnGrp LOS	A	D	A	A	A	A
Approach Vol, veh/h	97		1954			233
Approach Delay, s/veh	47.6		5.9			2.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	64.3			70.0	11.9
Change Period (Y+Rc), s	3.5	5.0			5.0	5.5
Max Green Setting (Gmax), s	11.5	50.0			65.0	24.5
Max Q Clear Time (g_c+I1), s	2.3	15.3			2.7	6.9
Green Ext Time (p_c), s	0.0	18.7			1.4	0.2

Intersection Summary





HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection





Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	15	132	11	15	1461
Future Vol, veh/h	9	15	132	11	15	1461
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	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	15	136	11	15	1506

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	774	74	0
Stage 1	142	-	-
Stage 2	632	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	402	825	-
Stage 1	781	-	-
Stage 2	448	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	396	825	-
Mov Cap-2 Maneuver	396	-	-
Stage 1	781	-	-
Stage 2	441	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	988
HCM Lane V/C Ratio	-	-	0.042	0.016
HCM Control Delay (s)	-	-	11.4	8.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	107	1801	33	14	168
Future Vol, veh/h	2	107	1801	33	14	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	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	120	2024	37	16	189

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2151	1031	0
Stage 1	2043	-	-
Stage 2	108	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	78	198	-
Stage 1	53	-	-
Stage 2	832	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	67	198	-
Mov Cap-2 Maneuver	67	-	-
Stage 1	53	-	-
Stage 2	717	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.5	0	3.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	116
HCM Lane V/C Ratio	-	-	0.641	0.136
HCM Control Delay (s)	-	-	52.5	40.8
HCM Lane LOS	-	-	F	E
HCM 95th %tile Q(veh)	-	-	3.7	0.5

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd

08/25/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	1	118	26	0
Future Volume (Veh/h)	0	0	1	118	26	0
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	0	0	1	176	39	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	254	78	78	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254	78	78	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	100	100	84	98	
cM capacity (veh/h)	574	793	793	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	0	0	177	39	0	
Volume Left	0	0	0	39	0	
Volume Right	0	0	176	0	0	
cSH	1700	1700	1083	1623	1700	
Volume to Capacity	0.00	0.00	0.16	0.02	0.00	
Queue Length 95th (ft)	0	0	15	2	0	
Control Delay (s)	0.0	0.0	9.0	7.3	0.0	
Lane LOS	A	A	A	A		
Approach Delay (s)	0.0		9.0	7.3		
Approach LOS	A		A			
Intersection Summary						
Average Delay			8.7			
Intersection Capacity Utilization			17.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd






















08/25/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	43	20	0
Future Volume (Veh/h)	0	0	0	43	20	0
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	52	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	48	48	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	48	48	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	100	100	95	99	
cM capacity (veh/h)	830	831	831	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	0	0	52	24	0	
Volume Left	0	0	0	24	0	
Volume Right	0	0	52	0	0	
cSH	1700	1700	1085	1623	1700	
Volume to Capacity	0.00	0.00	0.05	0.01	0.00	
Queue Length 95th (ft)	0	0	4	1	0	
Control Delay (s)	0.0	0.0	8.5	7.3	0.0	
Lane LOS	A	A	A	A		
Approach Delay (s)	0.0		8.5	7.3		
Approach LOS	A		A			
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM 6th Signalized Intersection Summary 13: Elizabeth St & Southern Blvd






















08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	127	45	111	870	14	87	28	39	19	43	39
Future Volume (veh/h)	5	127	45	111	870	14	87	28	39	19	43	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	137	48	119	935	15	94	30	42	20	46	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	1760	785	809	1999	32	236	54	209	223	190	174
Arrive On Green	0.01	0.50	0.50	0.07	0.56	0.56	0.13	0.13	0.13	0.02	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3579	57	1024	407	1585	1781	900	822
Grp Volume(v), veh/h	5	137	48	119	464	486	124	0	42	20	0	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1860	1431	0	1585	1781	0	1722
Q Serve(g_s), s	0.1	1.3	1.0	1.8	9.8	9.8	4.8	0.0	1.5	0.6	0.0	2.7
Cycle Q Clear(g_c), s	0.1	1.3	1.0	1.8	9.8	9.8	5.1	0.0	1.5	0.6	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.03	0.76		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	365	1760	785	809	992	1039	290	0	209	223	0	364
V/C Ratio(X)	0.01	0.08	0.06	0.15	0.47	0.47	0.43	0.00	0.20	0.09	0.00	0.24
Avail Cap(c_a), veh/h	708	1760	785	1040	992	1039	927	0	924	537	0	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	8.3	8.2	5.5	8.3	8.3	25.8	0.0	24.2	21.3	0.0	20.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	1.6	1.5	1.4	0.0	0.7	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.3	0.5	3.3	3.4	1.8	0.0	0.6	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	8.4	8.4	5.6	9.8	9.8	27.2	0.0	24.9	21.4	0.0	21.0
LnGrp LOS	A	A	A	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h		190			1069			166			108	
Approach Delay, s/veh		8.4			9.3			26.6			21.1	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	36.0	5.0	13.7	3.9	40.0		18.7				
Change Period (Y+Rc), s	3.5	5.0	3.5	5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	31.0	12.5	36.5	12.5	31.0		52.5				
Max Q Clear Time (g_c+I1), s	3.8	3.3	2.6	7.1	2.1	11.8		4.7				
Green Ext Time (p_c), s	0.1	0.9	0.0	1.2	0.0	5.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

13: Elizabeth St & Southern Blvd























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	1297	98	74	278	71	58	49	77	24	35	38
Future Volume (veh/h)	170	1297	98	74	278	71	58	49	77	24	35	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	1310	99	75	281	72	59	49	78	24	35	38
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	707	1838	820	310	1404	353	173	98	183	230	163	177
Arrive On Green	0.08	0.52	0.52	0.06	0.50	0.50	0.12	0.12	0.12	0.03	0.20	0.20
Sat Flow, veh/h	1781	3554	1585	1781	2812	708	726	847	1585	1781	820	890
Grp Volume(v), veh/h	172	1310	99	75	176	177	108	0	78	24	0	73
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1743	1573	0	1585	1781	0	1710
Q Serve(g_s), s	2.8	17.5	2.0	1.2	3.4	3.5	3.0	0.0	2.8	0.7	0.0	2.2
Cycle Q Clear(g_c), s	2.8	17.5	2.0	1.2	3.4	3.5	4.0	0.0	2.8	0.7	0.0	2.2
Prop In Lane	1.00		1.00	1.00		0.41	0.55		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	707	1838	820	310	887	870	271	0	183	230	0	340
V/C Ratio(X)	0.24	0.71	0.12	0.24	0.20	0.20	0.40	0.00	0.43	0.10	0.00	0.21
Avail Cap(c_a), veh/h	929	1838	820	564	887	870	993	0	932	540	0	1446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	11.5	7.7	9.0	8.6	8.7	26.0	0.0	25.6	21.7	0.0	20.8
Incr Delay (d2), s/veh	0.1	2.4	0.3	0.1	0.5	0.5	1.3	0.0	2.2	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.0	0.6	0.4	1.2	1.2	1.5	0.0	1.1	0.3	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	13.9	8.0	9.2	9.1	9.2	27.3	0.0	27.8	21.8	0.0	21.3
LnGrp LOS	A	B	A	A	A	A	C	A	C	C	A	C
Approach Vol, veh/h	1581				428				186			
Approach Delay, s/veh	12.7				9.2				27.5			
Approach LOS	B				A				C			
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	7.1	37.1	5.2	12.7	8.2	36.0	17.9					
Change Period (Y+Rc), s	3.5	5.0	3.5	5.5	3.5	5.0	5.5					
Max Green Setting (Gmax), s	12.5	31.0	12.5	36.5	12.5	31.0	52.5					
Max Q Clear Time (g_c+I1), s	3.2	19.5	2.7	6.0	4.8	5.5	4.2					
Green Ext Time (p_c), s	0.0	7.0	0.0	1.3	0.1	2.0	0.6					
Intersection Summary												
HCM 6th Ctrl Delay	13.6											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	183	60	251	754	5	243	1	649	24	0	12
Future Volume (veh/h)	1	183	60	251	754	5	243	1	649	24	0	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	203	67	279	838	6	270	1	0	27	0	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	1340	598	1352	1710	12	469	464		493	0	393
Arrive On Green	0.00	0.38	0.38	0.10	0.47	0.47	0.25	0.25	0.00	0.25	0.00	0.25
Sat Flow, veh/h	1781	3554	1585	3456	3617	26	1401	1870	1585	1414	0	1585
Grp Volume(v), veh/h	1	203	67	279	412	432	270	1	0	27	0	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1866	1401	1870	1585	1414	0	1585
Q Serve(g_s), s	0.0	1.9	1.4	2.2	8.0	8.0	9.2	0.0	0.0	0.7	0.0	0.3
Cycle Q Clear(g_c), s	0.0	1.9	1.4	2.2	8.0	8.0	10.0	0.0	0.0	0.8	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1340	598	1352	840	882	469	464		493	0	393
V/C Ratio(X)	0.00	0.15	0.11	0.21	0.49	0.49	0.58	0.00		0.05	0.00	0.03
Avail Cap(c_a), veh/h	790	1340	598	1873	840	882	859	984		887	0	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	10.4	10.2	6.6	9.1	9.1	18.4	14.3	0.0	14.5	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	2.0	1.9	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.5	0.6	2.8	2.9	2.7	0.0	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	10.6	10.6	6.7	11.1	11.1	19.5	14.3	0.0	14.6	0.0	14.4
LnGrp LOS	A	B	B	A	B	B	B	B		B	A	B
Approach Vol, veh/h		271			1123			271			40	
Approach Delay, s/veh		10.6			10.0			19.5			14.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	24.0		18.0	3.6	28.8		18.0				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	4.2	3.9		12.0	2.0	10.0		2.8				
Green Ext Time (p_c), s	0.2	1.2		0.7	0.0	3.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	988	245	584	297	18	156	1	382	5	0	3
Future Volume (veh/h)	7	988	245	584	297	18	156	1	382	5	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	1040	258	615	313	19	164	1	0	5	0	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	1449	646	937	1843	111	360	279		365	0	236
Arrive On Green	0.01	0.41	0.41	0.14	0.54	0.54	0.15	0.15	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1781	3554	1585	3456	3404	206	1414	1870	1585	1412	0	1585
Grp Volume(v), veh/h	7	1040	258	615	163	169	164	1	0	5	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1833	1414	1870	1585	1412	0	1585
Q Serve(g_s), s	0.1	11.4	5.4	4.1	2.2	2.2	5.2	0.0	0.0	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.1	11.4	5.4	4.1	2.2	2.2	5.4	0.0	0.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	598	1449	646	937	962	992	360	279		365	0	236
V/C Ratio(X)	0.01	0.72	0.40	0.66	0.17	0.17	0.46	0.00		0.01	0.00	0.01
Avail Cap(c_a), veh/h	1060	1449	646	1370	962	992	953	1064		959	0	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	11.6	9.8	8.6	5.4	5.4	19.2	16.9	0.0	17.0	0.0	16.9
Incr Delay (d2), s/veh	0.0	3.1	1.8	0.3	0.4	0.4	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	1.7	0.8	0.6	0.6	1.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	14.6	11.6	8.9	5.8	5.8	20.1	16.9	0.0	17.0	0.0	16.9
LnGrp LOS	A	B	B	A	A	A	C	B		B	A	B
Approach Vol, veh/h	1305				947				165			
Approach Delay, s/veh	14.0				7.8				20.1			
Approach LOS	B				A				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	24.0		12.4	3.9	30.2		12.4				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	6.1	13.4		7.4	2.1	4.2		2.2				
Green Ext Time (p_c), s	0.6	3.5		0.4	0.0	1.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B





























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave





























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			 	
Traffic Volume (veh/h)	13	222	118	308	461	192	52	645	99	155	679	334
Future Volume (veh/h)	13	222	118	308	461	192	52	645	99	155	679	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	252	134	350	524	218	59	733	112	176	772	380
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1288	600	597	1703	686	182	1015	154	284	990	441
Arrive On Green	0.02	0.38	0.38	0.12	0.48	0.48	0.04	0.23	0.23	0.09	0.28	0.28
Sat Flow, veh/h	1781	3404	1585	1781	3575	1440	1781	4475	678	1781	3554	1585
Grp Volume(v), veh/h	15	252	134	350	498	244	59	556	289	176	772	380
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1611	1781	1702	1748	1781	1777	1585
Q Serve(g_s), s	0.5	5.0	5.7	11.5	9.0	9.3	2.5	15.1	15.3	7.2	20.0	22.8
Cycle Q Clear(g_c), s	0.5	5.0	5.7	11.5	9.0	9.3	2.5	15.1	15.3	7.2	20.0	22.8
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	374	1288	600	597	1621	767	182	772	397	284	990	441
V/C Ratio(X)	0.04	0.20	0.22	0.59	0.31	0.32	0.32	0.72	0.73	0.62	0.78	0.86
Avail Cap(c_a), veh/h	548	1288	600	597	1621	767	279	987	507	289	1031	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	20.9	21.1	15.4	16.1	16.2	29.0	35.7	35.8	26.3	33.3	34.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	1.0	0.5	1.1	0.3	1.7	3.5	2.8	4.0	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.0	2.2	4.6	3.4	3.5	1.1	6.3	6.8	3.2	8.9	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	21.2	22.0	16.4	16.6	17.3	29.3	37.4	39.3	29.2	37.3	49.6
LnGrp LOS	B	C	C	B	B	B	C	D	D	C	D	D
Approach Vol, veh/h		401			1092			904			1328	
Approach Delay, s/veh		21.4			16.7			37.5			39.8	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	43.6	12.7	28.7	5.2	53.4	7.5	33.8				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	11.5	31.2	9.5	29.0	11.5	31.2	9.5	29.0				
Max Q Clear Time (g_c+I1), s	13.5	7.7	9.2	17.3	2.5	11.3	4.5	24.8				
Green Ext Time (p_c), s	0.0	3.2	0.0	5.4	0.0	6.3	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			30.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave

08/25/2022




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			 	
Traffic Volume (veh/h)	429	816	41	159	407	167	26	919	409	236	718	309
Future Volume (veh/h)	429	816	41	159	407	167	26	919	409	236	718	309
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	442	841	42	164	420	172	27	947	422	243	740	319
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	554	1878	94	380	970	379	197	795	354	286	1151	513
Arrive On Green	0.19	0.38	0.38	0.08	0.27	0.27	0.03	0.23	0.23	0.12	0.32	0.32
Sat Flow, veh/h	1781	4982	248	1781	3609	1411	1781	3457	1540	1781	3554	1585
Grp Volume(v), veh/h	442	574	309	164	395	197	27	932	437	243	740	319
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1616	1781	1702	1593	1781	1777	1585
Q Serve(g_s), s	17.1	12.6	12.7	6.6	9.6	10.2	1.1	23.0	23.0	9.9	17.8	17.0
Cycle Q Clear(g_c), s	17.1	12.6	12.7	6.6	9.6	10.2	1.1	23.0	23.0	9.9	17.8	17.0
Prop In Lane	1.00		0.14	1.00		0.87	1.00		0.97	1.00		1.00
Lane Grp Cap(c), veh/h	554	1283	688	380	915	434	197	783	366	286	1151	513
V/C Ratio(X)	0.80	0.45	0.45	0.43	0.43	0.45	0.14	1.19	1.19	0.85	0.64	0.62
Avail Cap(c_a), veh/h	629	1283	688	399	915	434	337	783	366	348	1151	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	23.3	23.4	23.0	30.2	30.5	28.4	38.5	38.5	26.1	28.9	28.6
Incr Delay (d2), s/veh	4.7	1.0	1.8	0.3	1.5	3.4	0.1	93.0	100.4	13.2	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.0	5.5	2.7	4.0	4.2	0.5	19.4	18.9	5.1	7.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	24.3	25.2	23.3	31.7	33.8	28.5	131.5	138.9	39.3	30.3	31.3
LnGrp LOS	C	C	C	C	C	C	C	F	F	D	C	C
Approach Vol, veh/h		1325			756			1396			1302	
Approach Delay, s/veh		24.4			30.5			131.8			32.2	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	43.5	15.5	29.0	22.8	32.7	6.1	38.4				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	9.5	33.2	15.5	23.0	23.5	19.2	10.5	28.0				
Max Q Clear Time (g_c+I1), s	8.6	14.7	11.9	25.0	19.1	12.2	3.1	19.8				
Green Ext Time (p_c), s	0.0	7.1	0.1	0.0	0.2	2.6	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			58.9									
HCM 6th LOS			E									

HCM 6th TWSC
10: Juan Tabo Blvd & Herman Roser Ave

08/25/2022

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	8	0	597	174	57
Future Vol, veh/h	63	8	0	597	174	57
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	10	0	719	210	69




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	605	140	0
Stage 1	245	-	-
Stage 2	360	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	429	882	0
Stage 1	773	-	0
Stage 2	677	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	429	882	-
Mov Cap-2 Maneuver	429	-	-
Stage 1	773	-	-
Stage 2	677	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	455	-	-
HCM Lane V/C Ratio	-	0.188	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-

HCM 6th TWSC
10: Juan Tabo Blvd & Herman Roser Ave

08/25/2022

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	46	0	302	520	54
Future Vol, veh/h	59	46	0	302	520	54
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	52	0	339	584	61

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	785	323	0
Stage 1	615	-	-
Stage 2	170	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	330	673	0
Stage 1	502	-	0
Stage 2	843	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	330	673	-
Mov Cap-2 Maneuver	330	-	-
Stage 1	502	-	-
Stage 2	843	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 425	-	-
HCM Lane V/C Ratio	- 0.278	-	-
HCM Control Delay (s)	- 16.7	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 1.1	-	-































Alternatives

No Build Alternative

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave































08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Future Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	399	0	176	781	158	176	479	27	95	858	190
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	2175		577	1859	373	266	1302	73	336	1195	371
Arrive On Green	0.06	0.43	0.00	0.07	0.44	0.44	0.09	0.26	0.26	0.06	0.23	0.23
Sat Flow, veh/h	1781	5106	1585	1781	4265	856	1781	4948	277	1781	5106	1585
Grp Volume(v), veh/h	158	399	0	176	622	317	176	328	178	95	858	190
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1716	1781	1702	1821	1781	1702	1585
Q Serve(g_s), s	5.0	4.9	0.0	5.5	12.6	12.8	7.3	7.9	8.0	4.0	15.5	10.4
Cycle Q Clear(g_c), s	5.0	4.9	0.0	5.5	12.6	12.8	7.3	7.9	8.0	4.0	15.5	10.4
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	372	2175		577	1484	748	266	896	479	336	1195	371
V/C Ratio(X)	0.43	0.18		0.30	0.42	0.42	0.66	0.37	0.37	0.28	0.72	0.51
Avail Cap(c_a), veh/h	372	2175		702	1484	748	266	896	479	458	1455	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.90	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	17.9	0.0	14.0	19.5	19.5	26.8	30.1	30.1	26.8	35.3	33.3
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.1	0.8	1.6	4.7	0.4	0.7	0.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.9	0.0	2.1	4.9	5.1	3.3	3.2	3.5	1.7	6.3	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	18.1	0.0	14.1	20.3	21.1	31.5	30.4	30.8	26.9	36.9	34.9
LnGrp LOS	B	B		B	C	C	C	C	C	C	D	C
Approach Vol, veh/h		557			1115			682			1143	
Approach Delay, s/veh		17.3			19.5			30.8			35.7	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	48.1	9.1	31.8	10.0	49.1	12.0	28.9				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	30.5	12.5	24.5	6.5	38.5	8.5	28.5				
Max Q Clear Time (g_c+I1), s	7.5	6.9	6.0	10.0	7.0	14.8	9.3	17.5				
Green Ext Time (p_c), s	0.1	2.5	0.0	3.5	0.0	6.3	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Future Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	1049	0	96	729	196	318	1375	142	196	439	224
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	1897		282	1058	281	449	1387	143	249	1372	426
Arrive On Green	0.16	0.37	0.00	0.05	0.26	0.26	0.13	0.29	0.29	0.10	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	4015	1067	1781	4702	486	1781	5106	1585
Grp Volume(v), veh/h	364	1049	0	96	617	308	318	996	521	196	439	224
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1678	1781	1702	1783	1781	1702	1585
Q Serve(g_s), s	14.2	16.2	0.0	3.9	16.3	16.6	12.5	29.1	29.1	7.8	6.9	12.0
Cycle Q Clear(g_c), s	14.2	16.2	0.0	3.9	16.3	16.6	12.5	29.1	29.1	7.8	6.9	12.0
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	421	1897		282	897	442	449	1004	526	249	1372	426
V/C Ratio(X)	0.86	0.55		0.34	0.69	0.70	0.71	0.99	0.99	0.79	0.32	0.53
Avail Cap(c_a), veh/h	443	1897		336	897	442	449	1004	526	349	1659	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.71	0.71	0.71	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	24.9	0.0	24.7	33.1	33.2	22.4	35.1	35.1	26.1	29.3	31.1
Incr Delay (d2), s/veh	14.7	1.2	0.0	0.2	3.1	6.3	3.4	23.0	32.4	4.9	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	6.4	0.0	1.6	6.8	7.2	5.5	14.6	16.7	3.5	2.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	26.0	0.0	24.9	36.2	39.6	25.8	58.1	67.6	31.0	29.5	32.6
LnGrp LOS	D	C		C	D	D	C	E	E	C	C	C
Approach Vol, veh/h	1413			1021			1835			859		
Approach Delay, s/veh	28.9			36.1			55.2			30.6		
Approach LOS	C			D			E			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	42.7	13.4	35.0	19.8	31.9	16.0	32.4				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	8.5	28.5	15.5	29.5	17.5	19.5	12.5	32.5				
Max Q Clear Time (g_c+I1), s	5.9	18.2	9.8	31.1	16.2	18.6	14.5	14.0				
Green Ext Time (p_c), s	0.0	4.8	0.1	0.0	0.1	0.5	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

























Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave

























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	51	143	1117	132	246	83	301	59	91	939	15
Future Volume (veh/h)	11	51	143	1117	132	246	83	301	59	91	939	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	54	0	1176	139	0	87	317	0	96	988	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	113		873	524		383	2432		654	2440	
Arrive On Green	0.06	0.06	0.00	0.18	0.28	0.00	0.05	0.48	0.00	0.05	0.48	0.00
Sat Flow, veh/h	1250	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	12	54	0	1176	139	0	87	317	0	96	988	0
Grp Sat Flow(s),veh/h/ln	1250	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.7	2.3	0.0	14.5	4.7	0.0	2.0	2.8	0.0	2.2	10.3	0.0
Cycle Q Clear(g_c), s	0.7	2.3	0.0	14.5	4.7	0.0	2.0	2.8	0.0	2.2	10.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	113		873	524		383	2432		654	2440	
V/C Ratio(X)	0.07	0.48		1.35	0.27		0.23	0.13		0.15	0.40	
Avail Cap(c_a), veh/h	393	457		873	868		474	2432		720	2440	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.5	37.2	0.0	30.9	22.9	0.0	10.3	12.0	0.0	9.6	13.8	0.0
Incr Delay (d2), s/veh	0.1	1.2	0.0	163.8	0.1	0.0	0.1	0.1	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.0	21.5	2.0	0.0	0.7	1.0	0.0	0.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	38.4	0.0	194.7	23.0	0.0	10.4	12.1	0.0	9.6	14.3	0.0
LnGrp LOS	D	D		F	C		B	B		A	B	
Approach Vol, veh/h		66			1315			404			1084	
Approach Delay, s/veh		38.0			176.5			11.7			13.9	
Approach LOS		D			F			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.0	18.0	11.0	7.8	45.1		29.0				
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	7.5	39.0	14.5	20.0	8.5	38.0		38.0				
Max Q Clear Time (g_c+I1), s	4.2	4.8	16.5	4.3	4.0	12.3		6.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.1	0.0	9.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			88.7									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	189	106	218	94	119	190	1297	1022	196	226	16
Future Volume (veh/h)	46	189	106	218	94	119	190	1297	1022	196	226	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	195	0	225	97	0	196	1337	0	202	233	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	250		523	477		745	2407		351	2416	
Arrive On Green	0.13	0.13	0.00	0.08	0.25	0.00	0.08	0.47	0.00	0.08	0.47	0.00
Sat Flow, veh/h	1298	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	47	195	0	225	97	0	196	1337	0	202	233	0
Grp Sat Flow(s), veh/h/ln	1298	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.6	8.1	0.0	4.3	3.3	0.0	4.5	15.1	0.0	4.6	2.0	0.0
Cycle Q Clear(g_c), s	2.6	8.1	0.0	4.3	3.3	0.0	4.5	15.1	0.0	4.6	2.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	250		523	477		745	2407		351	2416	
V/C Ratio(X)	0.18	0.78		0.43	0.20		0.26	0.56		0.58	0.10	
Avail Cap(c_a), veh/h	524	626		575	882		791	2407		393	2416	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	33.8	0.0	25.9	23.6	0.0	9.2	15.3	0.0	11.9	11.7	0.0
Incr Delay (d2), s/veh	0.1	2.0	0.0	0.2	0.1	0.0	0.1	0.9	0.0	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	0.0	1.7	1.4	0.0	1.5	5.3	0.0	1.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	35.8	0.0	26.1	23.7	0.0	9.2	16.2	0.0	12.6	11.8	0.0
LnGrp LOS	C	D		C	C		A	B		B	B	
Approach Vol, veh/h		242			322			1533			435	
Approach Delay, s/veh		35.0			25.3			15.3			12.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	44.0	9.8	16.8	9.9	44.1		26.6				
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	8.5	38.0	7.5	27.0	8.5	38.0		38.0				
Max Q Clear Time (g_c+I1), s	6.6	17.1	6.3	10.1	6.5	4.0		5.3				
Green Ext Time (p_c), s	0.0	12.2	0.0	0.6	0.0	2.1		0.3				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰ ↱ ↱ ↱			↰ ↱ ↱ ↱		
Traffic Vol, veh/h	0	1	5	6	0	165	4	205	0	324	1700	23
Future Vol, veh/h	0	1	5	6	0	165	4	205	0	324	1700	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	100	-	-	170	150	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	5	6	0	174	4	216	0	341	1789	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2577	2707	907	1622	2719	108	1813	0	0	216	0	0
Stage 1	2483	2483	-	224	224	-	-	-	-	-	-	-
Stage 2	94	224	-	1398	2495	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	27	21	239	109	20	786	155	-	-	918	-	-
Stage 1	17	58	-	671	717	-	-	-	-	-	-	-
Stage 2	830	717	-	132	57	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	15	13	239	70	12	786	155	-	-	918	-	-
Mov Cap-2 Maneuver	15	13	-	70	12	-	-	-	-	-	-	-
Stage 1	17	36	-	654	698	-	-	-	-	-	-	-
Stage 2	630	698	-	79	36	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	67.8		12.7		0.6		1.8	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	155	-	-	13	239	70	786	918	-	-
HCM Lane V/C Ratio	0.027	-	-	0.081	0.022	0.09	0.221	0.372	-	-
HCM Control Delay (s)	28.9	-	-	\$ 305	20.4	61.5	10.9	11.2	-	-
HCM Lane LOS	D	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0.3	0.8	1.7	-	-

HCM 6th TWSC
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection												
Int Delay, s/veh	21.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	11	0	5	1	0	101	1	2309	32	119	238	7
Future Vol, veh/h	11	0	5	1	0	101	1	2309	32	119	238	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	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	100	-	-	170	150	-	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	5	1	0	107	1	2456	34	127	253	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1495	3003	130	2830	2989	1245	260	0	0	2490	0	0
Stage 1	511	511	-	2475	2475	-	-	-	-	-	-	-
Stage 2	984	2492	-	355	514	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	130	13	761	19	14	142	876	-	-	~ 70	-	-
Stage 1	431	535	-	17	59	-	-	-	-	-	-	-
Stage 2	241	57	-	582	534	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	761	-	0	142	876	-	-	~ 70	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	431	0	-	17	59	-	-	-	-	-	-	-
Stage 2	59	57	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	167.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	-	761	-	142	~ 70	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.007	-	0.757	1.809	-	-
HCM Control Delay (s)	9.1	-	-	-	9.8	-	83.4	512.1	-	-
HCM Lane LOS	A	-	-	-	A	-	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-	4.5	11.3	-	-

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

HCM 6th Signalized Intersection Summary

23: Eubank Blvd & Gibson Blvd

08/25/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	20	188	2	105	1553
Future Volume (veh/h)	24	20	188	2	105	1553
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	22	209	2	117	1726
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	74	66	3766	36	1027	4212
Arrive On Green	0.04	0.04	0.72	0.72	0.06	0.82
Sat Flow, veh/h	1781	1585	5384	50	1781	5274
Grp Volume(v), veh/h	27	22	136	75	117	1726
Grp Sat Flow(s), veh/h/ln	1781	1585	1702	1861	1781	1702
Q Serve(g_s), s	1.2	1.1	0.9	0.9	1.1	7.0
Cycle Q Clear(g_c), s	1.2	1.1	0.9	0.9	1.1	7.0
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	74	66	2458	1344	1027	4212
V/C Ratio(X)	0.36	0.33	0.06	0.06	0.11	0.41
Avail Cap(c_a), veh/h	554	493	2458	1344	1183	4212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	36.7	3.2	3.2	1.6	1.8
Incr Delay (d2), s/veh	3.0	2.9	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.2	0.2	0.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.7	39.6	3.2	3.3	1.7	2.1
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	49		211			1843
Approach Delay, s/veh	39.6		3.2			2.1
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.1	61.9			70.0	8.8
Change Period (Y+Rc), s	3.5	5.0			5.0	5.5
Max Green Setting (Gmax), s	11.5	50.0			65.0	24.5
Max Q Clear Time (g_c+I1), s	3.1	2.9			9.0	3.2
Green Ext Time (p_c), s	0.0	1.3			19.9	0.1

Intersection Summary

HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

23: Eubank Blvd & Gibson Blvd

08/25/2022







Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↑↑↑		↰	↑↑↑
Traffic Volume (veh/h)	0	110	2191	24	28	235
Future Volume (veh/h)	0	110	2191	24	28	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	118	2356	26	30	253
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	167	149	3687	41	209	3984
Arrive On Green	0.00	0.09	0.71	0.71	0.03	0.78
Sat Flow, veh/h	1781	1585	5375	57	1781	5274
Grp Volume(v), veh/h	0	118	1539	843	30	253
Grp Sat Flow(s), veh/h/ln	1781	1585	1702	1860	1781	1702
Q Serve(g_s), s	0.0	6.1	20.1	20.2	0.3	1.0
Cycle Q Clear(g_c), s	0.0	6.1	20.1	20.2	0.3	1.0
Prop In Lane	1.00	1.00		0.03	1.00	
Lane Grp Cap(c), veh/h	167	149	2410	1317	209	3984
V/C Ratio(X)	0.00	0.79	0.64	0.64	0.14	0.06
Avail Cap(c_a), veh/h	524	466	2410	1317	401	3984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.0	6.5	6.5	6.1	2.1
Incr Delay (d2), s/veh	0.0	9.2	1.3	2.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	5.2	6.1	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	46.1	7.8	8.9	6.2	2.1
LnGrp LOS	A	D	A	A	A	A
Approach Vol, veh/h	118		2382			283
Approach Delay, s/veh	46.1		8.2			2.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.0	64.0			70.0	13.3
Change Period (Y+Rc), s	3.5	5.0			5.0	5.5
Max Green Setting (Gmax), s	11.5	50.0			65.0	24.5
Max Q Clear Time (g_c+I1), s	2.3	22.2			3.0	8.1
Green Ext Time (p_c), s	0.0	20.6			1.7	0.3

Intersection Summary

HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes





User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	18	161	13	18	1781
Future Vol, veh/h	11	18	161	13	18	1781
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	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	19	166	13	19	1836

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	945	90	0	0	179
Stage 1	173	-	-	-	-
Stage 2	772	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12
Pot Cap-1 Maneuver	331	806	-	-	955
Stage 1	750	-	-	-	-
Stage 2	378	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	324	806	-	-	955
Mov Cap-2 Maneuver	324	-	-	-	-
Stage 1	750	-	-	-	-
Stage 2	370	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	955
HCM Lane V/C Ratio	-	-	0.058	0.019
HCM Control Delay (s)	-	-	12.4	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	9.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	130	2195	40	17	205
Future Vol, veh/h	2	130	2195	40	17	205
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	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	146	2466	45	19	230

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2619	1256	0
Stage 1	2489	-	-
Stage 2	130	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	43	~ 140	-
Stage 1	27	-	-
Stage 2	811	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	31	~ 140	-
Mov Cap-2 Maneuver	31	-	-
Stage 1	27	-	-
Stage 2	585	-	-

Approach	WB	NB	SB
HCM Control Delay, s	177.4	0	5.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	133	68
HCM Lane V/C Ratio	-	-	1.115	0.281
HCM Control Delay (s)	-	-	177.4	77.4
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	8.5	1

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

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd

08/25/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	6	144	32	5
Future Volume (Veh/h)	5	5	6	144	32	5
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	7	7	9	215	48	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	316	96	103	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	96	103	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	99	99	80	97	
cM capacity (veh/h)	495	771	764	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	7	7	224	48	7	
Volume Left	7	0	0	48	0	
Volume Right	0	0	215	0	7	
cSH	495	771	1067	1623	1700	
Volume to Capacity	0.01	0.01	0.21	0.03	0.00	
Queue Length 95th (ft)	1	1	20	2	0	
Control Delay (s)	12.4	9.7	9.3	7.3	0.0	
Lane LOS	B	A	A	A		
Approach Delay (s)	11.0		9.3	6.4		
Approach LOS	B		A			
Intersection Summary						
Average Delay			8.8			
Intersection Capacity Utilization			19.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd

08/25/2022
























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	52	24	5
Future Volume (Veh/h)	5	5	5	52	24	5
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	6	6	63	29	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124	58	64	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	58	64	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	99	99	94	98	
cM capacity (veh/h)	786	818	812	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	6	6	69	29	6	
Volume Left	6	0	0	29	0	
Volume Right	0	0	63	0	6	
cSH	786	818	1054	1623	1700	
Volume to Capacity	0.01	0.01	0.07	0.02	0.00	
Queue Length 95th (ft)	1	1	5	1	0	
Control Delay (s)	9.6	9.4	8.7	7.3	0.0	
Lane LOS	A	A	A	A		
Approach Delay (s)	9.5		8.7	6.0		
Approach LOS	A		A			
Intersection Summary						
Average Delay			7.9			
Intersection Capacity Utilization			14.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM 6th Signalized Intersection Summary

13: Elizabeth St & Southern Blvd






















08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	155	55	135	1061	17	106	34	48	23	52	48
Future Volume (veh/h)	6	155	55	135	1061	17	106	34	48	23	52	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	167	59	145	1141	18	114	37	52	25	56	52
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	1694	756	758	1934	31	255	60	246	231	211	196
Arrive On Green	0.01	0.48	0.48	0.07	0.54	0.54	0.16	0.16	0.16	0.03	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3581	56	1020	386	1585	1781	892	829
Grp Volume(v), veh/h	6	167	59	145	566	593	151	0	52	25	0	108
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1860	1406	0	1585	1781	0	1721
Q Serve(g_s), s	0.1	1.7	1.3	2.4	14.0	14.0	6.3	0.0	1.9	0.7	0.0	3.3
Cycle Q Clear(g_c), s	0.1	1.7	1.3	2.4	14.0	14.0	6.6	0.0	1.9	0.7	0.0	3.3
Prop In Lane	1.00		1.00	1.00		0.03	0.75		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	282	1694	756	758	960	1005	315	0	246	231	0	408
V/C Ratio(X)	0.02	0.10	0.08	0.19	0.59	0.59	0.48	0.00	0.21	0.11	0.00	0.26
Avail Cap(c_a), veh/h	611	1694	756	974	960	1005	881	0	890	524	0	1389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	9.3	9.3	6.4	10.1	10.1	25.9	0.0	24.0	21.0	0.0	20.2
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	2.7	2.5	1.6	0.0	0.6	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.4	0.7	5.0	5.2	2.2	0.0	0.7	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	9.5	9.5	6.4	12.8	12.6	27.6	0.0	24.6	21.0	0.0	20.7
LnGrp LOS	A	A	A	A	B	B	C	A	C	C	A	C
Approach Vol, veh/h	232			1304			203			133		
Approach Delay, s/veh	9.5			12.0			26.8			20.8		
Approach LOS	A			B			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	8.1	36.0	5.3	15.6	4.0	40.1	20.9					
Change Period (Y+Rc), s	3.5	5.0	3.5	5.5	3.5	5.0	5.5					
Max Green Setting (Gmax), s	12.5	31.0	12.5	36.5	12.5	31.0	52.5					
Max Q Clear Time (g_c+I1), s	4.4	3.7	2.7	8.6	2.1	16.0	5.3					
Green Ext Time (p_c), s	0.1	1.2	0.0	1.6	0.0	6.6	1.0					
Intersection Summary												
HCM 6th Ctrl Delay	13.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

13: Elizabeth St & Southern Blvd























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	1581	119	90	339	87	71	60	94	29	43	46
Future Volume (veh/h)	207	1581	119	90	339	87	71	60	94	29	43	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	1597	120	91	342	88	72	61	95	29	43	46
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	654	1787	797	249	1339	340	183	112	213	235	182	194
Arrive On Green	0.09	0.50	0.50	0.06	0.48	0.48	0.13	0.13	0.13	0.03	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	2807	712	726	832	1585	1781	827	884
Grp Volume(v), veh/h	209	1597	120	91	215	215	133	0	95	29	0	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1742	1558	0	1585	1781	0	1711
Q Serve(g_s), s	3.7	26.4	2.6	1.6	4.7	4.8	4.1	0.0	3.6	0.9	0.0	2.8
Cycle Q Clear(g_c), s	3.7	26.4	2.6	1.6	4.7	4.8	5.1	0.0	3.6	0.9	0.0	2.8
Prop In Lane	1.00		1.00	1.00		0.41	0.54		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	654	1787	797	249	848	831	295	0	213	235	0	376
V/C Ratio(X)	0.32	0.89	0.15	0.37	0.25	0.26	0.45	0.00	0.45	0.12	0.00	0.24
Avail Cap(c_a), veh/h	840	1787	797	481	848	831	943	0	890	522	0	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	14.6	8.7	13.7	10.1	10.1	26.5	0.0	25.9	21.7	0.0	20.9
Incr Delay (d2), s/veh	0.1	7.4	0.4	0.3	0.7	0.8	1.5	0.0	2.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.4	0.9	0.5	1.7	1.7	2.0	0.0	1.4	0.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	21.9	9.1	14.0	10.8	10.9	28.0	0.0	28.0	21.8	0.0	21.3
LnGrp LOS	A	C	A	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h	1926			521			228			118		
Approach Delay, s/veh	19.5			11.4			28.0			21.4		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	7.5	37.7	5.5	14.2	9.2	36.0	19.8					
Change Period (Y+Rc), s	3.5	5.0	3.5	5.5	3.5	5.0	5.5					
Max Green Setting (Gmax), s	12.5	31.0	12.5	36.5	12.5	31.0	52.5					
Max Q Clear Time (g_c+I1), s	3.6	28.4	2.9	7.1	5.7	6.8	4.8					
Green Ext Time (p_c), s	0.0	2.2	0.0	1.6	0.1	2.5	0.8					
Intersection Summary												
HCM 6th Ctrl Delay	18.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Future Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	248	81	340	1021	7	329	1	0	32	0	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1251	558	1223	1622	11	516	544		545	0	461
Arrive On Green	0.00	0.35	0.35	0.10	0.45	0.45	0.29	0.29	0.00	0.29	0.00	0.29
Sat Flow, veh/h	1781	3554	1585	3456	3618	25	1396	1870	1585	1415	0	1585
Grp Volume(v), veh/h	1	248	81	340	501	527	329	1	0	32	0	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1866	1396	1870	1585	1415	0	1585
Q Serve(g_s), s	0.0	2.6	1.9	3.0	11.7	11.7	12.1	0.0	0.0	0.9	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.6	1.9	3.0	11.7	11.7	13.0	0.0	0.0	0.9	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1251	558	1223	797	836	516	544		545	0	461
V/C Ratio(X)	0.00	0.20	0.15	0.28	0.63	0.63	0.64	0.00		0.06	0.00	0.04
Avail Cap(c_a), veh/h	673	1251	558	1685	797	836	795	918		828	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	12.2	11.9	8.1	11.4	11.4	18.6	13.6	0.0	13.9	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	3.8	3.6	1.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.6	0.9	4.4	4.6	3.5	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	12.5	12.5	8.2	15.2	15.0	19.9	13.6	0.0	13.9	0.0	13.7
LnGrp LOS	B	B	B	A	B	B	B	B		B	A	B
Approach Vol, veh/h	330			1368			330			49		
Approach Delay, s/veh	12.5			13.4			19.9			13.9		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	24.0		21.2	3.6	29.2		21.2				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	5.0	4.6		15.0	2.0	13.7		2.9				
Green Ext Time (p_c), s	0.3	1.5		0.8	0.0	2.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Future Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1267	315	749	381	23	200	1	0	6	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	1333	595	887	1814	109	390	335		395	0	284
Arrive On Green	0.01	0.38	0.38	0.17	0.53	0.53	0.18	0.18	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1781	3554	1585	3456	3405	205	1412	1870	1585	1412	0	1585
Grp Volume(v), veh/h	9	1267	315	749	198	206	200	1	0	6	0	4
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1833	1412	1870	1585	1413	0	1585
Q Serve(g_s), s	0.2	17.5	7.9	6.0	3.0	3.0	6.9	0.0	0.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.2	17.5	7.9	6.0	3.0	3.0	7.1	0.0	0.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	531	1333	595	887	946	977	390	335		395	0	284
V/C Ratio(X)	0.02	0.95	0.53	0.84	0.21	0.21	0.51	0.00		0.02	0.00	0.01
Avail Cap(c_a), veh/h	950	1333	595	1155	946	977	875	979		882	0	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	15.4	12.3	10.2	6.2	6.2	20.1	17.1	0.0	17.2	0.0	17.1
Incr Delay (d2), s/veh	0.0	15.3	3.4	3.7	0.5	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	8.4	2.8	1.8	0.9	0.9	2.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	30.7	15.7	13.9	6.7	6.7	21.1	17.1	0.0	17.2	0.0	17.1
LnGrp LOS	A	C	B	B	A	A	C	B		B	A	B
Approach Vol, veh/h		1591			1153			201			10	
Approach Delay, s/veh		27.6			11.4			21.1			17.2	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	24.0		14.6	4.1	32.0		14.6				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	8.0	19.5		9.1	2.2	5.0		2.2				
Green Ext Time (p_c), s	0.6	0.0		0.5	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C





























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave





























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			 	
Traffic Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Future Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	308	164	426	639	266	72	893	138	215	941	462
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1175	547	525	1568	640	172	1147	176	280	1097	489
Arrive On Green	0.02	0.35	0.35	0.12	0.44	0.44	0.04	0.26	0.26	0.09	0.31	0.31
Sat Flow, veh/h	1781	3404	1585	1781	3560	1453	1781	4464	687	1781	3554	1585
Grp Volume(v), veh/h	18	308	164	426	611	294	72	680	351	215	941	462
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1609	1781	1702	1747	1781	1777	1585
Q Serve(g_s), s	0.6	6.5	7.6	11.5	12.2	12.5	2.9	18.6	18.7	8.6	24.9	28.4
Cycle Q Clear(g_c), s	0.6	6.5	7.6	11.5	12.2	12.5	2.9	18.6	18.7	8.6	24.9	28.4
Prop In Lane	1.00		1.00	1.00		0.90	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	301	1175	547	525	1499	709	172	875	449	280	1097	489
V/C Ratio(X)	0.06	0.26	0.30	0.81	0.41	0.42	0.42	0.78	0.78	0.77	0.86	0.94
Avail Cap(c_a), veh/h	471	1175	547	525	1499	709	264	987	507	280	1097	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	23.6	23.9	22.0	19.1	19.2	27.9	34.5	34.6	25.6	32.5	33.7
Incr Delay (d2), s/veh	0.0	0.5	1.4	8.7	0.8	1.8	0.3	2.2	4.4	11.1	7.2	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.6	2.9	4.1	4.7	4.8	1.2	7.7	8.3	4.4	11.4	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	24.1	25.3	30.7	19.9	21.0	28.3	36.7	39.0	36.8	39.7	61.2
LnGrp LOS	C	C	C	C	B	C	C	D	D	D	D	E
Approach Vol, veh/h	490			1331			1103			1618		
Approach Delay, s/veh	24.4			23.6			36.9			45.4		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.3	13.0	31.7	5.5	49.8	7.8	36.9				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	11.5	31.2	9.5	29.0	11.5	31.2	9.5	29.0				
Max Q Clear Time (g_c+I1), s	13.5	9.6	10.6	20.7	2.6	14.5	4.9	30.4				
Green Ext Time (p_c), s	0.0	3.9	0.0	5.0	0.0	7.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	34.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave

08/25/2022




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			 	
Traffic Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Future Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	539	1026	52	200	511	210	33	1155	514	297	902	389
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	539	1711	87	332	731	291	177	796	353	327	1220	544
Arrive On Green	0.23	0.34	0.34	0.09	0.20	0.20	0.03	0.23	0.23	0.14	0.34	0.34
Sat Flow, veh/h	1781	4977	252	1781	3591	1427	1781	3462	1536	1781	3554	1585
Grp Volume(v), veh/h	539	701	377	200	483	238	33	1136	533	297	902	389
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1614	1781	1702	1594	1781	1777	1585
Q Serve(g_s), s	23.5	17.0	17.1	8.9	13.2	13.7	1.4	23.0	23.0	12.3	22.3	21.4
Cycle Q Clear(g_c), s	23.5	17.0	17.1	8.9	13.2	13.7	1.4	23.0	23.0	12.3	22.3	21.4
Prop In Lane	1.00		0.14	1.00		0.88	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	539	1170	627	332	693	329	177	783	367	327	1220	544
V/C Ratio(X)	1.00	0.60	0.60	0.60	0.70	0.72	0.19	1.45	1.45	0.91	0.74	0.71
Avail Cap(c_a), veh/h	539	1170	627	332	693	329	310	783	367	348	1220	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	1.00	1.00	0.11	0.11	0.11	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	27.1	27.1	27.8	37.0	37.2	28.6	38.5	38.5	25.8	28.9	28.6
Incr Delay (d2), s/veh	32.4	1.6	3.0	2.2	5.7	12.9	0.0	203.5	206.4	24.7	2.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	6.8	7.6	3.8	5.8	6.4	0.6	31.4	29.7	7.2	9.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	28.7	30.1	30.0	42.7	50.1	28.6	242.0	244.9	50.5	31.5	33.4
LnGrp LOS	E	C	C	C	D	D	C	F	F	D	C	C
Approach Vol, veh/h		1617			921			1702			1588	
Approach Delay, s/veh		38.0			41.8			238.8			35.5	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	40.2	17.8	29.0	27.0	26.2	6.5	40.3				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	9.5	33.2	15.5	23.0	23.5	19.2	10.5	28.0				
Max Q Clear Time (g_c+I1), s	10.9	19.1	14.3	25.0	25.5	15.7	3.4	24.3				
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.0	1.8	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				96.6								
HCM 6th LOS				F								

HCM 6th TWSC
10: Juan Tabo Blvd & Herman Roser Ave

08/25/2022

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	10	0	728	212	69
Future Vol, veh/h	77	10	0	728	212	69
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	12	0	877	255	83

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	736	169	0
Stage 1	297	-	-
Stage 2	439	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	354	845	0
Stage 1	728	-	0
Stage 2	617	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	354	845	-
Mov Cap-2 Maneuver	354	-	-
Stage 1	728	-	-
Stage 2	617	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		




Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 379	-	-
HCM Lane V/C Ratio	- 0.277	-	-
HCM Control Delay (s)	- 18.1	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 1.1	-	-

HCM 6th TWSC
10: Juan Tabo Blvd & Herman Roser Ave

08/25/2022

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	56	0	368	634	66
Future Vol, veh/h	72	56	0	368	634	66
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	63	0	413	712	74

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	956	393	0
Stage 1	749	-	-
Stage 2	207	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	256	606	0
Stage 1	428	-	0
Stage 2	807	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	256	606	-
Mov Cap-2 Maneuver	256	-	-
Stage 1	428	-	-
Stage 2	807	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		
























Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 343	-	-
HCM Lane V/C Ratio	- 0.419	-	-
HCM Control Delay (s)	- 22.9	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 2	-	-

Turn Lanes

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave
































08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Future Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	399	0	176	781	158	176	479	27	95	858	190
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	372	2175		577	1859	373	266	1343	417	339	1195	371
Arrive On Green	0.06	0.43	0.00	0.07	0.44	0.44	0.09	0.26	0.26	0.06	0.23	0.23
Sat Flow, veh/h	1781	5106	1585	1781	4265	856	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	158	399	0	176	622	317	176	479	27	95	858	190
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1716	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	5.0	4.9	0.0	5.5	12.6	12.8	7.3	7.6	1.3	4.0	15.5	10.4
Cycle Q Clear(g_c), s	5.0	4.9	0.0	5.5	12.6	12.8	7.3	7.6	1.3	4.0	15.5	10.4
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	2175		577	1484	748	266	1343	417	339	1195	371
V/C Ratio(X)	0.43	0.18		0.30	0.42	0.42	0.66	0.36	0.06	0.28	0.72	0.51
Avail Cap(c_a), veh/h	372	2175		702	1484	748	266	1343	417	461	1455	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.90	0.90	0.90	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	17.9	0.0	14.0	19.5	19.5	26.8	30.0	27.6	26.7	35.3	33.3
Incr Delay (d2), s/veh	0.3	0.2	0.0	0.1	0.8	1.6	4.7	0.2	0.1	0.2	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.9	0.0	2.1	4.9	5.1	3.3	3.0	0.5	1.7	6.3	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	18.1	0.0	14.1	20.3	21.1	31.5	30.2	27.7	26.9	36.9	34.9
LnGrp LOS	B	B		B	C	C	C	C	C	C	D	C
Approach Vol, veh/h		557			1115			682			1143	
Approach Delay, s/veh		17.3			19.5			30.4			35.7	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	48.1	9.1	31.8	10.0	49.1	12.0	28.9				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	14.5	30.5	12.5	24.5	6.5	38.5	8.5	28.5				
Max Q Clear Time (g_c+I1), s	7.5	6.9	6.0	9.6	7.0	14.8	9.3	17.5				
Green Ext Time (p_c), s	0.1	2.5	0.0	3.6	0.0	6.3	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Future Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	1049	0	96	729	196	318	1375	142	196	439	224
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	1907		283	1067	284	447	1496	464	259	1362	423
Arrive On Green	0.16	0.37	0.00	0.05	0.27	0.27	0.13	0.29	0.29	0.10	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	4015	1067	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	364	1049	0	96	617	308	318	1375	142	196	439	224
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1678	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	14.2	16.2	0.0	3.9	16.2	16.5	12.5	26.1	7.0	7.8	6.9	12.1
Cycle Q Clear(g_c), s	14.2	16.2	0.0	3.9	16.2	16.5	12.5	26.1	7.0	7.8	6.9	12.1
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	422	1907		283	905	446	447	1496	464	259	1362	423
V/C Ratio(X)	0.86	0.55		0.34	0.68	0.69	0.71	0.92	0.31	0.76	0.32	0.53
Avail Cap(c_a), veh/h	445	1907		337	905	446	447	1506	468	359	1659	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	0.85	0.85	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	24.7	0.0	24.6	32.9	33.0	22.5	34.2	27.4	26.1	29.4	31.3
Incr Delay (d2), s/veh	14.5	1.1	0.0	0.2	3.5	7.3	3.5	7.7	0.4	3.4	0.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	6.4	0.0	1.6	6.9	7.4	5.5	11.3	2.6	3.4	2.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	25.9	0.0	24.8	36.4	40.3	26.1	41.9	27.9	29.5	29.6	32.8
LnGrp LOS	D	C		C	D	D	C	D	C	C	C	C
Approach Vol, veh/h		1413			1021			1835			859	
Approach Delay, s/veh		28.7			36.5			38.1			30.4	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	42.8	13.4	34.8	19.7	32.1	16.0	32.2				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	8.5	28.5	15.5	29.5	17.5	19.5	12.5	32.5				
Max Q Clear Time (g_c+I1), s	5.9	18.2	9.8	28.1	16.2	18.5	14.5	14.1				
Green Ext Time (p_c), s	0.0	4.9	0.1	1.3	0.1	0.6	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C




























Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 						 	
Traffic Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Future Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	248	81	340	1021	7	329	1	0	32	0	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1797	558	1255	1622	11	516	544		545	0	461
Arrive On Green	0.00	0.35	0.35	0.10	0.45	0.45	0.29	0.29	0.00	0.29	0.00	0.29
Sat Flow, veh/h	1781	5106	1585	3456	3618	25	1396	1870	1585	1415	0	1585
Grp Volume(v), veh/h	1	248	81	340	501	527	329	1	0	32	0	17
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1777	1866	1396	1870	1585	1415	0	1585
Q Serve(g_s), s	0.0	1.8	1.9	3.0	11.7	11.7	12.1	0.0	0.0	0.9	0.0	0.4
Cycle Q Clear(g_c), s	0.0	1.8	1.9	3.0	11.7	11.7	13.0	0.0	0.0	0.9	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	1797	558	1255	797	836	516	544		545	0	461
V/C Ratio(X)	0.00	0.14	0.15	0.27	0.63	0.63	0.64	0.00		0.06	0.00	0.04
Avail Cap(c_a), veh/h	673	1797	558	1717	797	836	795	918		828	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	11.9	11.9	8.0	11.4	11.4	18.6	13.6	0.0	13.9	0.0	13.7
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.0	3.8	3.6	1.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.6	0.9	4.4	4.6	3.5	0.0	0.0	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	12.1	12.5	8.1	15.2	15.0	19.9	13.6	0.0	13.9	0.0	13.7
LnGrp LOS	B	B	B	A	B	B	B	B		B	A	B
Approach Vol, veh/h		330			1368			330			49	
Approach Delay, s/veh		12.2			13.4			19.9			13.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	24.0		21.2	3.6	29.2		21.2				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	5.0	3.9		15.0	2.0	13.7		2.9				
Green Ext Time (p_c), s	0.3	1.5		0.8	0.0	2.8		0.1				

Intersection Summary

HCM 6th Ctrl Delay 14.2

HCM 6th LOS B




























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 						 	
Traffic Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Future Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1267	315	749	381	23	200	1	0	6	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	533	1922	597	969	1810	109	390	335		396	0	284
Arrive On Green	0.01	0.38	0.38	0.17	0.53	0.53	0.18	0.18	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1781	5106	1585	3456	3405	205	1412	1870	1585	1412	0	1585
Grp Volume(v), veh/h	9	1267	315	749	198	206	200	1	0	6	0	4
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1777	1833	1412	1870	1585	1412	0	1585
Q Serve(g_s), s	0.2	10.4	7.8	5.8	3.0	3.0	6.9	0.0	0.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.2	10.4	7.8	5.8	3.0	3.0	7.1	0.0	0.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	533	1922	597	969	945	975	390	335		396	0	284
V/C Ratio(X)	0.02	0.66	0.53	0.77	0.21	0.21	0.51	0.00		0.02	0.00	0.01
Avail Cap(c_a), veh/h	953	1922	597	1248	945	975	878	982		885	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	13.1	12.2	9.4	6.2	6.2	20.0	17.0	0.0	17.1	0.0	17.0
Incr Delay (d2), s/veh	0.0	1.8	3.3	1.6	0.5	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	2.8	1.5	0.9	0.9	2.1	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.5	14.8	15.6	11.0	6.7	6.7	21.0	17.0	0.0	17.1	0.0	17.1
LnGrp LOS	A	B	B	B	A	A	C	B		B	A	B
Approach Vol, veh/h		1591			1153			201			10	
Approach Delay, s/veh		15.0			9.5			21.0			17.1	
Approach LOS		B			A			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	24.0		14.6	4.1	31.8		14.6				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	7.8	12.4		9.1	2.2	5.0		2.2				
Green Ext Time (p_c), s	0.6	4.6		0.5	0.0	1.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B






















Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Future Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	308	30	426	639	160	72	893	7	215	941	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	685	1729	165	610	1880	463	168	1211	376	288	1026	457
Arrive On Green	0.02	0.36	0.36	0.12	0.46	0.46	0.04	0.24	0.24	0.09	0.29	0.29
Sat Flow, veh/h	3456	4740	453	1781	4087	1006	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	18	220	118	426	530	269	72	893	7	215	941	70
Grp Sat Flow(s),veh/h/ln	1728	1702	1789	1781	1702	1689	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.3	4.4	4.5	11.5	10.0	10.2	3.0	16.2	0.3	8.9	25.6	3.3
Cycle Q Clear(g_c), s	0.3	4.4	4.5	11.5	10.0	10.2	3.0	16.2	0.3	8.9	25.6	3.3
Prop In Lane	1.00		0.25	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	685	1242	652	610	1566	777	168	1211	376	288	1026	457
V/C Ratio(X)	0.03	0.18	0.18	0.70	0.34	0.35	0.43	0.74	0.02	0.75	0.92	0.15
Avail Cap(c_a), veh/h	1014	1242	652	610	1566	777	259	1481	460	288	1031	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	21.6	21.6	18.6	17.3	17.3	29.4	35.3	29.2	26.3	34.4	26.5
Incr Delay (d2), s/veh	0.0	0.3	0.6	3.0	0.6	1.2	0.4	1.1	0.0	9.1	12.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.7	1.9	2.1	3.8	4.0	1.3	6.6	0.1	4.4	12.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	21.9	22.2	21.6	17.9	18.5	29.7	36.4	29.2	35.4	47.2	26.7
LnGrp LOS	B	C	C	C	B	B	C	D	C	D	D	C
Approach Vol, veh/h	356			1225			972			1226		
Approach Delay, s/veh	21.8			19.3			35.8			44.0		
Approach LOS	C			B			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	42.3	13.0	29.7	5.5	51.8	7.9	34.9				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	11.5	31.2	9.5	29.0	11.5	31.2	9.5	29.0				
Max Q Clear Time (g_c+I1), s	13.5	6.5	10.9	18.2	2.3	12.2	5.0	27.6				
Green Ext Time (p_c), s	0.0	2.8	0.0	5.6	0.0	6.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay	31.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave






















08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Future Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	539	1026	46	200	511	128	33	1155	301	297	902	389
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	906	1729	77	333	1284	313	176	1174	365	327	1217	543
Arrive On Green	0.13	0.35	0.35	0.09	0.31	0.31	0.03	0.23	0.23	0.14	0.34	0.34
Sat Flow, veh/h	3456	5010	224	1781	4095	1000	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	539	697	375	200	423	216	33	1155	301	297	902	389
Grp Sat Flow(s),veh/h/ln	1728	1702	1830	1781	1702	1690	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	10.0	16.9	16.9	7.5	9.7	10.1	1.4	22.5	18.0	12.2	22.4	21.4
Cycle Q Clear(g_c), s	10.0	16.9	16.9	7.5	9.7	10.1	1.4	22.5	18.0	12.2	22.4	21.4
Prop In Lane	1.00		0.12	1.00		0.59	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	906	1175	632	333	1067	530	176	1174	365	327	1217	543
V/C Ratio(X)	0.60	0.59	0.59	0.60	0.40	0.41	0.19	0.98	0.83	0.91	0.74	0.72
Avail Cap(c_a), veh/h	1282	1175	632	334	1067	530	310	1174	365	350	1217	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	27.0	27.0	21.3	26.9	27.0	28.6	38.3	36.6	25.4	29.0	28.7
Incr Delay (d2), s/veh	0.2	1.7	3.1	2.1	1.1	2.3	0.1	16.2	9.2	24.5	2.7	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	6.8	7.5	3.1	4.0	4.2	0.6	10.9	7.7	7.2	9.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	28.6	30.1	23.4	28.0	29.4	28.7	54.6	45.8	49.9	31.6	33.6
LnGrp LOS	B	C	C	C	C	C	C	D	D	D	C	C
Approach Vol, veh/h	1611		839				1489				1588	
Approach Delay, s/veh	25.7		27.2				52.2				35.5	
Approach LOS	C		C				D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	40.3	17.7	29.0	16.1	37.1	6.5	40.2				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	9.5	33.2	15.5	23.0	23.5	19.2	10.5	28.0				
Max Q Clear Time (g_c+I1), s	9.5	18.9	14.2	24.5	12.0	12.1	3.4	24.4				
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.6	2.8	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay	35.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Future Volume (veh/h)	16	271	144	375	562	234	63	786	121	189	828	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	308	164	426	639	266	72	893	0	215	941	462
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	899	419	572	1540	629	176	1297		320	1125	502
Arrive On Green	0.02	0.26	0.26	0.19	0.43	0.43	0.04	0.25	0.00	0.11	0.32	0.32
Sat Flow, veh/h	3456	3404	1585	1781	3560	1453	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	18	308	164	426	611	294	72	893	0	215	941	462
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1702	1609	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	0.4	7.3	8.5	16.6	12.4	12.7	3.0	15.8	0.0	8.5	24.6	28.1
Cycle Q Clear(g_c), s	0.4	7.3	8.5	16.6	12.4	12.7	3.0	15.8	0.0	8.5	24.6	28.1
Prop In Lane	1.00		1.00	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	528	899	419	572	1473	696	176	1297		320	1125	502
V/C Ratio(X)	0.03	0.34	0.39	0.74	0.41	0.42	0.41	0.69		0.67	0.84	0.92
Avail Cap(c_a), veh/h	667	899	419	656	1473	696	208	1297		397	1137	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.88	0.88	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	29.8	30.2	19.3	19.6	19.7	27.8	33.7	0.0	24.3	31.8	33.0
Incr Delay (d2), s/veh	0.0	1.0	2.7	3.2	0.9	1.9	0.5	1.5	0.0	1.8	5.8	22.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.0	3.4	6.8	4.8	4.8	1.3	6.5	0.0	3.6	11.1	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	30.8	32.9	22.5	20.5	21.6	28.3	35.2	0.0	26.1	37.6	55.4
LnGrp LOS	C	C	C	C	C	C	C	D		C	D	E
Approach Vol, veh/h		490			1331			965			1618	
Approach Delay, s/veh		31.3			21.4			34.7			41.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.3	32.2	14.1	31.4	5.5	49.1	7.8	37.6				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	23.5	19.6	14.9	23.2	6.0	37.1	6.1	32.0				
Max Q Clear Time (g_c+I1), s	18.6	10.5	10.5	17.8	2.4	14.7	5.0	30.1				
Green Ext Time (p_c), s	0.2	2.5	0.1	3.2	0.0	8.2	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

7: Southern Blvd & Central Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Future Volume (veh/h)	523	995	50	194	496	204	32	1120	499	288	875	377
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	539	1026	52	200	511	210	33	1155	0	297	902	377
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	815	1481	75	321	960	381	198	1288		345	1282	572
Arrive On Green	0.13	0.30	0.30	0.10	0.27	0.27	0.03	0.25	0.00	0.14	0.36	0.36
Sat Flow, veh/h	3456	4977	252	1781	3591	1427	1781	5106	1585	1781	3554	1585
Grp Volume(v), veh/h	539	701	377	200	483	238	33	1155	0	297	902	377
Grp Sat Flow(s),veh/h/ln	1728	1702	1825	1781	1702	1614	1781	1702	1585	1781	1777	1585
Q Serve(g_s), s	9.8	16.4	16.4	7.2	10.9	11.4	1.2	19.7	0.0	10.5	19.6	18.0
Cycle Q Clear(g_c), s	9.8	16.4	16.4	7.2	10.9	11.4	1.2	19.7	0.0	10.5	19.6	18.0
Prop In Lane	1.00		0.14	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	815	1013	543	321	910	431	198	1288		345	1282	572
V/C Ratio(X)	0.66	0.69	0.69	0.62	0.53	0.55	0.17	0.90		0.86	0.70	0.66
Avail Cap(c_a), veh/h	840	1013	543	328	910	431	261	1305		364	1282	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	0.62	0.62	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	28.0	28.0	21.9	28.2	28.3	24.1	32.5	0.0	21.8	24.6	24.1
Incr Delay (d2), s/veh	1.2	3.1	5.8	2.6	2.2	5.0	0.1	5.6	0.0	16.8	1.9	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.7	7.6	3.0	4.5	4.8	0.5	8.4	0.0	5.7	8.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	31.1	33.7	24.5	30.4	33.3	24.2	38.1	0.0	38.6	26.6	27.3
LnGrp LOS	C	C	C	C	C	C	C	D		D	C	C
Approach Vol, veh/h	1617			921			1188			1576		
Approach Delay, s/veh	28.3			29.8			37.7			29.0		
Approach LOS	C			C			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	32.6	16.1	28.7	15.4	29.9	6.3	38.5				
Change Period (Y+Rc), s	3.5	5.8	3.5	6.0	3.5	5.8	3.5	6.0				
Max Green Setting (Gmax), s	9.5	25.2	13.5	23.0	12.5	22.2	6.0	30.5				
Max Q Clear Time (g_c+l1), s	9.2	18.4	12.5	21.7	11.8	13.4	3.2	21.6				
Green Ext Time (p_c), s	0.0	4.3	0.0	1.0	0.1	3.8	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Roundabouts

HCM 6th Roundabout
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection								
Intersection Delay, s/veh	14.3							
Intersection LOS	B							
Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	6		180		220		2154	
Demand Flow Rate, veh/h	6		183		224		2197	
Vehicles Circulating, veh/h	2179		224		349		10	
Vehicles Exiting, veh/h	28		349		1836		220	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	17.2		0.1		4.6		16.5	
Approach LOS	C		A		A		C	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	R	LT	R	LT	TR	LT	TR
Assumed Moves	LT	R	LT	R	LT	TR	LT	TR
RT Channelized	Free							
Lane Util	0.167	0.833	1.000		0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	177	4.645	4.328	4.645	4.328
Entry Flow, veh/h	1	5	6	1938	105	119	1033	1164
Cap Entry Lane, veh/h	182	223	1174	0.980	979	1056	1337	1408
Entry HV Adj Factor	0.980	1.000	1.000	174	0.983	0.978	0.980	0.981
Flow Entry, veh/h	1	5	6	1900	103	116	1012	1142
Cap Entry, veh/h	178	223	1174	0.092	963	1033	1311	1381
V/C Ratio	0.005	0.022	0.005	0.0	0.107	0.113	0.772	0.827
Control Delay, s/veh	20.3	16.6	3.1	A	4.7	4.5	15.2	17.6
LOS	C	C	A	0	A	A	C	C
95th %tile Queue, veh	0	0	0		0	0	8	11

HCM 6th Roundabout
16: Eubank Blvd & Innovation Pkwy

08/25/2022

Intersection									
Intersection Delay, s/veh	47.3								
Intersection LOS	E								
Approach	EB		WB		NB		SB		
Entry Lanes	2		1		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	17		108		2491		387		
Demand Flow Rate, veh/h	17		110		2541		395		
Vehicles Circulating, veh/h	389		2518		142		2		
Vehicles Exiting, veh/h	8		165		264		2517		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	3.8		0.2		56.4		3.8		
Approach LOS	A		A		F		A		
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right	
Designated Moves	LT	R	LT	R	LT	TR	LT	TR	
Assumed Moves	LT	R	LT	R	LT	TR	LT	TR	
RT Channelized	Free								
Lane Util	0.706	0.294	1.000		0.470	0.530	0.471	0.529	
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.328	109	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	12	5	1	1938	1194	1347	186	209	
Cap Entry Lane, veh/h	944	1020	167	0.980	1185	1259	1347	1418	
Entry HV Adj Factor	1.000	1.000	1.000	107	0.980	0.980	0.978	0.981	
Flow Entry, veh/h	12	5	1	1900	1171	1320	182	205	
Cap Entry, veh/h	944	1020	167	0.056	1161	1234	1317	1391	
V/C Ratio	0.013	0.005	0.006	0.0	1.008	1.070	0.138	0.147	
Control Delay, s/veh	3.9	3.6	21.7	A	47.4	64.4	3.9	3.8	
LOS	A	A	C	0	F	F	A	A	
95th %tile Queue, veh	0	0	0		22	28	0	1	

HCM 6th Roundabout
23: Eubank Blvd & Gibson Blvd

08/25/2022

Intersection						
Intersection Delay, s/veh	11.1					
Intersection LOS	B					
Approach	WB		NB		SB	
Entry Lanes	1		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	49		211		1843	
Demand Flow Rate, veh/h	50		215		1880	
Vehicles Circulating, veh/h	213		119		28	
Vehicles Exiting, veh/h	121		1789		213	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	1.8		3.7		12.2	
Approach LOS	A		A		B	
Lane	Left	Bypass	Left	Right	Left	Right
Designated Moves	L	R	LT	TR	LT	TR
Assumed Moves	L	R	LT	TR	LT	TR
RT Channelized	Free					
Lane Util	1.000		0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.328	22	4.645	4.328	4.645	4.328
Entry Flow, veh/h	28	1938	101	114	884	996
Cap Entry Lane, veh/h	1185	0.980	1210	1283	1316	1387
Entry HV Adj Factor	0.964	22	0.981	0.980	0.980	0.981
Flow Entry, veh/h	27	1900	99	112	866	977
Cap Entry, veh/h	1143	0.012	1187	1258	1289	1360
V/C Ratio	0.024	0.0	0.083	0.089	0.672	0.718
Control Delay, s/veh	3.3	A	3.7	3.6	11.7	12.7
LOS	A	0	A	A	B	B
95th %tile Queue, veh	0		0	0	6	7

HCM 6th Roundabout
23: Eubank Blvd & Gibson Blvd

08/25/2022














Intersection						
Intersection Delay, s/veh	22.2					
Intersection LOS	C					
Approach	WB		NB		SB	
Entry Lanes	1		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	118		2382		283	
Demand Flow Rate, veh/h	120		2430		289	
Vehicles Circulating, veh/h	2403		31		0	
Vehicles Exiting, veh/h	58		258		2403	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	0.0		25.6		3.5	
Approach LOS	A		D		A	
Lane	Left	Bypass	Left	Right	Left	Right
Designated Moves	L	R	LT	TR	LT	TR
Assumed Moves	L	R	LT	TR	LT	TR
RT Channelized	Free					
Lane Util	1.000		0.470	0.530	0.471	0.529
Follow-Up Headway, s	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.328	120	4.645	4.328	4.645	4.328
Entry Flow, veh/h	0	1938	1142	1288	136	153
Cap Entry Lane, veh/h	184	0.980	1312	1383	1350	1420
Entry HV Adj Factor	1.000	118	0.980	0.980	0.978	0.980
Flow Entry, veh/h	0	1900	1119	1262	133	150
Cap Entry, veh/h	184	0.062	1286	1356	1320	1392
V/C Ratio	0.000	0.0	0.871	0.931	0.101	0.108
Control Delay, s/veh	19.6	A	22.1	28.6	3.5	3.4
LOS	C	0	C	D	A	A
95th %tile Queue, veh	0		13	17	0	0

Continuous Green T Intersection

Lanes, Volumes, Timings

6: Eubank Blvd & Southern Ave

08/25/2022

												
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Volume (vph)	1117	378	384	59	142	1082						
Future Volume (vph)	1117	378	384	59	142	1082						
Satd. Flow (prot)	3433	1583	5085	1583	3433	1863						
Flt Permitted	0.950				0.950							
Satd. Flow (perm)	3433	1583	5085	1583	3433	1863						
Satd. Flow (RTOR)		187		62								
Lane Group Flow (vph)	1176	398	404	62	149	1139						
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA						
Protected Phases	4!	4 5	6	4	5	Free!						
Permitted Phases				6								
Total Split (s)	38.0		30.0	38.0	12.0							
Total Lost Time (s)	6.0		6.0	6.0	3.5							
Act Effct Green (s)	25.5	35.8	11.7	43.4	6.7	59.8						
Actuated g/C Ratio	0.43	0.60	0.20	0.73	0.11	1.00						
v/c Ratio	0.80	0.39	0.41	0.05	0.39	0.61						
Control Delay	20.1	4.4	23.5	0.8	30.0	1.5						
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0						
Total Delay	20.1	4.4	23.5	0.8	30.0	1.5						
LOS	C	A	C	A	C	A						
Approach Delay	16.1		20.4			4.8						
Approach LOS	B		C			A						
Queue Length 50th (ft)	176	30	47	0	26	0						
Queue Length 95th (ft)	285	75	82	7	57	0						
Internal Link Dist (ft)	1025		2323			1675						
Turn Bay Length (ft)	500	280		380	220							
Base Capacity (vph)	1882	1061	2091	1348	500	1863						
Starvation Cap Reductn	0	0	0	0	0	0						
Spillback Cap Reductn	0	0	0	0	0	0						
Storage Cap Reductn	0	0	0	0	0	0						
Reduced v/c Ratio	0.62	0.38	0.19	0.05	0.30	0.61						

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 59.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 12.3

Intersection LOS: B

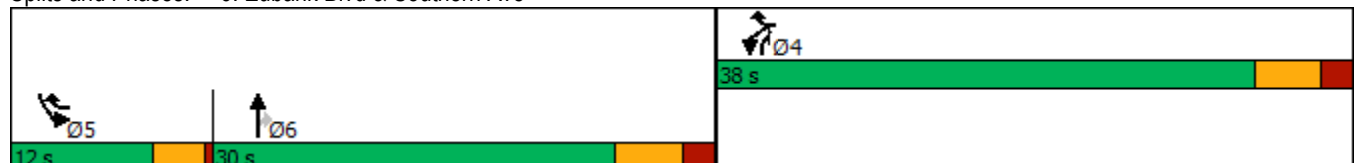
Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15

! Phase conflict between lane groups.















Splits and Phases: 6: Eubank Blvd & Southern Ave



Lanes, Volumes, Timings

6: Eubank Blvd & Southern Ave

08/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  		 	
Traffic Volume (vph)	218	213	1487	1022	385	332
Future Volume (vph)	218	213	1487	1022	385	332
Satd. Flow (prot)	3433	1583	5085	1583	3433	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	3433	1863
Satd. Flow (RTOR)		2		72		
Lane Group Flow (vph)	225	220	1533	1054	397	342
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	4!	4 5	6	4	5	Free!
Permitted Phases				6		
Total Split (s)	38.0		43.0	38.0	24.0	
Total Lost Time (s)	6.0		6.0	6.0	3.5	
Act Effct Green (s)	26.6	45.2	36.1	68.8	15.0	93.5
Actuated g/C Ratio	0.28	0.48	0.39	0.74	0.16	1.00
v/c Ratio	0.23	0.29	0.78	0.89	0.72	0.18
Control Delay	26.6	15.1	30.0	21.0	46.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	15.1	30.0	21.0	46.3	0.2
LOS	C	B	C	C	D	A
Approach Delay	20.9		26.4			25.0
Approach LOS	C		C			C
Queue Length 50th (ft)	53	76	317	375	126	0
Queue Length 95th (ft)	88	122	409	#904	176	0
Internal Link Dist (ft)	1025		2323			1675
Turn Bay Length (ft)	500	280		380	220	
Base Capacity (vph)	1195	865	2048	1280	766	1863
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.25	0.75	0.82	0.52	0.18

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 93.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 25.4

Intersection LOS: C

Intersection Capacity Utilization 82.6%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

















Splits and Phases: 6: Eubank Blvd & Southern Ave



Lanes, Volumes, Timings

23: Eubank Blvd & Gibson Blvd

08/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	24	20	188	2	105	1553
Future Volume (vph)	24	20	188	2	105	1553
Satd. Flow (prot)	1770	1583	5085	1583	1770	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	5085	1583	1770	5085
Satd. Flow (RTOR)		22		2		
Lane Group Flow (vph)	27	22	209	2	117	1726
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	4!	4 5	6	4	5	Free!
Permitted Phases				6		
Total Split (s)	10.5		30.0	10.5	10.0	
Total Lost Time (s)	5.5		5.0	5.5	3.5	
Act Effect Green (s)	5.1	8.5	16.3	22.0	5.8	28.3
Actuated g/C Ratio	0.18	0.30	0.58	0.78	0.20	1.00
v/c Ratio	0.08	0.04	0.07	0.00	0.32	0.34
Control Delay	12.1	2.9	7.6	3.0	13.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	2.9	7.6	3.0	13.2	0.2
LOS	B	A	A	A	B	A
Approach Delay	8.0		7.6			1.0
Approach LOS	A		A			A
Queue Length 50th (ft)	3	0	4	0	11	0
Queue Length 95th (ft)	16	6	21	1	43	0
Internal Link Dist (ft)	246		870			848
Turn Bay Length (ft)		100			140	
Base Capacity (vph)	318	493	4546	1232	413	5085
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.04	0.05	0.00	0.28	0.34

Intersection Summary

Cycle Length: 50.5

Actuated Cycle Length: 28.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 1.8

Intersection LOS: A

Intersection Capacity Utilization 41.3%

ICU Level of Service A

Analysis Period (min) 15

! Phase conflict between lane groups.












Splits and Phases: 23: Eubank Blvd & Gibson Blvd



Lanes, Volumes, Timings

23: Eubank Blvd & Gibson Blvd

08/25/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	110	2191	24	28	235
Future Volume (vph)	0	110	2191	24	28	235
Satd. Flow (prot)	1863	1583	5085	1583	1770	5085
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1583	5085	1583	1770	5085
Satd. Flow (RTOR)		4		26		
Lane Group Flow (vph)	0	118	2356	26	30	253
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	4!	4 5	6	4	5	Free!
Permitted Phases				6		
Total Split (s)	10.0		40.0	10.0	10.0	
Total Lost Time (s)	5.5		5.0	5.5	3.5	
Act Effct Green (s)		11.5	40.0	47.2	5.5	58.3
Actuated g/C Ratio		0.20	0.69	0.81	0.09	1.00
v/c Ratio		0.38	0.68	0.02	0.18	0.05
Control Delay		23.0	9.1	1.0	27.6	0.0
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		23.0	9.1	1.0	27.6	0.0
LOS		C	A	A	C	A
Approach Delay	23.0		9.0			2.9
Approach LOS	C		A			A
Queue Length 50th (ft)		34	195	0	10	0
Queue Length 95th (ft)		73	273	4	31	0
Internal Link Dist (ft)	246		870			848
Turn Bay Length (ft)		100			140	
Base Capacity (vph)		334	3489	1287	200	5085
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.35	0.68	0.02	0.15	0.05

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 58.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 9.0

Intersection LOS: A

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

! Phase conflict between lane groups.


Splits and Phases: 23: Eubank Blvd & Gibson Blvd



Continuous Flow Interchange

Lanes, Volumes, Timings
6: Eubank Blvd & Southern Ave

08/25/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↑	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (vph)	0	51	143	0	132	246	83	301	0	91	939	0
Future Volume (vph)	0	51	143	0	132	246	83	301	0	91	939	0
Satd. Flow (prot)	0	1863	1583	0	1863	1583	1770	5085	0	1770	5085	0
Flt Permitted							0.273			0.498		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	509	5085	0	928	5085	0
Satd. Flow (RTOR)			136			259						
Lane Group Flow (vph)	0	54	151	0	139	259	87	317	0	96	988	0
Turn Type		NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases			4			8	2			6		
Total Split (s)		47.0	47.0		47.0	47.0	9.5	43.5		9.5	43.5	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Act Effct Green (s)		39.1	39.1		39.1	39.1	43.8	41.3		43.8	41.3	
Actuated g/C Ratio		0.39	0.39		0.39	0.39	0.44	0.41		0.44	0.41	
v/c Ratio		0.07	0.22		0.19	0.33	0.29	0.15		0.21	0.47	
Control Delay		18.5	5.1		20.2	3.7	6.9	1.1		1.0	1.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.5	5.1		20.2	3.7	6.9	1.1		1.0	1.4	
LOS		B	A		C	A	A	A		A	A	
Approach Delay		8.6			9.5			2.3			1.3	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		20	6		55	0	0	1		0	1	
Queue Length 95th (ft)		45	43		97	47	0	1		0	2	
Internal Link Dist (ft)		270			570			6			17	
Turn Bay Length (ft)			170			280						
Base Capacity (vph)		763	729		763	801	298	2097		456	2098	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.07	0.21		0.18	0.32	0.29	0.15		0.21	0.47	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 28 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 3.8

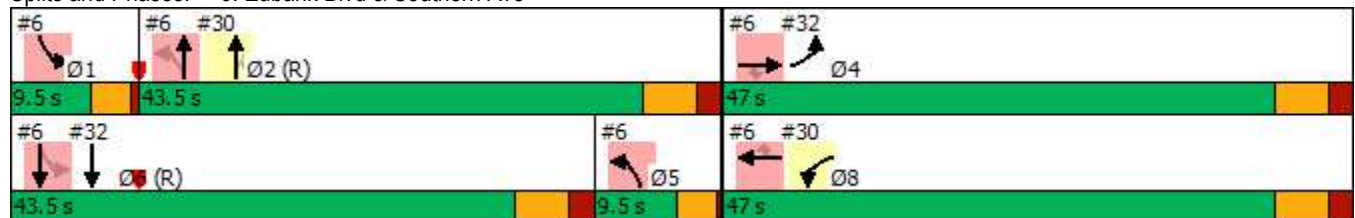
Intersection LOS: A

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Eubank Blvd & Southern Ave



Lanes, Volumes, Timings
6: Eubank Blvd & Southern Ave

08/25/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↑	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (vph)	0	189	106	0	94	119	190	1297	0	196	226	0
Future Volume (vph)	0	189	106	0	94	119	190	1297	0	196	226	0
Satd. Flow (prot)	0	1863	1583	0	1863	1583	1770	5085	0	1770	5085	0
Flt Permitted							0.601			0.146		
Satd. Flow (perm)	0	1863	1583	0	1863	1583	1120	5085	0	272	5085	0
Satd. Flow (RTOR)			136			136						
Lane Group Flow (vph)	0	195	109	0	97	123	196	1337	0	202	233	0
Turn Type		NA	Perm		NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases			4			8	2			6		
Total Split (s)		38.0	38.0		38.0	38.0	12.6	43.0		19.0	49.4	
Total Lost Time (s)		6.0	6.0		6.0	6.0	3.5	6.0		3.5	6.0	
Act Effct Green (s)		14.9	14.9		14.9	14.9	62.6	60.1		63.0	60.5	
Actuated g/C Ratio		0.15	0.15		0.15	0.15	0.63	0.60		0.63	0.60	
v/c Ratio		0.70	0.31		0.35	0.35	0.26	0.44		0.65	0.08	
Control Delay		53.4	5.8		40.3	7.8	0.8	1.5		12.7	0.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		53.4	5.8		40.3	7.8	0.8	1.5		12.7	0.5	
LOS		D	A		D	A	A	A		B	A	
Approach Delay		36.3			22.1			1.4			6.2	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		120	0		56	0	0	9		1	0	
Queue Length 95th (ft)		182	29		98	39	0	10		5	1	
Internal Link Dist (ft)		270			570			6			17	
Turn Bay Length (ft)			170			280						
Base Capacity (vph)		596	599		596	599	760	3057		403	3074	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.33	0.18		0.16	0.21	0.26	0.44		0.50	0.08	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 8.3

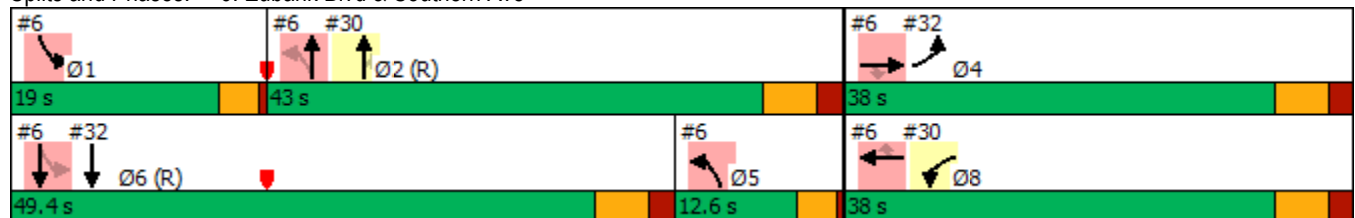
Intersection LOS: A

Intersection Capacity Utilization 59.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 6: Eubank Blvd & Southern Ave



PM Peak No Build 9:00 am 05/20/2022 Horizon Conditions
Wilson & Company

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

27: Southern Ave

08/25/2022



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↰	↑	↑			↰
Traffic Volume (vph)	11	194	215	0	0	15
Future Volume (vph)	11	194	215	0	0	15
Satd. Flow (prot)	1770	1863	1863	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1863	1863	0	0	1611
Satd. Flow (RTOR)						733
Lane Group Flow (vph)	12	204	226	0	0	16
Turn Type	Prot	NA	NA			Over
Protected Phases	5	2	6			5
Permitted Phases						5
Total Split (s)	23.0	100.0	77.0			23.0
Total Lost Time (s)	4.5	6.0	4.5			4.5
Act Effct Green (s)	6.3	100.0	90.5			6.3
Actuated g/C Ratio	0.06	1.00	0.90			0.06
v/c Ratio	0.11	0.11	0.13			0.02
Control Delay	45.9	0.1	0.7			0.1
Queue Delay	0.0	0.0	0.3			0.0
Total Delay	45.9	0.1	1.0			0.1
LOS	D	A	A			A
Approach Delay		2.7	1.0		0.1	
Approach LOS		A	A		A	
Queue Length 50th (ft)	7	0	6			0
Queue Length 95th (ft)	25	0	19			m0
Internal Link Dist (ft)		300	270		1	
Turn Bay Length (ft)	200					
Base Capacity (vph)	327	1863	1686			895
Starvation Cap Reductn	0	0	978			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.04	0.11	0.32			0.02

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 88 (88%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.13

Intersection Signal Delay: 1.8

Intersection LOS: A

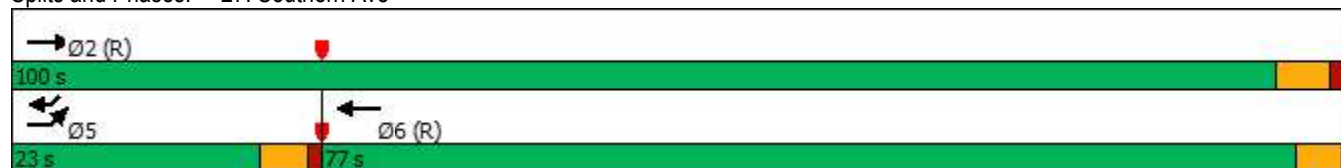
Intersection Capacity Utilization 23.0%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Southern Ave



Lanes, Volumes, Timings

27: Southern Ave

08/25/2022



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations	↰	↑	↑			↰
Traffic Volume (vph)	46	295	284	0	0	16
Future Volume (vph)	46	295	284	0	0	16
Satd. Flow (prot)	1770	1863	1863	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1863	1863	0	0	1611
Satd. Flow (RTOR)						636
Lane Group Flow (vph)	47	304	293	0	0	16
Turn Type	Prot	NA	NA			Over
Protected Phases	5	2	6			5
Permitted Phases						5
Total Split (s)	26.0	100.0	74.0			26.0
Total Lost Time (s)	4.5	6.0	4.5			4.5
Act Effct Green (s)	8.1	100.0	85.8			8.1
Actuated g/C Ratio	0.08	1.00	0.86			0.08
v/c Ratio	0.33	0.16	0.18			0.02
Control Delay	48.7	0.2	1.5			0.1
Queue Delay	0.0	0.0	0.5			0.0
Total Delay	48.7	0.2	2.0			0.1
LOS	D	A	A			A
Approach Delay		6.7	2.0	0.1		
Approach LOS		A	A	A		
Queue Length 50th (ft)	29	0	17			0
Queue Length 95th (ft)	64	0	29			0
Internal Link Dist (ft)		300	270	1		
Turn Bay Length (ft)	200					
Base Capacity (vph)	380	1863	1598			845
Starvation Cap Reductn	0	0	908			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.12	0.16	0.42			0.02

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 32 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 4.5

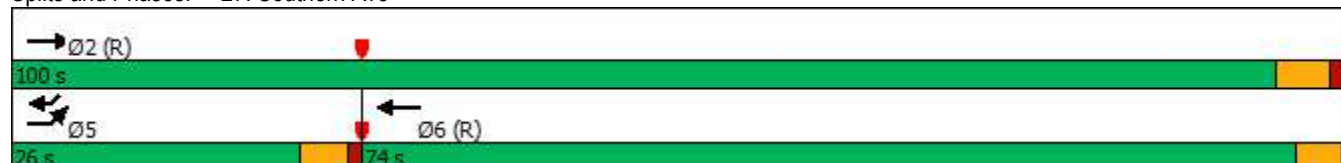
Intersection LOS: A

Intersection Capacity Utilization 26.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Southern Ave



Lanes, Volumes, Timings
12: Southern Ave

08/30/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘↙	↑		↗↖
Traffic Volume (vph)	142	0	1117	378	0	59
Future Volume (vph)	142	0	1117	378	0	59
Satd. Flow (prot)	3539	0	3433	1863	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	3433	1863	0	2787
Satd. Flow (RTOR)						1164
Lane Group Flow (vph)	149	0	1176	398	0	62
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						
Total Split (s)	44.0		56.0	100.0		56.0
Total Lost Time (s)	6.0		4.5	6.0		4.5
Act Effct Green (s)	46.6		42.9	100.0		42.9
Actuated g/C Ratio	0.47		0.43	1.00		0.43
v/c Ratio	0.09		0.80	0.21		0.03
Control Delay	14.6		28.9	0.3		0.2
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	14.6		28.9	0.3		0.2
LOS	B		C	A		A
Approach Delay	14.6			21.7	0.2	
Approach LOS	B			C	A	
Queue Length 50th (ft)	23		322	0		0
Queue Length 95th (ft)	44		355	0		0
Internal Link Dist (ft)	570			376	23	
Turn Bay Length (ft)						
Base Capacity (vph)	1647		1767	1863		1999
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.09		0.67	0.21		0.03

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 14 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 20.3

Intersection LOS: C

Intersection Capacity Utilization 44.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 12: Southern Ave



Lanes, Volumes, Timings

12: Southern Ave

08/25/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘↙	↑		↗↖
Traffic Volume (vph)	385	0	218	213	0	1022
Future Volume (vph)	385	0	218	213	0	1022
Satd. Flow (prot)	3539	0	3433	1863	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	3539	0	3433	1863	0	2787
Satd. Flow (RTOR)						546
Lane Group Flow (vph)	397	0	225	220	0	1054
Turn Type	NA		Prot	NA		Over
Protected Phases	2		1	6		1
Permitted Phases						1
Total Split (s)	47.0		53.0	100.0		53.0
Total Lost Time (s)	6.0		4.5	6.0		4.5
Act Effct Green (s)	41.0		48.5	100.0		48.5
Actuated g/C Ratio	0.41		0.48	1.00		0.48
v/c Ratio	0.27		0.14	0.12		0.65
Control Delay	8.4		14.5	0.1		9.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	8.4		14.5	0.1		9.5
LOS	A		B	A		A
Approach Delay	8.4			7.4	9.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	27		39	0		126
Queue Length 95th (ft)	32		60	0		200
Internal Link Dist (ft)	570			376	23	
Turn Bay Length (ft)						
Base Capacity (vph)	1450		1665	1863		1632
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.27		0.14	0.12		0.65

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 8.7

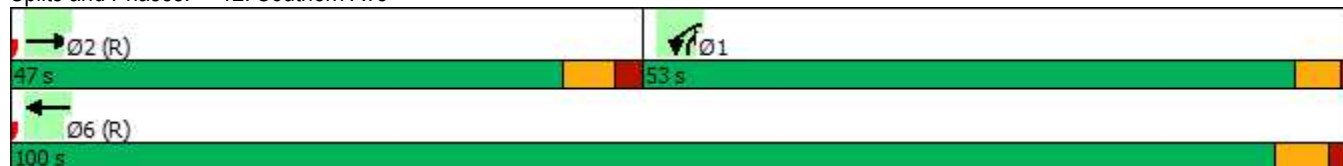
Intersection LOS: A

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 12: Southern Ave



Lanes, Volumes, Timings

32: Eubank Blvd

08/25/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø8
Lane Configurations										
Traffic Volume (vph)	11	0	0	547	1030	15				
Future Volume (vph)	11	0	0	547	1030	15				
Satd. Flow (prot)	1770	0	0	5085	6395	0				
Flt Permitted	0.950									
Satd. Flow (perm)	1770	0	0	5085	6395	0				
Satd. Flow (RTOR)					3					
Lane Group Flow (vph)	12	0	0	576	1100	0				
Turn Type	Prot			NA	NA					
Protected Phases	4!			Free!	6		1	2	5	8
Permitted Phases										
Total Split (s)	47.0				43.5		9.5	43.5	9.5	47.0
Total Lost Time (s)	6.0				6.0					
Act Effect Green (s)	39.1			100.0	41.3					
Actuated g/C Ratio	0.39			1.00	0.41					
v/c Ratio	0.02			0.11	0.42					
Control Delay	0.4			0.1	9.9					
Queue Delay	0.0			0.0	0.0					
Total Delay	0.4			0.1	10.0					
LOS	A			A	A					
Approach Delay	0.4			0.1	10.0					
Approach LOS	A			A	A					
Queue Length 50th (ft)	1			0	54					
Queue Length 95th (ft)	0			0	70					
Internal Link Dist (ft)	217			17	1595					
Turn Bay Length (ft)										
Base Capacity (vph)	725			5085	2641					
Starvation Cap Reductn	0			0	0					
Spillback Cap Reductn	0			0	14					
Storage Cap Reductn	0			0	0					
Reduced v/c Ratio	0.02			0.11	0.42					

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 28 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 6.5

Intersection LOS: A

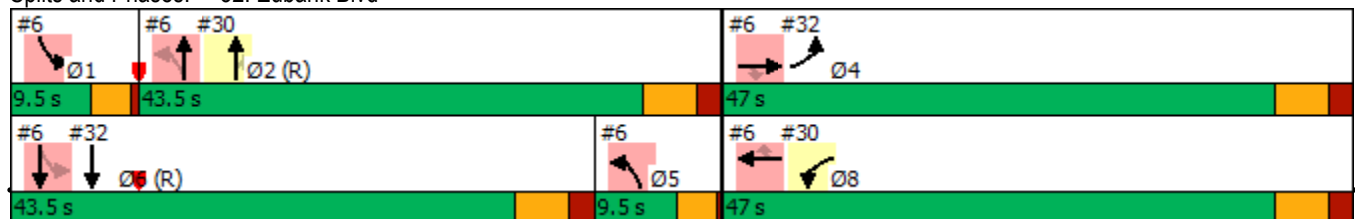
Intersection Capacity Utilization 29.3%

ICU Level of Service A

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 32: Eubank Blvd



Am Peak No Build 10:00 am 05/19/2022 Horizon Conditions

Synchro 11 Report










Wilson & Company

Page 1

Lanes, Volumes, Timings

32: Eubank Blvd

08/25/2022

										
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø8
Lane Configurations										
Traffic Volume (vph)	46	0	0	1416	422	16				
Future Volume (vph)	46	0	0	1416	422	16				
Satd. Flow (prot)	1770	0	0	5085	6376	0				
Flt Permitted	0.950									
Satd. Flow (perm)	1770	0	0	5085	6376	0				
Satd. Flow (RTOR)					9					
Lane Group Flow (vph)	47	0	0	1460	451	0				
Turn Type	Prot			NA	NA					
Protected Phases	4!			Free!	6		1	2	5	8
Permitted Phases										
Total Split (s)	38.0				49.4		19.0	43.0	12.6	38.0
Total Lost Time (s)	6.0				6.0					
Act Effect Green (s)	14.9			100.0	60.5					
Actuated g/C Ratio	0.15			1.00	0.60					
v/c Ratio	0.18			0.29	0.12					
Control Delay	1.5			0.2	4.1					
Queue Delay	0.0			0.0	0.0					
Total Delay	1.5			0.2	4.1					
LOS	A			A	A					
Approach Delay	1.5			0.2	4.1					
Approach LOS	A			A	A					
Queue Length 50th (ft)	1			2	13					
Queue Length 95th (ft)	0			0	16					
Internal Link Dist (ft)	217			17	1595					
Turn Bay Length (ft)										
Base Capacity (vph)	566			5085	3858					
Starvation Cap Reductn	0			0	0					
Spillback Cap Reductn	0			0	18					
Storage Cap Reductn	0			0	0					
Reduced v/c Ratio	0.08			0.29	0.12					

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 1.1

Intersection LOS: A

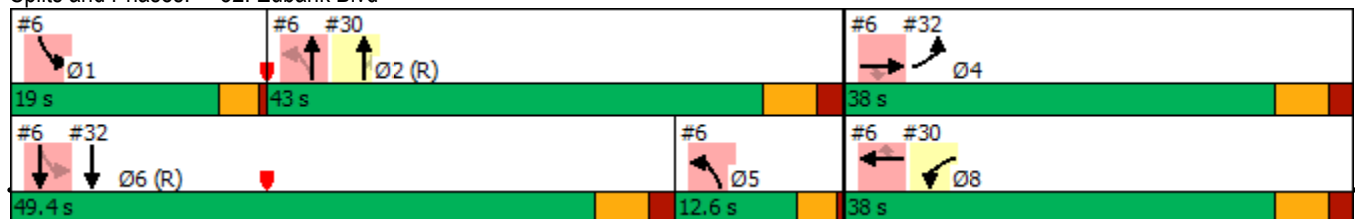
Intersection Capacity Utilization 39.9%

ICU Level of Service A

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 32: Eubank Blvd



PM Peak No Build 9:00 am 09/20/2022 Horizon Conditions

Synchro 11 Report

Wilson & Company

Page 1

Lanes, Volumes, Timings

30: Eubank Blvd

08/25/2022

	↖	↗	↑	↘	↙	↓				
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø4	Ø5	Ø6
Lane Configurations	↖↖		↑↑↑	↗↗		↑↑↑				
Traffic Volume (vph)	1117	0	384	59	0	1082				
Future Volume (vph)	1117	0	384	59	0	1082				
Satd. Flow (prot)	3433	0	6408	2787	0	5085				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	6408	2787	0	5085				
Satd. Flow (RTOR)				62						
Lane Group Flow (vph)	1176	0	404	62	0	1139				
Turn Type	Prot		NA	Perm		NA				
Protected Phases	8!		2			Free!	1	4	5	6
Permitted Phases				2						
Total Split (s)	47.0		43.5	43.5			9.5	47.0	9.5	43.5
Total Lost Time (s)	6.0		6.0	6.0						
Act Effct Green (s)	39.1		41.3	41.3		100.0				
Actuated g/C Ratio	0.39		0.41	0.41		1.00				
v/c Ratio	0.88		0.15	0.05		0.22				
Control Delay	11.0		19.7	5.6		0.1				
Queue Delay	0.0		0.0	0.0		0.0				
Total Delay	11.0		19.7	5.6		0.1				
LOS	B		B	A		A				
Approach Delay	11.0		17.8			0.1				
Approach LOS	B		B			A				
Queue Length 50th (ft)	21		49	0		0				
Queue Length 95th (ft)	56		67	14		0				
Internal Link Dist (ft)	521		2513			6				
Turn Bay Length (ft)										
Base Capacity (vph)	1407		2644	1186		5085				
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		45	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.84		0.16	0.05		0.22				

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 28 (28%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 7.7

Intersection LOS: A

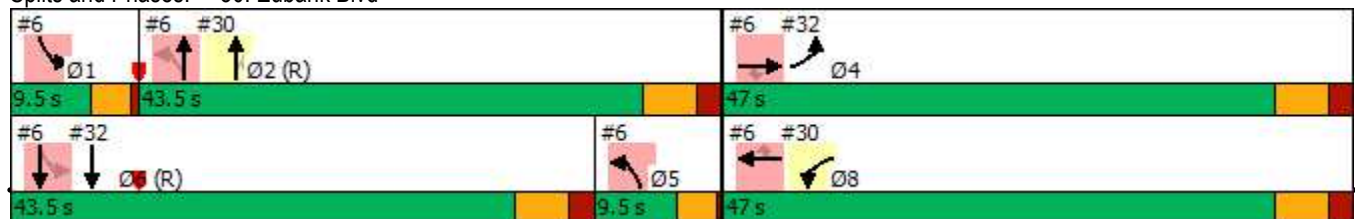
Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 30: Eubank Blvd



Ami Peak No Build 10:00 am 05/19/2022 Horizon Conditions

Synchro 11 Report

Wilson & Company

Page 1

Lanes, Volumes, Timings

30: Eubank Blvd

08/25/2022

	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø4	Ø5	Ø6
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø4	Ø5	Ø6
Lane Configurations	↔↔		↑↑↑	↔↔		↑↑↑				
Traffic Volume (vph)	218	0	1487	1022	0	332				
Future Volume (vph)	218	0	1487	1022	0	332				
Satd. Flow (prot)	3433	0	6408	2787	0	5085				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	6408	2787	0	5085				
Satd. Flow (RTOR)				1054						
Lane Group Flow (vph)	225	0	1533	1054	0	342				
Turn Type	Prot		NA	Perm		NA				
Protected Phases	8!		2			Free!	1	4	5	6
Permitted Phases				2						
Total Split (s)	38.0		43.0	43.0			19.0	38.0	12.6	49.4
Total Lost Time (s)	6.0		6.0	6.0						
Act Effct Green (s)	14.9		60.1	60.1		100.0				
Actuated g/C Ratio	0.15		0.60	0.60		1.00				
v/c Ratio	0.44		0.40	0.50		0.07				
Control Delay	26.2		11.8	1.8		0.0				
Queue Delay	0.0		0.0	0.0		0.0				
Total Delay	26.2		11.8	1.8		0.0				
LOS	C		B	A		A				
Approach Delay	26.2		7.7							
Approach LOS	C		A							
Queue Length 50th (ft)	68		134	0		0				
Queue Length 95th (ft)	97		213	34		0				
Internal Link Dist (ft)	521		2513			6				
Turn Bay Length (ft)										
Base Capacity (vph)	1098		3853	2096		5085				
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		36	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.20		0.40	0.50		0.07				

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 8.2

Intersection LOS: A

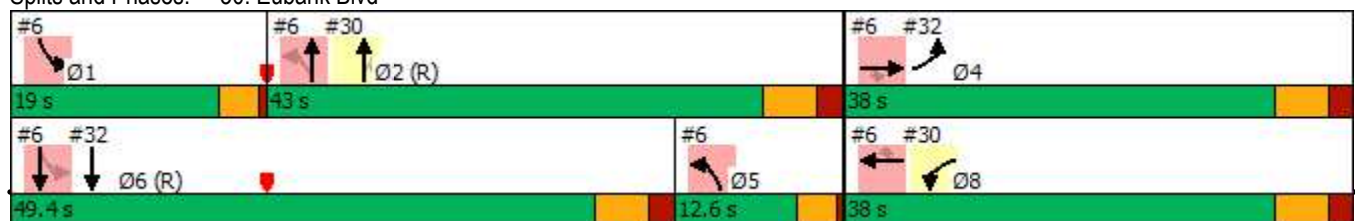
Intersection Capacity Utilization 40.8%

ICU Level of Service A

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 30: Eubank Blvd



PM Peak No Build 9:00 am 09/20/2022 Horizon Conditions

Synchro 11 Report

Wilson & Company
































Page 1

Intersection Crossing Enhancements

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave
































08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Future Volume (veh/h)	152	383	211	169	750	152	169	460	26	91	824	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	399	220	176	781	158	176	479	27	95	858	190
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	1997	620	508	1696	340	269	1250	388	342	1130	351
Arrive On Green	0.07	0.39	0.39	0.08	0.40	0.40	0.08	0.24	0.24	0.06	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	4265	856	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	158	399	220	176	622	317	176	479	27	95	858	190
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1716	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.2	4.1	7.8	4.6	10.8	10.9	6.1	6.3	1.0	3.2	12.6	8.5
Cycle Q Clear(g_c), s	4.2	4.1	7.8	4.6	10.8	10.9	6.1	6.3	1.0	3.2	12.6	8.5
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	1997	620	508	1354	682	269	1250	388	342	1130	351
V/C Ratio(X)	0.42	0.20	0.35	0.35	0.46	0.46	0.65	0.38	0.07	0.28	0.76	0.54
Avail Cap(c_a), veh/h	391	1997	620	508	1354	682	269	1250	388	384	1245	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	16.1	17.2	12.5	17.8	17.8	22.8	25.2	23.2	22.1	29.1	27.6
Incr Delay (d2), s/veh	0.3	0.2	1.6	0.1	1.0	2.0	4.4	0.3	0.1	0.2	2.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	2.9	1.7	4.0	4.3	2.7	2.4	0.4	1.3	5.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	16.3	18.8	12.6	18.8	19.8	27.2	25.4	23.3	22.3	31.9	29.4
LnGrp LOS	B	B	B	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		777			1115			682			1143	
Approach Delay, s/veh		16.5			18.1			25.8			30.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	36.8	8.1	25.1	9.5	37.3	10.0	23.2				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	6.5	29.5	6.5	19.5	6.5	29.5	6.5	19.5				
Max Q Clear Time (g_c+I1), s	6.6	9.8	5.2	8.3	6.2	12.9	8.1	14.6				
Green Ext Time (p_c), s	0.0	3.1	0.0	3.1	0.0	5.4	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			23.1									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

3: Eubank Blvd & Central Ave

























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			  			  	
Traffic Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Future Volume (veh/h)	324	934	211	85	649	174	283	1224	126	174	391	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	1049	237	96	729	196	318	1375	142	196	439	224
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1748	543	273	990	263	471	1396	433	252	1055	328
Arrive On Green	0.15	0.34	0.34	0.06	0.25	0.25	0.15	0.27	0.27	0.09	0.21	0.21
Sat Flow, veh/h	1781	5106	1585	1781	4015	1067	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	364	1049	237	96	617	308	318	1375	142	196	439	224
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1678	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	11.0	12.8	8.7	3.0	12.5	12.7	10.0	20.1	5.4	6.5	5.6	9.8
Cycle Q Clear(g_c), s	11.0	12.8	8.7	3.0	12.5	12.7	10.0	20.1	5.4	6.5	5.6	9.8
Prop In Lane	1.00		1.00	1.00		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	1748	543	273	840	414	471	1396	433	252	1055	328
V/C Ratio(X)	0.88	0.60	0.44	0.35	0.73	0.74	0.68	0.99	0.33	0.78	0.42	0.68
Avail Cap(c_a), veh/h	416	1748	543	324	840	414	471	1396	433	252	1055	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	20.4	19.1	19.5	26.0	26.1	17.8	27.1	21.8	22.7	25.8	27.5
Incr Delay (d2), s/veh	17.8	1.5	2.5	0.2	4.7	9.7	2.4	17.8	0.5	13.0	0.4	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	4.8	3.3	1.1	5.2	5.8	4.0	9.7	1.9	3.4	2.1	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	21.9	21.6	19.7	30.7	35.8	20.3	44.9	22.2	35.7	26.2	33.9
LnGrp LOS	D	C	C	B	C	D	C	D	C	D	C	C
Approach Vol, veh/h		1650			1021			1835			859	
Approach Delay, s/veh		24.9			31.2			38.9			30.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	31.2	10.0	26.0	15.0	24.0	15.0	21.0				
Change Period (Y+Rc), s	3.5	5.5	3.5	5.5	3.5	5.5	3.5	5.5				
Max Green Setting (Gmax), s	6.5	23.5	6.5	20.5	11.5	18.5	11.5	15.5				
Max Q Clear Time (g_c+I1), s	5.0	14.8	8.5	22.1	13.0	14.7	12.0	11.8				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	2.0	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave

08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	51	143	1117	132	246	83	301	59	91	939	15
Future Volume (veh/h)	11	51	143	1117	132	246	83	301	59	91	939	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	54	0	1176	139	125	87	317	0	96	988	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	209	177	1366	810	687	196	1427	443	328	1538	478
Arrive On Green	0.11	0.11	0.00	0.27	0.43	0.43	0.05	0.28	0.00	0.04	0.30	0.00
Sat Flow, veh/h	1115	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	12	54	0	1176	139	125	87	317	0	96	988	0
Grp Sat Flow(s),veh/h/ln	1115	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.7	1.9	0.0	19.5	3.3	3.5	2.7	3.4	0.0	0.0	12.0	0.0
Cycle Q Clear(g_c), s	0.7	1.9	0.0	19.5	3.3	3.5	2.7	3.4	0.0	0.0	12.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	209	177	1366	810	687	196	1427	443	328	1538	478
V/C Ratio(X)	0.05	0.26	0.00	0.86	0.17	0.18	0.44	0.22	0.00	0.29	0.64	0.00
Avail Cap(c_a), veh/h	225	209	177	1366	810	687	196	1427	443	351	1538	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.5	29.1	0.0	19.4	12.4	12.5	22.2	19.8	0.0	25.8	21.7	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.6	0.0	0.0	0.6	0.4	0.0	0.2	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.0	8.7	1.2	1.1	1.1	1.3	0.0	1.4	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	29.3	0.0	24.9	12.5	12.5	22.8	20.2	0.0	26.0	23.7	0.0
LnGrp LOS	C	C	A	C	B	B	C	C	A	C	C	A
Approach Vol, veh/h		66			1440			404			1084	
Approach Delay, s/veh		29.2			22.7			20.7			23.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	26.0	23.0	14.0	7.0	27.6		37.0				
Change Period (Y+Rc), s	6.0	* 6	3.5	6.0	3.5	6.0		6.0				
Max Green Setting (Gmax), s	3.5	* 20	19.5	8.0	3.5	20.0		31.0				
Max Q Clear Time (g_c+I1), s	2.0	5.4	21.5	3.9	4.7	14.0		5.5				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	3.7		0.6				

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

























User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: Eubank Blvd & Southern Ave




























08/29/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	189	106	218	94	119	190	1297	1022	196	226	16
Future Volume (veh/h)	46	189	106	218	94	119	190	1297	1022	196	226	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	195	4	225	97	32	196	1337	683	202	233	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	236	200	444	434	367	794	2774	861	278	2785	865
Arrive On Green	0.13	0.13	0.13	0.07	0.23	0.23	0.07	0.54	0.54	0.07	0.55	0.00
Sat Flow, veh/h	1261	1870	1585	3456	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	47	195	4	225	97	32	196	1337	683	202	233	0
Grp Sat Flow(s),veh/h/ln	1261	1870	1585	1728	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	3.4	10.2	0.2	5.5	4.2	1.6	4.8	16.2	34.7	5.0	2.2	0.0
Cycle Q Clear(g_c), s	3.4	10.2	0.2	5.5	4.2	1.6	4.8	16.2	34.7	5.0	2.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	236	200	444	434	367	794	2774	861	278	2785	865
V/C Ratio(X)	0.20	0.83	0.02	0.51	0.22	0.09	0.25	0.48	0.79	0.73	0.08	0.00
Avail Cap(c_a), veh/h	323	373	316	444	571	484	836	2774	861	474	2785	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	42.7	38.4	33.7	31.2	30.2	8.5	14.2	18.4	15.6	10.9	0.0
Incr Delay (d2), s/veh	0.2	4.2	0.0	0.4	0.1	0.0	0.1	0.6	7.4	1.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.9	0.1	2.3	1.9	0.6	1.7	5.8	13.3	2.5	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	47.0	38.4	34.1	31.3	30.2	8.6	14.8	25.8	17.0	10.9	0.0
LnGrp LOS	D	D	D	C	C	C	A	B	C	B	B	A
Approach Vol, veh/h	246				354			2216			435	
Approach Delay, s/veh	45.5				33.0			17.6			13.7	
Approach LOS	D				C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	10.6	60.5	10.6	18.6	10.3	60.7	29.2					
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	6.0					
Max Green Setting (Gmax), s	18.1	45.8	7.1	20.0	9.2	54.7	30.6					
Max Q Clear Time (g_c+I1), s	7.0	36.7	7.5	12.2	6.8	4.2	6.2					
Green Ext Time (p_c), s	0.1	7.8	0.0	0.4	0.0	2.3	0.3					
Intersection Summary												
HCM 6th Ctrl Delay	20.9											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd




























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 				 			
Traffic Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Future Volume (veh/h)	1	223	73	306	919	6	296	1	791	29	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	248	81	340	1021	7	329	1	879	32	0	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1568	487	1125	1460	10	584	690	1029	349	0	585
Arrive On Green	0.00	0.31	0.31	0.10	0.40	0.40	0.37	0.37	0.37	0.37	0.00	0.37
Sat Flow, veh/h	1781	5106	1585	3456	3618	25	1396	1870	2790	630	0	1585
Grp Volume(v), veh/h	1	248	81	340	501	527	329	1	879	32	0	17
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1777	1866	1396	1870	1395	630	0	1585
Q Serve(g_s), s	0.0	2.2	2.3	3.8	14.5	14.5	12.7	0.0	18.0	2.1	0.0	0.4
Cycle Q Clear(g_c), s	0.0	2.2	2.3	3.8	14.5	14.5	14.8	0.0	18.0	2.1	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1568	487	1125	717	753	584	690	1029	349	0	585
V/C Ratio(X)	0.00	0.16	0.17	0.30	0.70	0.70	0.56	0.00	0.85	0.09	0.00	0.03
Avail Cap(c_a), veh/h	569	1568	487	1485	717	753	667	801	1195	386	0	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	15.6	15.7	11.0	15.3	15.3	17.9	12.3	18.0	13.0	0.0	12.5
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	5.6	5.4	0.9	0.0	5.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	1.2	6.1	6.4	3.7	0.0	5.9	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	15.8	16.4	11.1	20.9	20.7	18.8	12.3	23.5	13.1	0.0	12.5
LnGrp LOS	B	B	B	B	C	C	B	B	C	B	A	B
Approach Vol, veh/h		330			1368			1209			49	
Approach Delay, s/veh		16.0			18.4			22.2			12.9	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	24.0		28.3	3.6	30.0		28.3				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	5.8	4.3		20.0	2.0	16.5		4.1				
Green Ext Time (p_c), s	0.3	1.5		2.9	0.0	1.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				19.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

14: Juan Tabo Blvd/Terracita Ln & Southern Blvd

08/25/2022

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 				 			
Traffic Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Future Volume (veh/h)	9	1204	299	712	362	22	190	1	466	6	0	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1267	315	749	381	23	200	1	491	6	0	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	1732	538	922	1696	102	460	449	670	346	0	381
Arrive On Green	0.01	0.34	0.34	0.17	0.50	0.50	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	1781	5106	1585	3456	3405	205	1412	1870	2790	903	0	1585
Grp Volume(v), veh/h	9	1267	315	749	198	206	200	1	491	6	0	4
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1777	1833	1412	1870	1395	903	0	1585
Q Serve(g_s), s	0.2	12.2	9.2	7.0	3.5	3.6	7.1	0.0	9.1	0.3	0.0	0.1
Cycle Q Clear(g_c), s	0.2	12.2	9.2	7.0	3.5	3.6	7.4	0.0	9.1	0.3	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	482	1732	538	922	885	913	460	449	670	346	0	381
V/C Ratio(X)	0.02	0.73	0.59	0.81	0.22	0.23	0.43	0.00	0.73	0.02	0.00	0.01
Avail Cap(c_a), veh/h	859	1732	538	1105	885	913	789	885	1320	556	0	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	16.3	15.3	11.0	7.9	7.9	19.1	16.2	19.6	16.3	0.0	16.2
Incr Delay (d2), s/veh	0.0	2.8	4.6	3.3	0.6	0.6	0.6	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.5	3.5	2.3	1.2	1.2	2.1	0.0	2.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	19.0	19.9	14.3	8.5	8.5	19.7	16.2	21.2	16.3	0.0	16.2
LnGrp LOS	B	B	B	B	A	A	B	B	C	B	A	B
Approach Vol, veh/h		1591			1153			692			10	
Approach Delay, s/veh		19.2			12.3			20.8			16.3	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	24.0		19.0	4.2	32.9		19.0				
Change Period (Y+Rc), s	3.5	5.0		5.5	3.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	19.0		26.5	12.5	19.0		26.5				
Max Q Clear Time (g_c+I1), s	9.0	14.2		11.1	2.2	5.6		2.3				
Green Ext Time (p_c), s	0.5	3.5		2.4	0.0	1.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								

Eubank Access Management

HCM 6th Signalized Intersection Summary

16: Eubank Blvd & Innovation Pkwy

























08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	1	5	6	0	165	4	205	0	324	1700	23
Future Volume (veh/h)	0	1	5	6	0	165	4	205	0	324	1700	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	5	6	0	0	4	216	0	341	1789	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	30	25	267	0		377	3456	0	1018	3515	47
Arrive On Green	0.00	0.02	0.02	0.02	0.00	0.00	0.68	0.68	0.00	0.68	0.68	0.68
Sat Flow, veh/h	0	1870	1585	1363	0	1585	258	5274	0	1165	5192	70
Grp Volume(v), veh/h	0	1	5	6	0	0	4	216	0	341	1173	640
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1363	0	1585	258	1702	0	1165	1702	1858
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.4	0.0	4.1	5.0	5.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.1	0.0	0.0	5.2	0.4	0.0	4.5	5.0	5.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	0	30	25	267	0		377	3456	0	1018	2304	1258
V/C Ratio(X)	0.00	0.03	0.20	0.02	0.00		0.01	0.06	0.00	0.33	0.51	0.51
Avail Cap(c_a), veh/h	0	1309	1109	1232	0		427	4445	0	1244	2963	1617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.2	14.2	14.3	0.0	0.0	3.6	1.6	0.0	2.4	2.3	2.3
Incr Delay (d2), s/veh	0.0	0.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.6	18.0	14.3	0.0	0.0	3.6	1.6	0.0	2.5	2.5	2.7
LnGrp LOS	A	B	B	B	A		A	A	A	A	A	A
Approach Vol, veh/h		6			6			220			2154	
Approach Delay, s/veh		17.5			14.3			1.6			2.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.3		5.0		24.3		5.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		20.5		25.5		20.5				
Max Q Clear Time (g_c+I1), s		7.2		2.1		7.0		2.1				
Green Ext Time (p_c), s		1.2		0.0		12.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			2.5									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary








16: Eubank Blvd & Innovation Pkwy







08/25/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	11	0	5	1	0	101	1	2309	32	119	238	7
Future Volume (veh/h)	11	0	5	1	0	101	1	2309	32	119	238	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	5	1	0	0	1	2456	34	127	253	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	0	35	164	0		1026	4152	57	224	4087	112
Arrive On Green	0.02	0.00	0.02	0.02	0.00	0.00	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	1538	0	1585	987	0	1585	1119	5190	72	133	5109	140
Grp Volume(v), veh/h	12	0	5	1	0	0	1	1609	881	127	168	92
Grp Sat Flow(s),veh/h/ln	1538	0	1585	987	0	1585	1119	1702	1857	133	1702	1845
Q Serve(g_s), s	0.0	0.0	0.2	0.0	0.0	0.0	0.0	9.1	9.1	31.4	0.5	0.5
Cycle Q Clear(g_c), s	0.3	0.0	0.2	0.4	0.0	0.0	0.5	9.1	9.1	40.5	0.5	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	176	0	35	164	0		1026	2724	1486	224	2724	1476
V/C Ratio(X)	0.07	0.00	0.14	0.01	0.00		0.00	0.59	0.59	0.57	0.06	0.06
Avail Cap(c_a), veh/h	719	0	642	704	0		1026	2724	1486	224	2724	1476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	24.3	24.6	0.0	0.0	1.1	1.9	1.9	15.2	1.1	1.1
Incr Delay (d2), s/veh	0.2	0.0	1.8	0.0	0.0	0.0	0.0	0.3	0.6	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.3	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	26.1	24.6	0.0	0.0	1.1	2.3	2.6	18.4	1.1	1.1
LnGrp LOS	C	A	C	C	A		A	A	A	B	A	A
Approach Vol, veh/h		17			1			2491			387	
Approach Delay, s/veh		25.0			24.6			2.4			6.8	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		5.6		45.0		5.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		20.5		40.5		20.5				
Max Q Clear Time (g_c+I1), s		11.1		2.3		42.5		2.4				
Green Ext Time (p_c), s		22.4		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			3.1									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th TWSC
23: Eubank Blvd & Gibson Blvd

08/25/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Vol, veh/h	1	20	188	2	105	1553
Future Vol, veh/h	1	20	188	2	105	1553
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	100	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	22	209	2	117	1726
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1134	106	0	0	211	0
Stage 1	210	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	266	788	-	-	923	-
Stage 1	714	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	232	788	-	-	923	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	232	788	923	-
HCM Lane V/C Ratio	-	-	0.005	0.028	0.126	-
HCM Control Delay (s)	-	-	20.6	9.7	9.5	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.4	-

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	110	2191	24	28	235
Future Vol, veh/h	1	110	2191	24	28	235
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	100	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	118	2356	26	30	253
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2530	1191	0	0	2382	0
Stage 1	2369	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	48	154	-	-	80	-
Stage 1	33	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	154	-	-	80	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	33	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	80.5	0		8		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	30	154	80	-
HCM Lane V/C Ratio	-	-	0.036	0.768	0.376	-
HCM Control Delay (s)	-	-	129.4	80.1	74.9	-
HCM Lane LOS	-	-	F	F	F	-
HCM 95th %tile Q(veh)	-	-	0.1	4.8	1.5	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘ ↘			↗ ↘ ↘ ↘	
Traffic Vol, veh/h	0	18	161	13	18	1781
Future Vol, veh/h	0	18	161	13	18	1781
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	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	19	166	13	19	1836
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	90	0	0	179	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	0	806	-	-	955	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	806	-	-	955	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	806	955	-	
HCM Lane V/C Ratio	-	-	0.023	0.019	-	
HCM Control Delay (s)	-	-	9.6	8.8	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection

Int Delay, s/veh 8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘ ↘	↗ ↘ ↘ ↘		↗ ↘ ↘ ↘	↗ ↘ ↘ ↘
Traffic Vol, veh/h	0	130	2195	40	17	205
Future Vol, veh/h	0	130	2195	40	17	205
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	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	146	2466	45	19	230

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	- 1256	0	0 2511
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 7.14	-	- 5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.92	-	- 3.12
Pot Cap-1 Maneuver	0 ~ 140	-	- 68
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- ~ 140	-	- 68
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	150.8	0	5.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 140	68	-
HCM Lane V/C Ratio	-	- 1.043	0.281	-
HCM Control Delay (s)	-	- 150.8	77.4	-
HCM Lane LOS	-	- F	F	-
HCM 95th %tile Q(veh)	-	- 7.8	1	-

Notes

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

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd

08/25/2022








Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	6	179	32	5
Future Volume (Veh/h)	5	5	6	179	32	5
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	7	7	9	267	48	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	368	96	103	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	368	96	103	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	98	99	99	75	97	
cM capacity (veh/h)	430	771	764	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	7	7	276	48	7	
Volume Left	7	0	0	48	0	
Volume Right	0	0	267	0	7	
cSH	430	771	1070	1623	1700	
Volume to Capacity	0.02	0.01	0.26	0.03	0.00	
Queue Length 95th (ft)	1	1	26	2	0	
Control Delay (s)	13.5	9.7	9.5	7.3	0.0	
Lane LOS	B	A	A	A		
Approach Delay (s)	11.6		9.5	6.4		
Approach LOS	B		A			
Intersection Summary						
Average Delay			9.1			
Intersection Capacity Utilization			21.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

17: H Ave/Innovation Pkwy & Eubank Blvd

08/25/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	5	54	24	5
Future Volume (Veh/h)	5	5	5	54	24	5
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	6	6	65	29	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	126	58	64	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	58	64	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	99	99	94	98	
cM capacity (veh/h)	782	818	812	1085	1623	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	6	6	71	29	6	
Volume Left	6	0	0	29	0	
Volume Right	0	0	65	0	6	
cSH	782	818	1055	1623	1700	
Volume to Capacity	0.01	0.01	0.07	0.02	0.00	
Queue Length 95th (ft)	1	1	5	1	0	
Control Delay (s)	9.6	9.4	8.7	7.3	0.0	
Lane LOS	A	A	A	A		
Approach Delay (s)	9.5		8.7	6.0		
Approach LOS	A		A			
Intersection Summary						
Average Delay			8.0			
Intersection Capacity Utilization			14.2%		ICU Level of Service	
Analysis Period (min)			15			
A						

Appendix C – Crash Data

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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Appendix D – Intersection Timing Sheets

Intersection No.: 162

CENTRAC

1

Intersection Name: CENTRAL - EUBANK

Revision Date 6/21/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	18	3	18	3	18	3	18
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	22	0	22	0	26	0	23
Veh Ext:	1.5	3.0	1.5	4.0	1.5	3.0	1.5	4.0
Veh Ext2:	1.5	3.0	1.5	4.0	1.5	3.0	1.5	4.0
Max 1:	16	36	16	38	20	36	16	38
Max 2:	16	36	16	38	20	36	16	38
Max 3:								
Yellow:	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5
Red Clr	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. Dual W-S left-turn lanes: 7-8 AM, changeable message sign with flahsers.
	2. Intersection number changed from 80 to 162 and disabled from tele. Circuit, hooked to city hardware.
	3. Timings revised for smoother operation when in standby mode, 6/15/87.
	4. N/S loops working. Revised max from 24 to 38 sec, 5/29/90.
	5. N/S to min recall due to installation of driveways on SE corner.
	6. Controller changeout from 911 to 820, 3/12/91.
	7. Ped heads installed for all approaches, timings adjusted.

8. Red clearance time change in data base, 7/5/95.
9. Updated file, 8/23/00.
10. Timing sheet updated, 6/5/03.
11. All left turn movements placed on locking detection, 4/30/07.
12. Split time for morning peak changed for N-W from 9% to 12% and SB changed from 37% to 34%, 6/5/07.
13. Timing sheet updated to reflect I2 addresss and controller type, 1/13/09.
14. Clearance times adjusted as per proposed by admin, 12/8/10.
15. Pedestrian time updated by BB, 9-25-2013.
16. Timing sheet updated to current timing sheet, 9/27/16 RS.
17. Rephased intersection to city standard. 2 EB A.F. 6-21-21

Intersection No.: 193

System: Centrac

Address: 3

Intersection Name: SOUTHERN & EUBANK

Revision Date 12/17/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB	W-S	EB	N-W	SB		WB
Min Grn	3	20	3	8	3	20		8
Walk:	0	7	0	7	0	7		7
Ped Clr:	0	30	0	25	0	30		25
Veh Ext:	1.5	4.0	1.5	2.0	1.5	4.0		2.0
Veh Ext2:								
Max 1:	16	42	16	24	16	42		24
Max 2:								
Max 3:								
Yellow:	3.0	4.0	3.0	4.0	3.0	4.0		4.0
Red Clr	0.5	2.0	0.5	2.0	0.5	2.0		2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. New signalized intersection, 8/15/89.
	2. In full operation, NOTE: Set N/S pres loops to 5" delay on amplifier, 8/22/89.
	3. Raised N/S MAX to 48 sec., 7/17/90.
	4. Red clearance time change in data base, 7/7/95.
	5. Changed flash mode to all red, 7/12/95.
	6. Updated file, 11/14/00.
	7. Intersection timing sheet updated 6/15/05.
	8. Corrections made to timing sheet, 5/19/08.
	9. Timing sheet updated to reflect I2 addresss and controller type, 1/13/09.
	10. Clearance intervals updated to NMDOT standard by BB, 12/17/13.

Intersection No.: 194

System: Centrac

Address: 3

Intersection Name: GIBSON & EUBANK

Revision Date 12/17/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	S-E	NB				SB		WB
Min Grn	3	20				20		8
Walk:	0	7				7		7
Ped Clr:	0	16				20		30
Veh Ext:	1.5	3.0				3.0		3.0
Veh Ext2:								
Max 1:	16	48				48		24
Max 2:								
Max 3:								
Yellow:	3.0	4.0				4.0		3.5
Red Clr	0.5	1.0				1.0		2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. New intersection - In flash mode 9/29/93.
	2. VMS control 10/6/93.
	3. South to East arrow added 10/6/93.
	4. Red clearance time change in data base 7/7/95.
	5. Changed flash mode to all red 7/12/95.
	6. Timing sheet updated. 6/15/05
	7. Timing sheet updated to reflect I2 addresss and controller type, 1/13/09.
	8. Placed NB and SB on max recall due to removal of camera for detection, 4/5/12.
	9. Clearance intervals updated to NMDOT standard by BB, 12/17/13.

Intersection No.: 282

System: Centrac

Address: 5

Intersection Name: SOUTHERN & ELIZABETH

Revision Date 1/16/2017

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB		SB
Min Grn	3	20	3	8	3	20		8
Walk:	0	7	0	7	0	7		7
Ped Clr:	0	15	0	29	0	12		30
Veh Ext:	1.5	3.0	1.5	4.0	1.5	3.0		4.0
Veh Ext2:								
Max 1:	16	36	16	42	16	36		42
Max 2:								
Max 3:								
Yellow:	3.0	4.0	3.0	3.5	3.0	4.0		3.5
Red Clr	0.5	1.0	0.5	2.0	0.5	1.0		2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Flash date 5/28/03. Turn on date 6/3/03.
2. Phases 1 & 5 added due to reconstruction of intersection 9/27/12.
3. Phases 3 & 7 added to reflect final construction of intersection 11/5/12.
4. Operation of inter. to resume the week of 12-3-12. (cabinet changed out 12-12-12.)
5. Cabinet changed out and current phasing in operation 12-12-12.
6. Clearance intervals updated to NMDOT standard by BB, 12/17/13.
7. Timing for NB and SB increased to 42 sec. to improve left turn movements, 1/16/17.

Intersection No.: 281

System: Centrac

Address: 4

Intersection Name: SOUTHERN & JUAN TABO

Revision Date 12/17/2013

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB		NB	E-N	WB		SB
Min Grn	3	12		8	3	12		8
Walk:	0	7		7	0	7		7
Ped Clr:	0	15		30	0	16		31
Veh Ext:	1.5	3.0		3.0	1.5	3.0		3.0
Veh Ext2:								
Max 1:	16	24		32	16	24		32
Max 2:								
Max 3:								
Yellow:	3.0	4.0		3.5	3.0	4.0		3.5
Red Clr	0.5	1.0		2.0	0.5	1.0		2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:

1. Intersection on flash, 5/1/00. Intersection turn on date, 5/5/00.
2. Timing sheet updated, 6/15/05.
3. Cameras removed and loops installed, 12/21/05.
4. Timing sheet updated to reflect final construction of intersection. Power not yet restored to intersection. New ped times added. 11/29/12.
5. Tierrasita and Southern turned on 12-26-12.
6. Phase 4 max time increased to 32 seconds due to heavy NB traffic by BB, 5-2-13
7. Clearance intervals updated to NMDOT standard by BB, 12/17/13.

Intersection No.: 176

CENTRAC

1

Intersection Name: CENTRAL - JUAN TABO

Revision Date 9/27/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	6	16	6	16	6	16	6	16
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	21	0	22	0	22	0	22
Veh Ext:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Veh Ext2:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Max 1:	20	36	16	32	16	36	16	32
Max 2:	20	36	16	32	16	36	16	32
Max 3:								
Yellow:	3.0	4.3	3.0	4.0	3.0	4.3	3.0	4.0
Red Clr	0.5	1.5	0.5	2.0	0.5	1.5	0.5	2.0

Recall Data

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

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. Intersecton brought under VMS control, 12/19/96.
	2. Signal modifications to begin, NB and SB left turn indications, box with signals. Previous timing sheet in files, 2/23/87.
	3. Flash mode changed to all red, 2/12/91.
	4. Clearance times revised, 2/28/92.
	5. Controller changeout from 911 to 820, 8/30/94.
	6. Updated file, 11/14/00.
	7. Red clearance time change in database, 7/7/95.

8. Timing sheet updated, 6/5/03.
9. Time for WB and EB increased from 36 sec. to 65 sec. to accomindate closure for I-40 project, 11/04.
10. Times revised to original timing sheet times, 4/07.
11. Phasing changed to match color code, 6/19/07.
12. Timing sheet updated to reflect I2 addresss and controller type, 1/13/09.
13. Through movement red clearances adjusted per Adminsitration, 1/31/13
14. Pedestrian time updated by BB, 9-25-13.
15. Raised min times from 3 to 6 seconds, 11/19/14.
16. Timing sheet updated to current timing sheet, 9/27/16 RS.

Appendix E – Public Meeting Summary

Meeting Summary

Meeting Title: COA Juan Tabo Hills Traffic Study – Public Meeting #1

Date: 9/20/2022

Time: 6:00 pm – 7:00 pm

Location: Zoom – City of Albuquerque

Attendees:

See page 3. There were 20 attendees, plus additional City and Wilson & Company staff who attended as Panelists.

I. Introduction and Presentation

Audra Gallegos (Wilson & Company) opened the meeting. She introduced the City of Albuquerque staff on the call and the Wilson & Company staff. She then described the project background and highlighted that this study is an outcome of the final recommendations provided in the *Juan Tabo Connectivity Study, 2021*.

Audra then began a slideshow presentation, see attached.

II. Poll Session

After the presentation, Audra provided three anonymous poll questions to the attending public.

Poll Question	Project Team Response
Question, via chat link: Do you live and/or work in the area?	Responses: 1. Live 5 (29%) 2. Work 6 (35%) 3. Live and Work 6 (35%)
Question, via chat link: How do you get to/from work?	Responses: 1. Drive 14 (78%) 2. Walk 0 (0%) 3. Bike 4 (22%) 4. Bus 0 (0%)
Question, via chat link: If you had the opportunity, would you walk/bike to work?	Responses: 1. Yes 11 (61%) 2. No 7 (39%)

III. Q&A Session

A question & answer session followed the poll session. The questions and responses are listed below:

Participant Question	Project Team Response
Question, via chat: Are we able to see questions being discussed during the public meeting?	Audra: Yes, in the report we provide a summary of what questions were discussed and the comments we received. Once the report is finished, we will upload to the Councilor Grout's website.
Question, via chat: Question related to acronyms presented in the presentation and their significance.	Audra: The report will contain an abbreviation table with the acronyms.
Question, via chat: Question related to the presentation slides, is it available to the public?	Audra: The PowerPoint presentation will be saved as PDF and will be posted on the Councilor Grout's website.

Participant Question	Project Team Response
Question, via chat: Question about discussing the results of the bridge study.	Audra: The connectivity study looked at a bridge over the Tijeras Arroyo, however, the final recommendation was the no build alternative. Another alternative proposed was to analyze the existing infrastructure and provide what improvements can be made to the intersections and to make it a multimodal friendly facility. Another recommendation was to make a multi-use trail along the north side of the Tijeras Arroyo that would connect Juan Tabo Boulevard to Innovation Parkway.
Comment, via chat: Mr. Schneider from KAFB, would like to discuss future enhancements at the KAFB access gate that would expedite the entering process.	Audra: Feel free to contact me via email at any time. Audra then changed the slide to provide her contact information.
Comment, via audio: Question related to speeding, there has been a history of fatal crashes. In order to try to prevent them, the Willow Wood Neighborhood Association have approached the Police Department and previous City Councilors without success. They highly recommend the installation of permanent speed radars to reduce people driving over the posted speed limit.	Audra: Thank you, we appreciate your comment.
Comment, via audio: Question related to, who is pushing for this type of project studies? Who is the ultimate decision maker? We do appreciate this type of project studies, thank you.	Audra: These studies started with the issues related to speeding in the Willow Wood community. Once, this project study has been completed, including incorporating the public's input and the alternatives discussed in the PowerPoint, the City and the Councilor will be the ones making the final decision on what recommendations would be proceeded while keeping the public input in mind.
Question, via audio: Question related to when the traffic count data was collected. If it was collected when school was open?	Audra: Traffic count data was collected while school was in session.
Comment, via audio: Another comment related to speeding along Innovation Parkway, vehicles traveling twice the posted speed limit. There is a need for police enforcement.	Audra: Thank you for your comment.
Comment, via chat: Questions related to the existing signal timings, the amber light transition to red seemed too short.	Tim Brown: The COA Traffic Engineering Division is currently in the process of evaluating all their clearance intervals. We understand, the current yellows and reds signals do not match what the FHWA has for best practice. The goal is to get all the yellows and clearance intervals adjusted. However, the City has about 650 signals and with some being coordinated with adjacent signals. Therefore, the solution is not a simple process.
Question, via chat: Who is responsible for the maintenance of sidewalks?	Melissa Roseman: If the sidewalk is along a developed property and within the City right-of-way

Participant Question	Project Team Response
	then the City is responsible for it but if it is undeveloped then the developer is responsible for it.
Question, via chat: Has there been a speed study done in the Willow Wood area?	Audra: Yes, there was a speed study done in Willow Wood area a couple years ago, however, the Willow Wood Community has moved forward with the installation of a gate to eliminate cut-through traffic.
Question, via chat: What would be configuration of the access gate?	Willow Wood Community: The logistics of the gate are still being determine.
Comment, via chat: Question related to considering a pedestrian access to Sandia close to Gibson Avenue.	Audra: As part of this study, we are looking at the multimodal connectivity and finding out if there are any areas that needs some connections or missing sidewalk, bike lanes, etc.

IV. Closing and Schedule

Audra: If any additional questions or comments please feel free to email me. (Audra put the contact info back on the screen.) The presentation from tonight will be placed on the project webpage.

The meeting concluded.

V. Summary of Comments Received after the Public Meeting

The public comment period was open for a two-week period following the public meeting. Seven (7) comments were received via email. Majority of the emails asked for the link to the PowerPoint presentation and additional information regarding the Willow Wood gate project, which is a separate project. Additional comments included support for the multimodal improvements including the multiuse trail. One email recommended installing drop down speed humps along Juan Tabo Boulevard.

VI. Meeting Attendees

Project Team Members in attendance:

<u>Name:</u>	<u>Organization:</u>	<u>Email:</u>
Clr. Renee Grout	City of Albuquerque	RGrout@cabq.gov
Rachel Miller	City of Albuquerque	RRMiller@cabq.gov
Tom Menicucci	COA - Council Services	TMenicucci@cabq.gov
Melissa Roseman	City of Albuquerque	MelissaRoseman@cabq.gov
Jennifer Morrow	City of Albuquerque	JMarrow@cabq.gov
Tim Brown	City of Albuquerque	TJBrown@cabq.gov
Audra Gallegos	Wilson & Company	Audra.Gallegos@wilsonco.com
Lorenzo Cornejo	Wilson & Company	Lorenzo.Cornejo@wilsonco.com



Juan Tabo Hills Traffic Study

Public Meeting

WILSON
& COMPANY

discipline | intensity | collaboration | shared ownership | solutions

Introductions

City of Albuquerque

- Councilor Renee Grout
- Rachel Miller– Council District 9 Policy Analyst
- Tom Menicucci – Council Assoc. Director of Capital and Community Projects
- Jennifer Morrow– DMD Deputy Director
- Paula Dodge-Kwan – DMD Engineering Manager
- Tim Brown, PE, PTOE – DMD Traffic Engineering Manager

Wilson & Company

- Audra Gallegos, PE
- Lorenzo Cornejo, EI



Project Background

- *Juan Tabo Connectivity Study* – completed in 2021
 - Final recommendations included to analyze the existing infrastructure
- This study analyzes the existing traffic operations



Study Limits

- Study Limits: KAFB to the west and south, Juan Tabo Boulevard to the east, and Central Avenue to the north
- Intersection analysis includes:
 1. Eubank Boulevard and Central Avenue
 2. Eubank Boulevard and Southern Boulevard
 3. Eubank Boulevard and Innovation Parkway North
 4. Eubank Boulevard and Gibson Avenue
 5. Eubank Boulevard and Research Road
 6. Eubank Boulevard and Innovation Parkway South
 7. Elizabeth Street and Southern Boulevard
 8. Juan Tabo Boulevard and Southern Boulevard
 9. Juan Tabo Boulevard and Central Avenue
 10. Juan Tabo Boulevard and Herman Roser Avenue





Existing Conditions

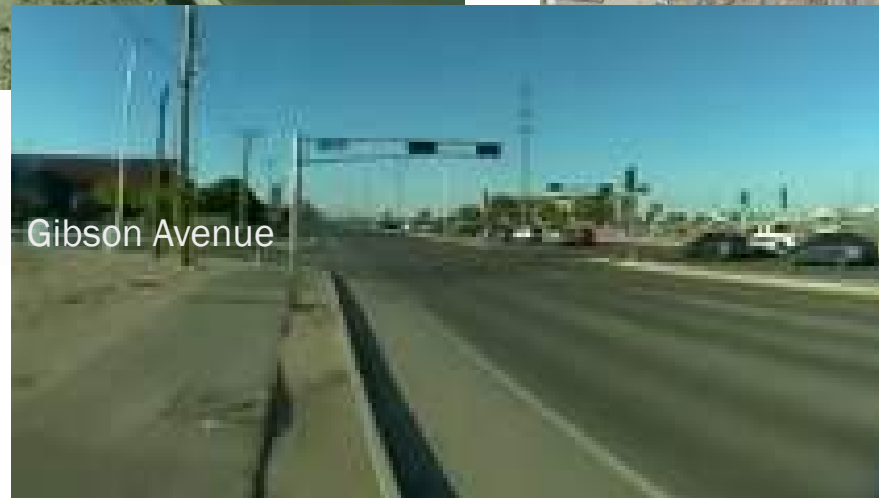
Existing Conditions Photos



Existing Conditions Photos



Observed Queue from KAFB Gate



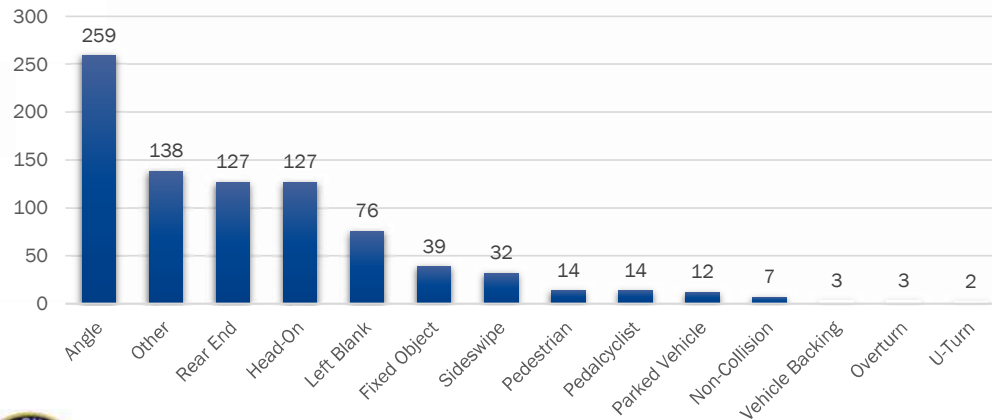
Crash Data

- Crash data from 2016 to 2020

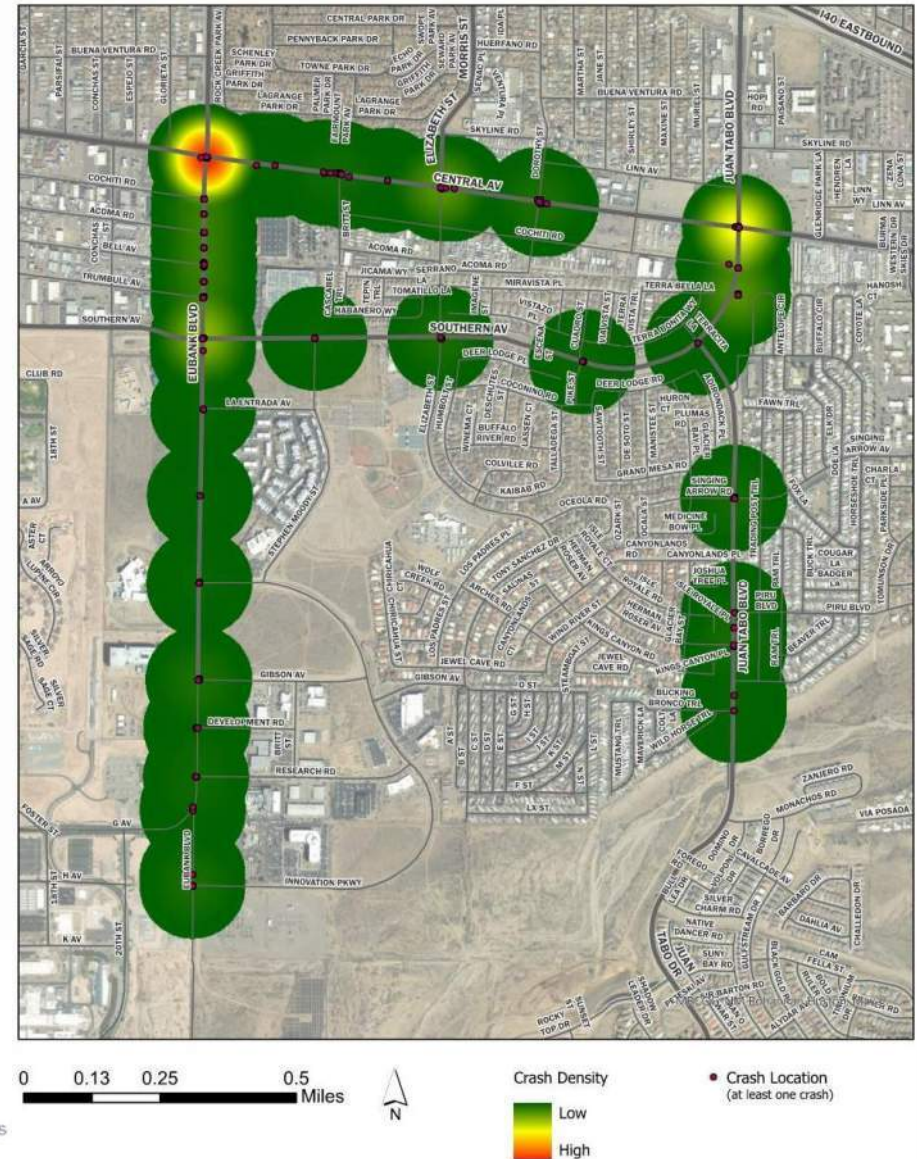
Year	Crash Severity			Total
	Fatal	Injury	PDO*	
2016-2020	6 (0.7%)	258 (30.2%)	589 (69.1%)	853 (100%)

*PDO – Property Damage Only

Crash Type



Wilson & Company, Inc., Engineers



Multimodal Facilities

- Existing facilities
- Proposed facilities from MRCOG Long Range Bikeway System



Wilson & Company, Inc., Engineers

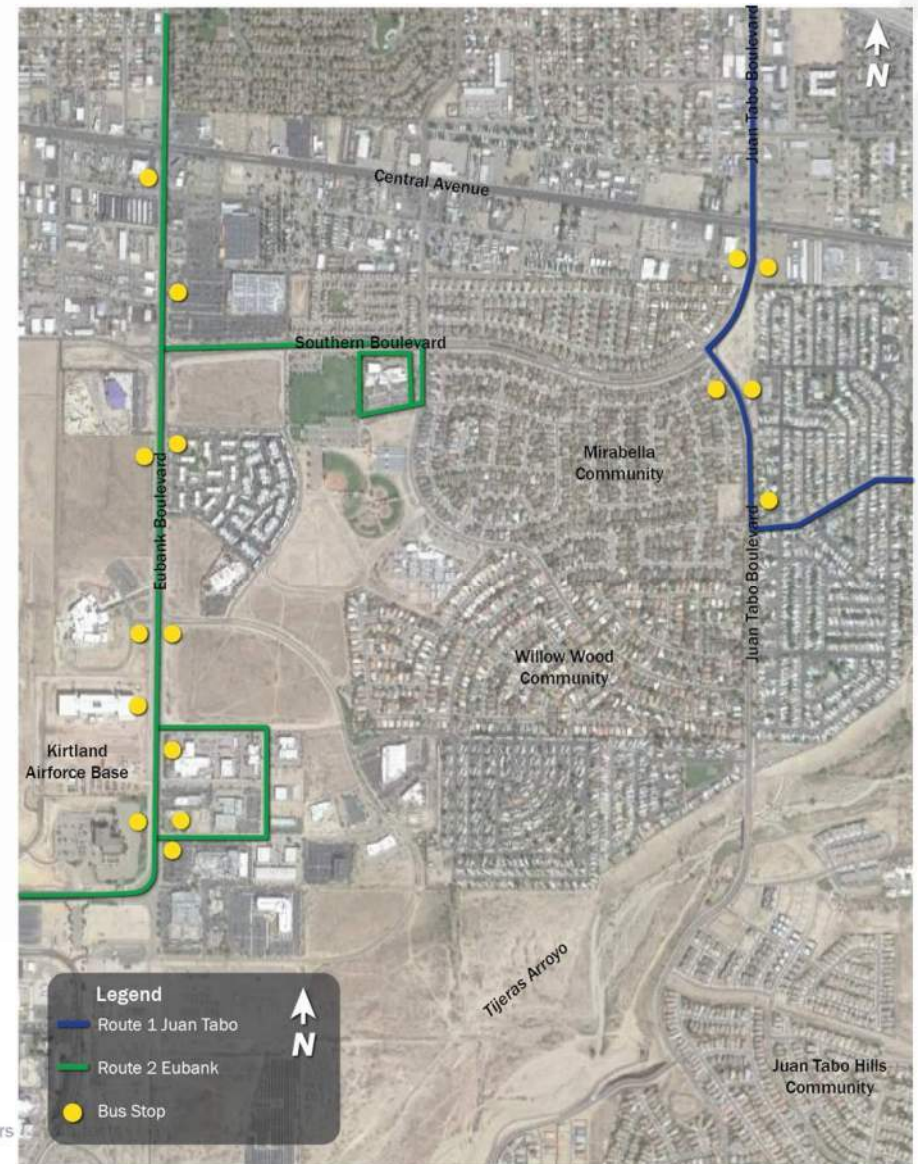


Transit

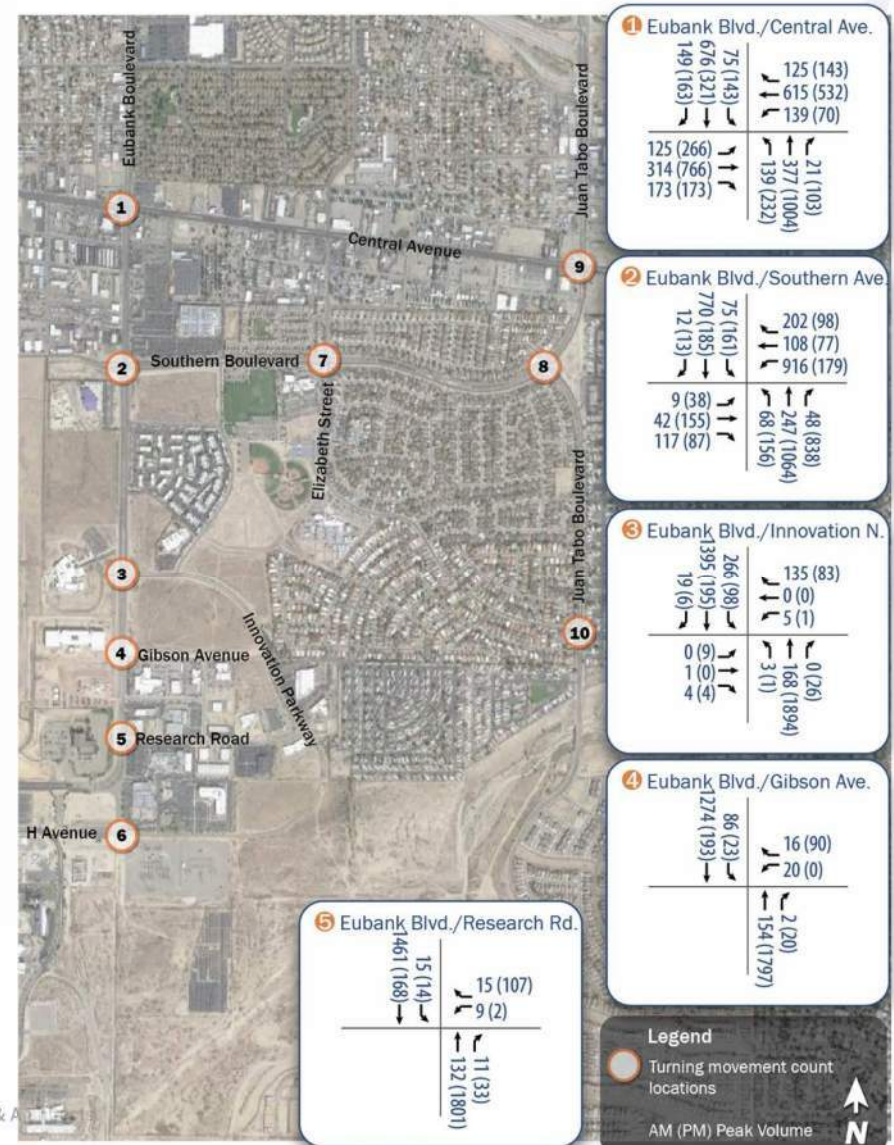
- ABQ Ride routes and bus stops



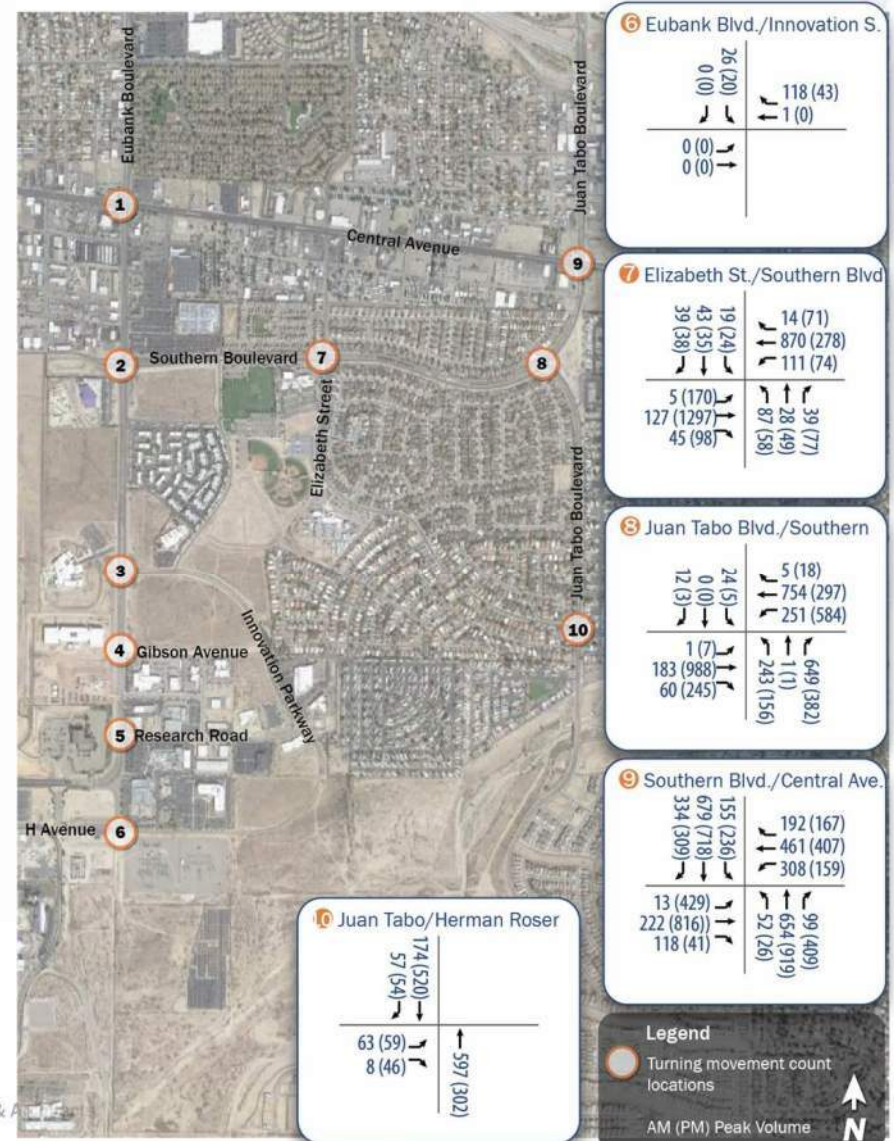
Wilson & Company, Inc., Engineers



Existing Turning Movement Count Volumes



Existing Turning Movement Count Volumes



Pedestrian/Bicyclist Volume

ID	Intersection	Pedestrian 13-hr Volume				Bicyclist 13-hr Volume			
		North	East	South	West	North	East	South	West
1	Eubank / Central	26	148	45	36	0	3	0	0
2	Eubank / Southern	4	33	13	6	6	7	5	16
3	Eubank / Innovation North	0	5	3	0	4	1	8	0
4	Eubank / Gibson	5	28	5	0	11	5	15	0
5	Eubank / Research	0	21	1	0	0	12	59	0
6	Eubank / Innovation South	0	0	0	0	7	15	0	0
7	Elizabeth / Southern	10	23	34	37	6	3	6	10
8	Juan Tabo / Southern	26	2	10	11	0	2	3	6
9	Juan Tabo / Central	42	20	44	96	0	0	0	0
10	Juan Tabo / Herman Roser	4	0	2	33	6	6	0	15

Note: Counts were conducted for a 13-hr period from 6:00 AM to 7:00 PM

Tube Count Data

Counter No.	Location	Direction	Volume (veh/day)	ADT (veh/day)	Posted Speed (mph)	85th-Percentile Speed (mph)
1	Eubank Boulevard - south of Southern Boulevard	NB	10,961	20,522	40	53.0
		SB	9,561			55.0
2	Southern Boulevard - east of Eubank Boulevard	EB	7,923	15,400	35	44.0
		WB	7,477			45.0
3	Juan Tabo Boulevard - south of Southern Boulevard	NB	7,304	13,549	35	44.0
		SB	6,245			44.0
4	Juan Tabo Boulevard - south of the bridge	NB	4,183	8,423	35	49.0
		SB	4,240			46.0

Traffic Operations

Intersection Delay and Level of Service Criteria

Level of Service	Unsignalized Delay per Vehicle (sec)	Signalized Delay per Vehicle (sec)	Definition
A	$0 \leq 10$	≤ 10	Free-flow operations, minimal delay
B	$> 10 \leq 15$	$> 10 - 20$	Stable flow, slight delays
C	$> 15 \leq 25$	$> 20 - 35$	Stable flow, acceptable delay
D	$> 25 \leq 35$	$> 35 - 55$	Approaching unstable flow, long delay
E	$> 35 \leq 50$	$> 55 - 80$	Unstable flow, intolerable delay
F	> 50	> 80	Forced flow, congestion

City of Albuquerque Development Process Manual Desired Level of Service

TABLE 7.5.88 Desired LOS by Location and Corridor Type							
Functional Classification & Roadway Type	ABC Comp Plan Center Type						
	Transit Station Area	Downtown	Urban Center	Activity Center	Village Center	Employment Center	Outside Center
Premium Transit	E-F	E-F	E-F	E-F	E-F	E-F	E-F
Major Transit	E	E-F	E	E	D-E	D-E	D-E
Multi-modal	E	E	E	E	D-E	D-E	D-E
Commuter	E	E	D-E	D-E	D-E	D-E	D
Other Arterial	E	E	E	D-E	D-E	D-E	D
Minor Arterial	E	E	D-E	D-E	D-E	D	D
Collector	E	D-E	D	D	C-D	C-D	C-D



Existing and 2032 No-Build Analysis Summary Matrix

Intersection	Alternatives AM (PM) Intersection LOS results	
	Existing 2022	No-Build 2032
1. Eubank Boulevard and Central Avenue	C (C)	C (D)
2. Eubank Boulevard and Southern Boulevard	D (B)	F (B)
3. Eubank Boulevard and Innovation Parkway *	E (F)	F (+)
	(EB approach)	(EB approach)
	B (E)	B (+)
4. Eubank Boulevard and Gibson Avenue	(WB approach)	(WB approach)
	A (A)	A (A)
5. Eubank Boulevard and Research Road *	B (E)	B (F)
	(WB approach)	(WB approach)
6. Eubank Boulevard and Innovation Parkway/H Avenue *	A (A)	B (A)
	(EB/WB approach)	(EB approach)
		A (A)
7. Elizabeth Street and Southern Boulevard		(WB approach)
8. Juan Tabo Boulevard and Southern Boulevard	B (B)	B (C)
9. Juan Tabo Boulevard and Central Avenue	C (E)	C (F)
10. Juan Tabo Boulevard and Herman Roser Avenue *	B (C)	C (C)
	(EB approach)	(EB approach)

* For all unsignalized intersections, the worst approach LOS is provided.

+ Intersection delay and LOS was not defined by the HCM for TWSC, therefore not shown in the result table.





Proposed Alternatives

Turn Lane Warrants

- Based on City of Albuquerque Development Process Manual and intersection operations
- Add turn lanes to increase capacity at intersections

TABLE 7.4.67 Turn Lane Warrants			
Left Turn		Right Turn	
Design Speed (MPH)	Turning Volume per Hour	Design Speed (MPH)	Turning Volume per Hour
25	50	25	60
30-40	40	30-40	50
45	30	45	45



Turn Lane Warrants

Analyzed the following intersections:

- Eubank Boulevard and Central Avenue
 - NB right-turn lane warranted
 - 2032 LOS C (D) to C (C)
- Juan Tabo Boulevard and Central Avenue
 - NB right-turn lane warranted
 - 2 EB left-turn lanes
 - 2032 LOS C (F) to C (D)



Roundabouts

Analyzed the following intersections:

- Eubank Boulevard and Innovation Parkway
 - EB LOS F (+) to B (E)
 - WB LOS B (+) to B (C)
- Eubank Boulevard and Gibson Avenue
 - LOS A (A) to B (C)
 - Does not consider KAFB Gate queue



Continuous Green T-Intersection (CGT)

- Channelized left-turn movement from the minor street
- Continuous through movement on the major street
- Similar to NM 528 and High Resort in Rio Rancho



Source: VDOT



CGT Analysis

Analyzed the following intersections:

- Eubank Boulevard and Southern Boulevard
 - Eliminates west leg of intersection
 - LOS F (B) to B (C)
- Eubank Boulevard and Gibson Avenue
 - LOS A (A) to LOS A (A)
 - Does not consider KAFB Gate queue



Continuous Flow Intersection (CFI)

- Allows through movements of approach to occur at the same time along the minor street
- The displaced left-turns are on the major street
- Similar to NM 528 and US 550



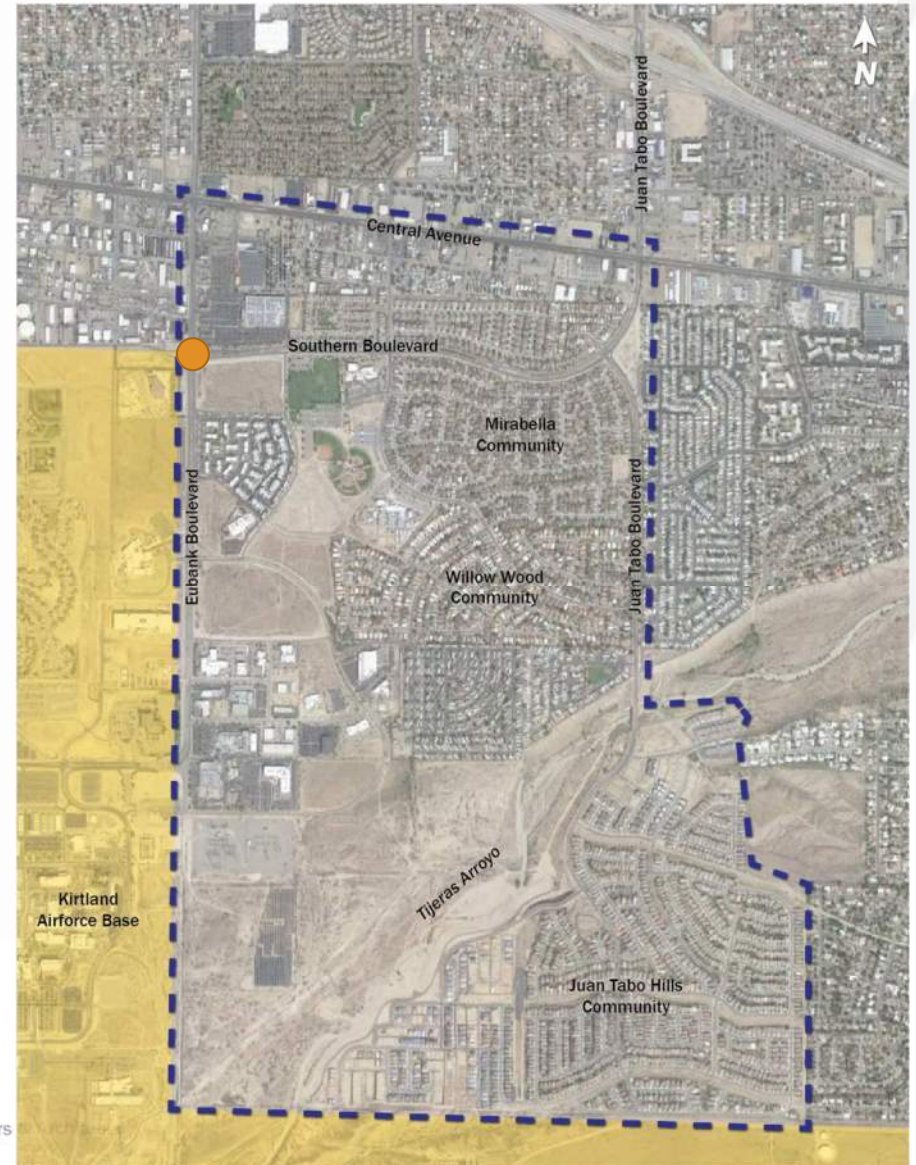
Source: NMDOT



CFI Analysis

Analyzed the following intersections:

- Eubank Boulevard and Southern Boulevard
 - LOS F (B) to LOS C (A)



Intersection Crossing Enhancements

- Remove channelized right turn lanes
- Adding other multimodal enhancements
- Updated signal timing



Source: Google Earth



Access Management

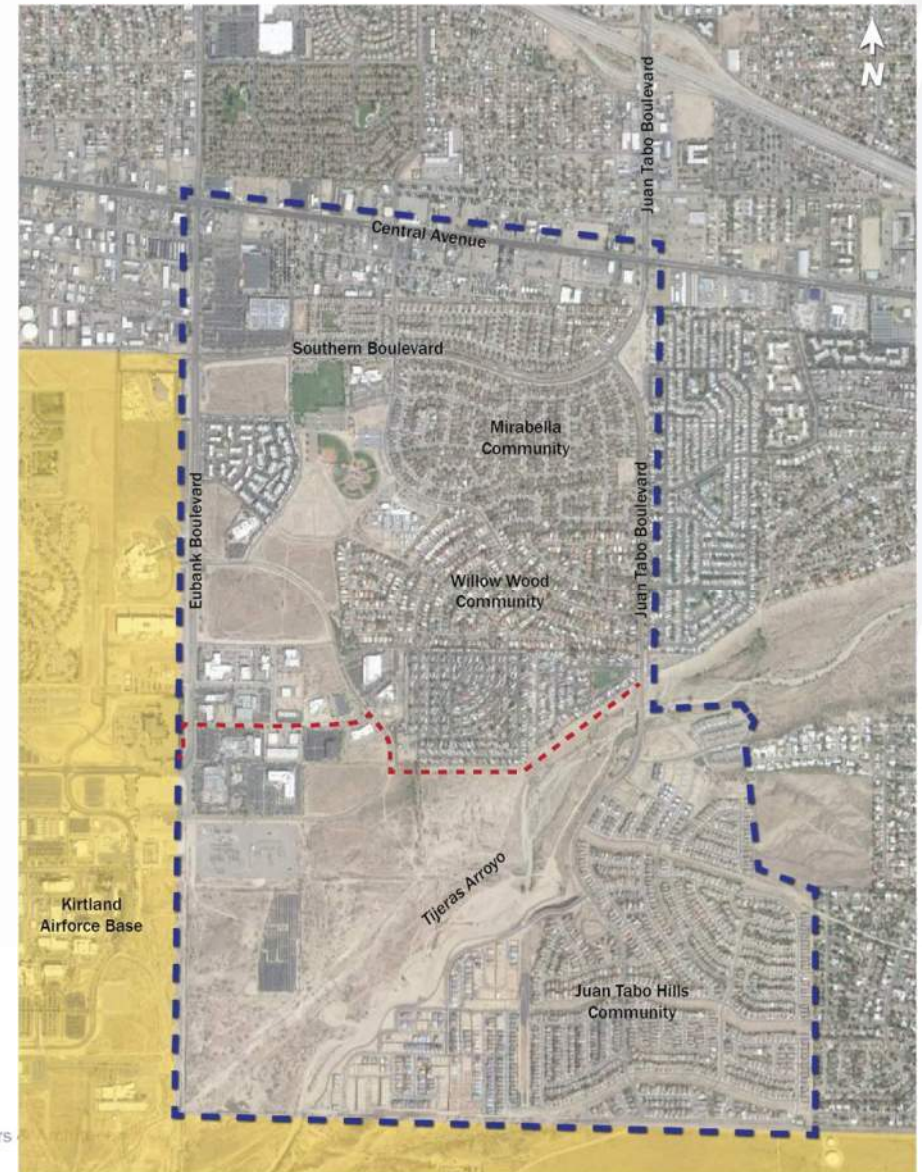
Analyzed the following intersections:

- Remove signal at Gibson Avenue and Eubank Boulevard.
- Signalize Innovation Parkway and Eubank Boulevard.
- Make Eubank Boulevard and Research Road right-in/right-out/left-in.



Multimodal

- Juan Tabo Connectivity Study had a recommendation to construct a multiuse path north of the Tijeras Arroyo to connect Juan Tabo Boulevard to Innovation Parkway.
- Connect to Research Road and place midblock crossing at Eubank Boulevard.



Crossing Treatment

Number of Crossing Lanes	Speed Limit	ADT Per Crossing Stage	Recommended Crossing Designs			Complementary Treatments		
			Crosswalk Markings and Signage	RRFB	PHB	Stop or Yield Lines	In-Street Crossing Sign	Raised Crosswalk
Three Lanes	≤ 30 mph	<9,000	X	X	X	X	X	X
		9,000 to 15,000	X	X	X	X	X	
		>15,000	X	X	X	X	X	
	35 mph	<9,000	X	X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000			X	X		
	≥ 40 mph	<9,000			X	X		
		9,000 to 15,000			X	X		
		>15,000			X	X		
Four or More Lanes	≤ 30 mph	<9,000	X	X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000		X	X	X		
	35 mph	<9,000		X	X	X		
		9,000 to 15,000		X	X	X		
		>15,000			X	X		
	≥ 40 mph	<9,000			X	X		
		9,000 to 15,000			X	X		
		>15,000			X	X		
					X	X		



Traffic Calming

- City of Albuquerque Neighborhood Traffic Management Program (NTMP)
- Limited countermeasures for emergency routes
- Traffic calming measures that could be considered:
 - Police enforcement
 - Radar speed trailer
 - Permanent radar speed sign





Public Input

Questions/Comments

- Provide comments tonight
- Email comments to audra.gallegos@wilsonco.com
- Deadline for comments: October 4, 2022
- Webpage
 - Reports, materials, and updates will be posted





Thank you!

Gallegos, Audra

From: Robin [REDACTED]
Sent: Tuesday, September 20, 2022 6:53 PM
To: Gallegos, Audra
Subject: Re: Willow Gate Project contact

You don't often get email from krimeny@yahoo.com. [Learn why this is important](#)

Hi Audra,

Thanks for the offer to send me contact info on the Willow Wood gate proposal. I didn't realize this was still their goal. The last meeting regarding that had little support from that community and certainly no support from the surrounding ones.

<https://www.cabq.gov/council/projects/current-projects/juan-tabo-hills-connectivity-study>

I appreciate your help.

Robin [REDACTED]

Gallegos, Audra

From: Miller, Rachel R. <rrmiller@cabq.gov>
Sent: Wednesday, September 28, 2022 10:32 AM
To: [REDACTED]
Cc: Gallegos, Audra
Subject: RE: Juan Tabo Hills Traffic Study Input

Thanks very much for the feedback Randy, and it was nice to meet you too!

I'm sharing this with Audra Gallegos, our traffic engineer from Wilson & Company. She's compiling the comments from neighbors now and finalize the traffic report and recommendations based on the feedback. You can keep track of the project at this link: <https://www.cabq.gov/council/find-your-councilor/district-9/district-9-projects/juan-tabo-hills-traffic-study>.

Respectfully,
Rachel

Rachel Miller

Policy Analyst
District 9- Renee Grout
City of Albuquerque, City Council
O: (505)768-3123
C: (505) 318-7511
PO Box 1293
Albuquerque, NM 87103
rrmiller@cabq.gov

From: [REDACTED]
Sent: Wednesday, September 28, 2022 8:39 AM
To: Miller, Rachel R. <rrmiller@cabq.gov>
Subject: Juan Tabo Hills Traffic Study Input

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Hi Rachel,
Nice meeting you yesterday.
I appreciated the 9/20 presentation on the status of the Juan Tabo Hills Traffic Study.
I am largely in agreement with the ideas presented, in particular with the recommendation to not build a new road, but rather come up with alternative solutions to mitigate traffic conditions, that will only become more of an issue in the future. I especially like and endorse the proposed pedestrian path from the Juan Tabo neighborhoods to the SS&TP at Innovation, and then beyond to Eubank.
And solutions such as dedicated turn lanes, roundabouts, and light-signal timing modifications make sense to me. I think further study on the exact placement of such solutions is needed.
The backup of traffic on Eubank, due to the unpredictable timing of lane closure(s) at Kirtland Air Force base remains a big issue.
Regards,
Randy [REDACTED]
[REDACTED]

Gallegos, Audra

From: Patrick [REDACTED]
Sent: Saturday, September 24, 2022 3:14 PM
To: Gallegos, Audra
Subject: Re: Comment on Juan Tabo traffic study

Thanks Audra,
I have an additional suggestion to be included in the public comment:

During the meeting, traffic calming features on Juan Tabo were reported as impractical due to the need for emergency vehicle access or too expensive. The proposed solutions were signage and increased police enforcement. Signs are inexpensive but easily ignored and an increased police presence will require ongoing staffing to provide adequate coverage. A blitz may temporarily reduce speeding, but once it ends, speeding will resume.

In order to be cost-effective, the proposed solutions need to work long term. Drop-down speed bumps would be an effective (and cost-effective over the long term) solution. The Actibump system (<https://www.actibump.com/>) drops down when a speeding vehicle is detected, and allows vehicles traveling at or below the limit to pass. It also has a bypass for emergency vehicles. This system would have a higher installation cost than a fixed speed bump, but would work better (appropriate enforcement at all times) and be less expensive than increased patrols (which will not be able to stop all speeders all the time).

On Sep 23, 2022, at 2:18 PM, Gallegos, Audra <Audra.Gallegos@wilsonco.com> wrote:

Thank you for attending the public meeting. We will incorporate your comments in the report.

Tom and Rachel - please see the information request for the Willow Wood gate.

Audra V. Gallegos, PE
Civil Engineer | Wilson & Company, Inc., Engineers & Architects |

-----Original Message-----

From: Patrick [REDACTED]
Sent: Tuesday, September 20, 2022 9:11 PM
To: Gallegos, Audra <Audra.Gallegos@wilsonco.com>
Subject: Comment on Juan Tabo traffic study

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi Audra,
Thank you for the presentation on the traffic study in the Juan Tabo area. I have an information request and a public comment below.

Information request: I would like more details and contact information for the gate at Willow wood.
Thanks,
Patrick

=====

Public comment:

I am glad to see an emphasis on multimodal transportation as part of the solution to traffic speed and volume in the study. I think the informal poll conducted during the meeting was very illustrative of two important details. In the poll, approximately 10% of the respondents currently bike, and 60% would be interested in biking or walking if possible. This indicates that the current street system is not meeting the needs of the users. Additionally, this large portion of the population could substantially reduce the vehicle traffic volume if conditions for walking & biking were better.

The study presented results based on the assumption that traffic volume would increase over time. Additional studies should be performed to find intersection designs and street improvements that would decrease vehicle traffic volume and increase multimodal traffic volume by reducing the stress faced by non-drivers.

Furthermore, gate traffic bottlenecks on Eubank are a significant issue for the area south of Eubank & Southern. Anyone driving in the area, to the base or elsewhere, is negatively impacted by these bottlenecks. It is essential to include this behavior in models of intersections on Eubank. However, several slides indicated that this information was omitted from the model. Roundabouts that calm traffic but maintain steady flow are most likely the best option. The optimal solution should coordinate traffic flow with the base to prevent rat-running to side streets. An emphasis on safety for multimodal users would be necessary to reducing traffic volume in order to keep roundabouts flowing smoothly.

In summary, multimodal transportation users are a valuable resource to help reduce traffic volume in this space-constrained neighborhood. Pedestrian and bike-friendly streets and intersections should be a priority in area traffic improvements.

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Gallegos, Audra

From: DAVID [REDACTED]
Sent: Wednesday, September 21, 2022 10:20 AM
To: Gallegos, Audra
Subject: Re: City of Albuquerque Juan Tabo Hills Traffic Study - Virtual Public Meeting

You don't often get email from dtartag57@msn.com. [Learn why this is important](#)

Hello Audra,

I was unable to attend the zoom meeting for the Juan Tabo Hills Traffic Study on 9-20-2022. I was wondering if there will be a transcript available to view at a later date? If so I would appreciate the opportunity to view it.

Thank you in advance,

David [REDACTED]

From: Gallegos, Audra <Audra.Gallegos@wilsonco.com>
Sent: Tuesday, September 6, 2022 1:59 PM
Cc: TMenicucci@cabq.gov <TMenicucci@cabq.gov>; Miller, Rachel R. <rrmiller@cabq.gov>; Grout, Renee <rgrout@cabq.gov>; Roseman, Melissa <melissaroseman@cabq.gov>; Dodge-Kwan, Paula N. <pdodge-kwan@cabq.gov>; Brown, Timothy J. <tjbrown@cabq.gov>; Cornejo, Lorenzo <Lorenzo.Cornejo@wilsonco.com>
Subject: City of Albuquerque Juan Tabo Hills Traffic Study - Virtual Public Meeting

Good Afternoon,

The public meeting for the Juan Tabo Hills Traffic Study will be held via Zoom on Tuesday, September 20th at 6:00 pm, see attached flyer. This study was conducted based on one of the recommendations from the *Juan Tabo Connectivity Study, 2021*.

Please feel free to share with anyone who may be interested in attending.

Gallegos, Audra

From: Michael [REDACTED]
Sent: Wednesday, September 21, 2022 10:08 PM
To: Gallegos, Audra
Subject: Re: City of Albuquerque Juan Tabo Hills Traffic Study - Virtual Public Meeting

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Hello Audra,

I do apologize for not attending the JT Hills connectivity meeting the other day. Unfortunately, I was called to another meeting. Do you happen to have meeting minutes or a YouTube video of the meeting? Thank you!

Yvette [REDACTED]
[REDACTED]

[Sent from the all new AOL app for Android](#)

On Tue, Sep 6, 2022 at 2:00 PM, Gallegos, Audra
<Audra.Gallegos@wilsonco.com> wrote:

Good Afternoon,

The public meeting for the Juan Tabo Hills Traffic Study will be held via Zoom on Tuesday, September 20th at 6:00 pm, see attached flyer. This study was conducted based on one of the recommendations from the *Juan Tabo Connectivity Study, 2021*.

Please feel free to share with anyone who may be interested in attending.

Gallegos, Audra

From: Turner [REDACTED]
Sent: Monday, September 26, 2022 10:59 AM
To: Gallegos, Audra
Subject: Re: City of Albuquerque Juan Tabo Hills Traffic Study - Virtual Public Meeting

Audra,

I missed the meeting. Do you have a powerpoint or other shareable notes from the meeting? I'm curious to know if there are any recommendations made as a result of the traffic study.

Thanks,
Turner

On Tue, Sep 6, 2022 at 2:00 PM Gallegos, Audra <Audra.Gallegos@wilsonco.com> wrote:

Good Afternoon,

The public meeting for the Juan Tabo Hills Traffic Study will be held via Zoom on Tuesday, September 20th at 6:00 pm, see attached flyer. This study was conducted based on one of the recommendations from the *Juan Tabo Connectivity Study, 2021*.

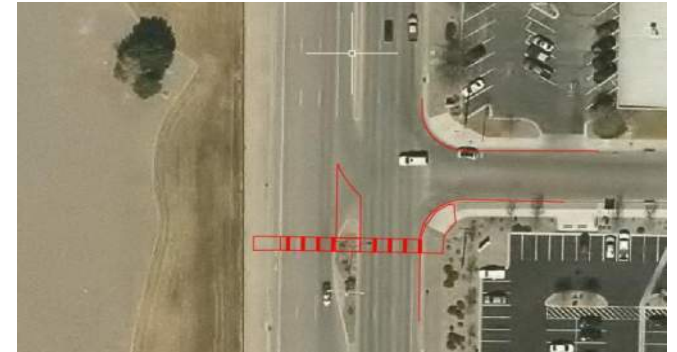
Please feel free to share with anyone who may be interested in attending.

Appendix F – Conceptual Cost Estimates

CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE EUBANK BLVD AND RESEARCH RD-MEDIAN					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
340.061	CURB & GUTTER, MOUNTABLE MEDIAN, PC CONCRETE, INCL. SUBGRADE PREP., CIP. SD 2415	LIN FT	\$ 50.00	120	\$ 6,000.00
343.020	EXISTING PAVEMENT, ASPHALT CONCRETE, UP TO 4" THICK, SAWCUT, REMOVE & DISPOSE, COMPL.	SQ YD	\$ 20.00	77	\$ 1,533.33
346.11	MEDIAN PAVEMENT, 4" THICK, COLORED PC CONCRETE, INCL. SUBGRADE COMPACTION, CIP.	SQ FT	\$ 12.00	690	\$ 8,280.00
621.XXX	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 2,000.00	1	\$ 2,000.00
621.410	MOBILIZATION	LS	\$ 1,786.13	1	\$ 1,786.13
SUBTOTAL					\$ 30,647.47
CONTINGENCY (30%)					\$ 9,194.24
NMGRT (7.75%)					\$ 2,375.18
PROJECT TOTAL					\$ 42,216.89



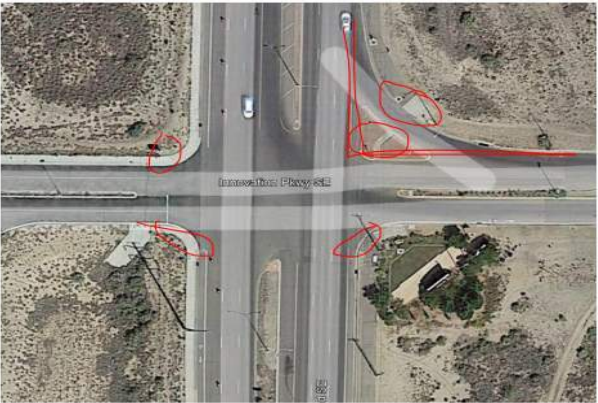
CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE EUBANK BLVD AND RESEARCH RD-HAWK SIGNAL					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
340.023	WHEELCHAIR ACCESS RAMP, 4" PCC, STD. CURB.,CIP	SQ YD	\$ 150.00	100	\$ 15,000.00
340.029	DETECTABLE WARNING SURFACES FOR ADA RAMPS	SQ FT	\$ 30.60	40	\$ 1,224.00
427.003	3 SECTION TRAFFIC SIGNAL ASSEMBLY FOR HAWK CONFIG., CIP	EACH	\$ 50,000.00	2	\$ 100,000.00
428.01	PUSH BUTTON STATION, CIP.	EACH	\$ 1,000.00	1	\$ 1,000.00
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP.	LIN FT	\$ 1.50	200	\$ 300.00
450.001	ALUMINUM, PANEL SIGN, CIP.	SQ FT	\$ 60.00	20	\$ 1,200.00
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP.	LIN FT	\$ 30.00	30	\$ 900.00
621.XXX	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 2,000.00	1	\$ 2,000.00
621.410	MOBILIZATION	LS	\$ 12,167.20	1	\$ 12,167.20
SUBTOTAL					\$ 144,839.20
CONTINGENCY (30%)					\$ 43,451.76
NMGRT (7.75%)					\$ 11,225.04
PROJECT TOTAL					\$ 199,516.00



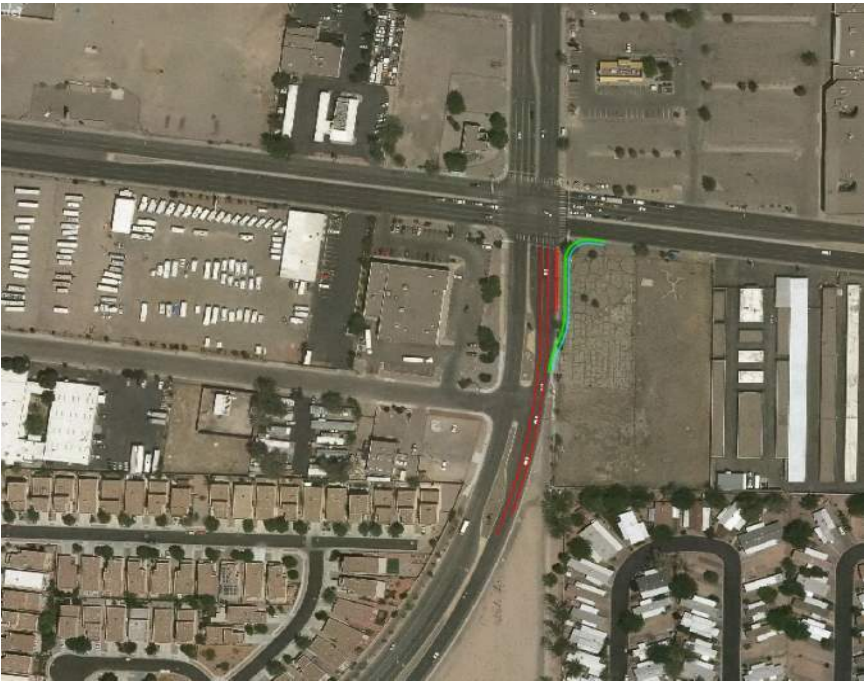
CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE GIBSON BLVD AND EUBANK BLVD-STOP CONTROLLED					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
422.111	TRAFFIC SIGNAL MASTARM, ANY SIZE, REMOVE & DISPOSE, COMPL.	EACH	\$ 5,000.00	5	\$ 25,000.00
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP.	LIN FT	\$ 1.50	300	\$ 450.00
450.001	ALUMINUM, PANEL SIGN, CIP,	SQ FT	\$ 60.00	40	\$ 2,400.00
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS FOR ALUMINUM PANEL SIGN, CIP.	LIN FT	\$ 30.00	70	\$ 2,100.00
621.XXX	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 5,000.00	1	\$ 5,000.00
621.410	MOBILIZATION	LS	\$ 3,199.80	1	\$ 3,199.80
SUBTOTAL					\$ 49,197.80
CONTINGENCY (30%)					\$ 14,759.34
NMGRT (7.75%)					\$ 3,812.83
PROJECT TOTAL					\$ 67,769.97



CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE INNOVATION PKWY AND EUBANK BLVD-SIGNALIZED					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
340.023	WHEELCHAIR ACCESS RAMP, 4" PCC, STD. CURB.,CIP	SQ YD	\$ 150.00	150	\$ 22,500.00
340.029	DETECTABLE WARNING SURFACES FOR ADA RAMPS	SQ FT	\$ 30.60	50	\$ 1,530.00
340.061	CURB & GUTTER, MOUNTABLE MEDIAN, PC CONCRETE, INCL. SUBGRADE PREP., CIP. SD 2415	LIN FT	\$ 50.00	470	\$ 23,500.00
422.XXX	TRAFFIC SIGNAL	LS	\$ 300,000.00	1	\$ 300,000.00
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24" WIDTH, CIP.	LIN FT	\$ 1.50	300	\$ 450.00
621.XXX	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 2,500.00	1	\$ 2,500.00
621.410	MOBILIZATION	LS	\$ 30,249.80	1	\$ 30,249.80
SUBTOTAL					\$ 391,777.80
CONTINGENCY (30%)					\$ 117,533.34
NMGRT (7.75%)					\$ 30,362.78
PROJECT TOTAL					\$ 539,673.92



CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE JUAN TABO BLVD AND CENTRAL AVE RIGHT TURN LANE					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
301.020	SUBGRADE PREP. 12" AT 95% COMPACTION, CIP.	SQ YD	\$ 10.00	450	\$ 4,500.00
302.010	AGGREGATE BASE COURSE, CRUSHED, 6" THICK, PLACE AND COMPACT,CIP.	SQ YD	\$ 15.00	450	\$ 6,750.00
336.010	PRIME COAT, EMULSIFIED ASPHALT, CIP.	SQ YD	\$ 5.00	450	\$ 2,250.00
336.120	TACK COAT CATIONIC EMULSIFIED	SQ YD	\$ 3.00	450	\$ 1,350.00
340.010	SIDEWALK , 4" THICK, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE COMPACTION, CIP. SD 2430	SQ YD	\$ 60.00	200	\$ 12,000.00
340.050	CURB & GUTTER, STANDARD, PORTLAND CEMENT CONCRETE, INCL. SUBGRADE PREPERATION, CIP PER COA DWG 2145	LIN FT	\$ 45.00	350	\$ 15,750.00
343.112	RESIDENTIAL PAVEMENT, EXISTING, REMOVE & REPLACE, INCL. 2" EXTRA ASPHALT THICKNESS	SQ YD	\$ 25.00	450	\$ 11,250.00
422.XXX	TRAFFIC SIGNAL	LS	\$ 150,000.00	1	\$ 150,000.00
422.03	STREET LIGHT STANDARD, SINGLE ARM, 30', (TYPE V, DAVIT), CIP.	EACH	\$ 5,000.00	1	\$ 5,000.00
441.001	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP.	LIN FT	\$ 1.50	500	\$ 750.00
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT, CIP.	EACH	\$ 160.00	2	\$ 320.00
441.02	REFLECTORIZED PLASTIC, WORD, ONLY, CIP.	EACH	\$ 160.00	1	\$ 160.00
450.XXX	SIGNS	LS	\$ 500.00	1	\$ 500.00
621.XXX	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 5,000.00	1	\$ 5,000.00
621.410	MOBILIZATION	LS	\$ 26,262.80	1	\$ 26,262.80
XXX.XXX	ROW	LS	\$ 50,000.00	1	\$ 50,000.00
SUBTOTAL					\$ 302,890.80
CONTINGENCY (30%)					\$ 90,867.24
NMGRT (7.75%)					\$ 23,474.04
PROJECT TOTAL					\$ 417,232.08



CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE JUAN TABO BLVD-SPEED RADAR SIGNAGE					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
422.XXX	SPEED DETECTOR RADAR TRAILER AND SIGNS	EACH	\$ 12,500.00	2	\$ 25,000.00
621.410	MOBILIZATION	LS	\$ 2,704.80	1	\$ 2,704.80
SUBTOTAL					\$ 38,752.80
CONTINGENCY (30%)					\$ 11,625.84
NMGRT (7.75%)					\$ 3,003.34
PROJECT TOTAL					\$ 53,381.98



CITY OF ALBUQUERQUE CONCEPTUAL ESTIMATE TIJERAS ARROYO TRAIL					
COA ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUAN	COST
4.010	CONSTRUCTION STAKING & SURVEYING, PROJECT AS-BUILTS, COMPLETE	LS	\$ 2,500.00	1	\$ 2,500.00
6.010	MOUNTING, INSTALLATION & MAINTENANCE OF PROJECT IDENTIFICATION SIGN, INCL. PLYWOOD, POSTS, AND FOUNDATIONS, CIP.	EACH	\$ 1,024.00	2	\$ 2,048.00
19.010	CONSTRUCTION TRAFFIC CONTROL & BARRICADING, COMPLETE	LS	\$ 6,500.00	1	\$ 6,500.00
202.011	EXCAVATE & DISPOSE OF UNSUITABLE MATERIAL, COMPL.	CY	\$ 30.00	1,920	\$ 57,600.00
301.020	SUBGRADE PREP. 12" AT 95% COMPACTION, CIP.	SQ YD	\$ 10.00	5,730	\$ 57,300.00
302.010	AGGREGATE BASE COURSE, CRUSHED, 6" THICK, PLACE AND COMPACT,CIP.	SQ YD	\$ 15.00	5,730	\$ 85,950.00
336.010	PRIME COAT, EMULSIFIED ASPHALT, CIP.	SQ YD	\$ 5.00	5,730	\$ 28,650.00
336.120	TACK COAT CATIONIC EMULSIFIED	SQ YD	\$ 3.00	5,730	\$ 17,190.00
343.112	RESIDENTIAL PAVEMENT, EXISTING, REMOVE & REPLACE, INCL. 2" EXTRA ASPHALT THICKNESS	SQ YD	\$ 25.00	5,730	\$ 143,250.00
441.001	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4" WIDTH, CIP.	LIN FT	\$ 1.50	19,400	\$ 29,100.00
450.XXX	SIGNS	LS	\$ 500.00	1	\$ 500.00
621.410	MOBILIZATION	LS	\$ 43,158.80	1	\$ 43,158.80
1000.XXX	LANDSCAPING	LS	\$ 10,000.00	1	\$ 10,000.00
SUBTOTAL					\$ 483,746.80
CONTINGENCY (30%)					\$ 145,124.04
NMGRT (7.75%)					\$ 37,490.38
PROJECT TOTAL					\$ 666,361.22



Prepared by



4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109
505-348-4000