

Appendix A

Synchro Reports

Existing 2022 AM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

06/14/2022

Intersection						
Int Delay, s/veh	3.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1715	0	0	1864	0	183
Future Vol, veh/h	1715	0	0	1864	0	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1864	0	0	2026	0	199

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	932
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	-	230
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	230
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	74
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	230	-	-
HCM Lane V/C Ratio	0.865	-	-
HCM Control Delay (s)	74	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	6.9	-	-

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘		↗		↔	
Traffic Vol, veh/h	11	960	45	39	1015	5	31	1	43	3	1	13
Future Vol, veh/h	11	960	45	39	1015	5	31	1	43	3	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1043	49	42	1103	5	34	1	47	3	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1108	0	0	1092	0	0	1593	2259	522	1632	2306	554
Stage 1	-	-	-	-	-	-	1067	1067	-	1190	1190	-
Stage 2	-	-	-	-	-	-	526	1192	-	442	1116	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
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	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	347	-	-	353	-	-	113	41	428	107	38	408
Stage 1	-	-	-	-	-	-	179	297	-	147	259	-
Stage 2	-	-	-	-	-	-	459	259	-	516	281	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	347	-	-	353	-	-	94	35	428	82	32	408
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	35	-	82	32	-
Stage 1	-	-	-	-	-	-	173	287	-	142	228	-
Stage 2	-	-	-	-	-	-	389	228	-	442	271	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.6			34.9			28.6		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	
Capacity (veh/h)	94	428	353	-	-	347	-	-	171
HCM Lane V/C Ratio	0.358	0.109	0.12	-	-	0.034	-	-	0.108
HCM Control Delay (s)	63.3	14.4	16.6	-	-	15.7	-	-	28.6
HCM Lane LOS	F	B	C	-	-	C	-	-	D
HCM 95th %tile Q(veh)	1.4	0.4	0.4	-	-	0.1	-	-	0.4

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

06/16/2022

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	25	1783	50	0	1752	6	0	0	17	0	0	11
Future Vol, veh/h	25	1783	50	0	1752	6	0	0	17	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	1938	54	0	1904	7	0	0	18	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1911	0	0	-	-	0	-	-	996	-	-	956
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	139	-	-	0	-	0	0	0	209	0	0	222
Stage 1	-	-	-	0	-	0	0	0	-	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	139	-	-	-	-	-	-	-	209	-	-	222
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.5		0		23.9		22.1	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	209	139	-	-	-	-	222
HCM Lane V/C Ratio	0.088	0.195	-	-	-	-	0.054
HCM Control Delay (s)	23.9	37.1	-	-	-	-	22.1
HCM Lane LOS	C	E	-	-	-	-	C
HCM 95th %tile Q(veh)	0.3	0.7	-	-	-	-	0.2

HCM 6th TWSC
 49: St Michaels Dr & St Francis Dr / Northbound Ramps

07/26/2022

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑		↑			
Traffic Vol, veh/h	0	733	0	0	1102	168	83	0	210	0	0	0
Future Vol, veh/h	0	733	0	0	1102	168	83	0	210	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	797	0	0	1198	183	90	0	228	0	0	0

Major/Minor	Major1		Major2			Minor1					
Conflicting Flow All	-	0	-	-	-	0	1396	-	-		
Stage 1	-	-	-	-	-	-	797	-	-		
Stage 2	-	-	-	-	-	-	599	-	-		
Critical Hdwy	-	-	-	-	-	-	6.84	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	-		
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	-		
Pot Cap-1 Maneuver	0	-	0	0	-	0	132	0	0		
Stage 1	0	-	0	0	-	0	404	0	0		
Stage 2	0	-	0	0	-	0	511	0	0		
Platoon blocked, %	-		-			-					
Mov Cap-1 Maneuver	-	-	-	-	-	-	132	0	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	0	-		
Stage 1	-	-	-	-	-	-	404	0	-		
Stage 2	-	-	-	-	-	-	511	0	-		

Approach	EB		WB			NB	
HCM Control Delay, s	0		0			77.1	
HCM LOS						F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	132	-	-	-
HCM Lane V/C Ratio	0.683	-	-	-
HCM Control Delay (s)	77.1	0	-	-
HCM Lane LOS	F	A	-	-
HCM 95th %tile Q(veh)	3.8	-	-	-

HCM 6th Signalized Intersection Summary
5: St Michaels Dr & Cerrillos Rd

06/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	964	671	150	906	33	725	187	96	72	224	58
Future Volume (veh/h)	84	964	671	150	906	33	725	187	96	72	224	58
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	91	1048	0	163	985	36	788	203	104	78	243	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1692		314	2437	89	865	431	366	285	321	82
Arrive On Green	0.06	0.48	0.00	0.06	0.48	0.48	0.17	0.23	0.23	0.06	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	5057	185	5023	1870	1585	1781	2806	713
Grp Volume(v), veh/h	91	1048	0	163	663	358	788	203	104	78	152	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1837	1674	1870	1585	1781	1777	1742
Q Serve(g_s), s	2.9	25.2	0.0	5.3	14.4	14.4	17.7	10.8	6.2	4.4	9.5	9.9
Cycle Q Clear(g_c), s	2.9	25.2	0.0	5.3	14.4	14.4	17.7	10.8	6.2	4.4	9.5	9.9
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	362	1692		314	1641	886	865	431	366	285	203	199
V/C Ratio(X)	0.25	0.62		0.52	0.40	0.40	0.91	0.47	0.28	0.27	0.75	0.77
Avail Cap(c_a), veh/h	376	1692		325	1641	886	874	659	558	301	433	424
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	22.4	0.0	17.4	19.2	19.2	46.7	38.2	36.4	41.4	49.3	49.5
Incr Delay (d2), s/veh	0.1	1.7	0.0	0.5	0.7	1.4	13.2	0.3	0.2	0.2	4.1	4.7
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	1.2	10.7	0.0	2.2	5.8	6.4	8.4	5.0	2.4	1.9	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	24.1	0.0	17.9	19.9	20.5	59.9	38.5	36.6	41.6	53.4	54.2
LnGrp LOS	B	C		B	B	C	E	D	D	D	D	D
Approach Vol, veh/h		1139	A		1184			1095			384	
Approach Delay, s/veh		23.3			19.8			53.7			51.3	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	60.7	23.8	19.2	10.6	61.4	10.4	32.5				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	8.0	39.0	20.0	28.0	7.5	39.5	7.5	40.5				
Max Q Clear Time (g_c+I1), s	7.3	27.2	19.7	11.9	4.9	16.4	6.4	12.8				
Green Ext Time (p_c), s	0.0	5.0	0.1	1.3	0.0	6.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			33.8									
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
 13: Calle Lorca & St Michaels Dr

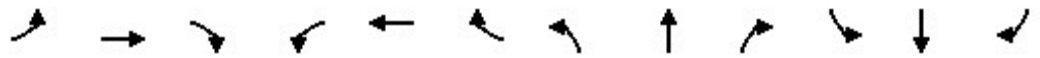
06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖	↖	
Traffic Volume (veh/h)	135	799	49	78	1084	86	59	26	40	51	33	115
Future Volume (veh/h)	135	799	49	78	1084	86	59	26	40	51	33	115
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	147	868	53	85	1178	93	64	28	43	55	36	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	2682	163	500	2195	173	258	156	240	340	86	299
Arrive On Green	0.35	1.00	1.00	0.17	0.91	0.91	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	4921	300	1781	4825	381	1225	665	1021	1329	367	1274
Grp Volume(v), veh/h	147	600	321	85	831	440	64	0	71	55	0	161
Grp Sat Flow(s),veh/h/ln	1781	1702	1816	1781	1702	1802	1225	0	1687	1329	0	1641
Q Serve(g_s), s	2.7	0.0	0.0	2.2	4.3	4.3	4.7	0.0	3.4	3.4	0.0	8.3
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.2	4.3	4.3	13.0	0.0	3.4	6.8	0.0	8.3
Prop In Lane	1.00		0.16	1.00		0.21	1.00		0.61	1.00		0.78
Lane Grp Cap(c), veh/h	563	1855	990	500	1549	820	258	0	396	340	0	386
V/C Ratio(X)	0.26	0.32	0.32	0.17	0.54	0.54	0.25	0.00	0.18	0.16	0.00	0.42
Avail Cap(c_a), veh/h	563	1855	990	500	1549	820	258	0	396	340	0	386
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	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	5.4	0.0	0.0	10.1	2.6	2.6	38.0	0.0	30.5	33.3	0.0	32.4
Incr Delay (d2), s/veh	1.1	0.5	0.9	0.7	1.3	2.5	2.3	0.0	1.0	1.0	0.0	3.3
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	1.0	0.1	0.2	0.9	1.2	1.5	1.6	0.0	1.5	1.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.5	0.9	10.8	4.0	5.2	40.2	0.0	31.5	34.3	0.0	35.7
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1068			1356			135				216
Approach Delay, s/veh		1.4			4.8			35.7				35.4
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	59.0		28.0	22.0	50.0		28.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5	17.5	45.5		23.5				
Max Q Clear Time (g_c+I1), s	4.2	2.0		10.3	4.7	6.3		15.0				
Green Ext Time (p_c), s	0.1	7.6		0.9	0.3	11.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 14: Pacheco St & St Michaels Dr

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	693	72	159	895	119	180	113	110	98	100	130
Future Volume (veh/h)	170	693	72	159	895	119	180	113	110	98	100	130
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	185	753	78	173	973	129	196	123	120	107	109	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	2741	282	493	2655	351	315	277	325	281	193	256
Arrive On Green	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.15	0.15	0.07	0.10	0.10
Sat Flow, veh/h	1781	4703	484	1781	4562	603	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	185	544	287	173	725	377	196	123	120	107	109	141
Grp Sat Flow(s),veh/h/ln	1781	1702	1783	1781	1702	1762	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.1	9.7	9.8	4.7	13.8	13.9	11.6	7.3	7.9	6.5	6.8	10.0
Cycle Q Clear(g_c), s	5.1	9.7	9.8	4.7	13.8	13.9	11.6	7.3	7.9	6.5	6.8	10.0
Prop In Lane	1.00		0.27	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	1984	1039	493	1981	1025	315	277	325	281	193	256
V/C Ratio(X)	0.46	0.27	0.28	0.35	0.37	0.37	0.62	0.44	0.37	0.38	0.56	0.55
Avail Cap(c_a), veh/h	415	1984	1039	508	1981	1025	595	774	747	568	698	683
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(l)	0.95	0.95	0.95	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	12.6	12.7	9.3	13.6	13.6	40.7	47.4	41.7	44.5	52.1	47.1
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.1	0.5	0.9	0.8	0.4	0.3	0.3	1.0	0.7
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	1.9	3.7	4.0	1.8	5.3	5.7	5.1	3.5	3.1	2.9	3.2	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	13.0	13.3	9.5	14.0	14.5	41.5	47.8	41.9	44.8	53.0	47.8
LnGrp LOS	B	B	B	A	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1016			1275			439			357	
Approach Delay, s/veh		12.6			13.6			43.4			48.5	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	76.1	17.8	17.1	11.1	76.0	12.3	22.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	8.0	18.0	33.0	45.5	8.0	18.0	28.0	50.5				
Max Q Clear Time (g_c+I1), s	6.7	11.8	13.6	12.0	7.1	15.9	8.5	9.9				
Green Ext Time (p_c), s	0.0	2.1	0.2	0.6	0.0	1.2	0.1	0.6				

Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	704	191	121	896	0	0	0	0	105	2	291
Future Volume (veh/h)	0	704	191	121	896	0	0	0	0	105	2	291
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	765	0	132	974	0				114	2	316
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2119		650	2257	0				482	8	767
Arrive On Green	0.00	0.83	0.00	0.17	0.63	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1752	31	2790
Grp Volume(v), veh/h	0	765	0	132	974	0				116	0	316
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1783	0	1395
Q Serve(g_s), s	0.0	3.6	0.0	3.1	13.8	0.0				5.0	0.0	9.3
Cycle Q Clear(g_c), s	0.0	3.6	0.0	3.1	13.8	0.0				5.0	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	2119		650	2257	0				490	0	767
V/C Ratio(X)	0.00	0.36		0.20	0.43	0.00				0.24	0.00	0.41
Avail Cap(c_a), veh/h	0	2119		650	2257	0				490	0	767
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	0.0	8.4	9.2	0.0				28.1	0.0	29.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.7	0.6	0.0				1.1	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	1.2	5.0	0.0				2.3	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.8	0.0	9.1	9.8	0.0				29.2	0.0	31.3
LnGrp LOS	A	A		A	A	A				C	A	C
Approach Vol, veh/h		765	A		1106							432
Approach Delay, s/veh		5.8			9.7							30.7
Approach LOS		A			A							C
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	46.0		32.0		68.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	41.5		27.5		63.5						
Max Q Clear Time (g_c+I1), s	5.1	5.6		11.3		15.8						
Green Ext Time (p_c), s	0.2	6.2		1.8		9.0						

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B






















Notes

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

HCM 6th Signalized Intersection Summary

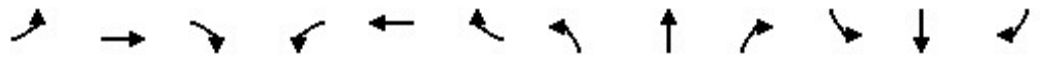
16: Siringo Rd & Llano St

06/14/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	373	0	0	332	107	18	52	81	50	0	295
Future Volume (veh/h)	304	373	0	0	332	107	18	52	81	50	0	295
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	330	405	0	0	361	116	20	57	88	54	0	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	367	1377	0	0	912	773	303	318	269	0	0	0
Arrive On Green	0.07	0.24	0.00	0.00	0.49	0.49	0.17	0.17	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	330	405	0	0	361	116	20	57	88		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	18.4	17.7	0.0	0.0	12.3	4.0	0.9	2.6	4.9			
Cycle Q Clear(g_c), s	18.4	17.7	0.0	0.0	12.3	4.0	0.9	2.6	4.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	367	1377	0	0	912	773	303	318	269			
V/C Ratio(X)	0.90	0.29	0.00	0.00	0.40	0.15	0.07	0.18	0.33			
Avail Cap(c_a), veh/h	442	1377	0	0	912	773	303	318	269			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	0.96	0.96	1.00	1.00	1.00			
Uniform Delay (d), s/veh	45.6	16.7	0.0	0.0	16.3	14.2	34.8	35.5	36.5			
Incr Delay (d2), s/veh	13.8	0.4	0.0	0.0	1.2	0.4	0.4	1.2	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.2	9.0	0.0	0.0	5.4	1.5	0.4	1.3	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	17.1	0.0	0.0	17.5	14.6	35.3	36.8	39.7			
LnGrp LOS	E	B	A	A	B	B	D	D	D			
Approach Vol, veh/h		735			477			165				
Approach Delay, s/veh		36.1			16.8			38.1				
Approach LOS		D			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		79.0			24.8	54.2		21.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 53			* 25	22.6		17.0				
Max Q Clear Time (g_c+I1), s		19.7			20.4	14.3		6.9				
Green Ext Time (p_c), s		1.7			0.2	1.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay					29.6							
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
 17: Siringo Rd & Camino Carlos Rey























06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	195	31	35	185	137	33	282	46	133	157	29
Future Volume (veh/h)	47	195	31	35	185	137	33	282	46	133	157	29
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	51	212	34	38	201	149	36	307	50	145	171	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	470	75	382	298	221	627	447	73	512	440	82
Arrive On Green	0.05	0.30	0.30	0.05	0.30	0.30	0.18	0.28	0.28	0.18	0.29	0.29
Sat Flow, veh/h	1781	1573	252	1781	998	740	1781	1569	256	1781	1532	287
Grp Volume(v), veh/h	51	0	246	38	0	350	36	0	357	145	0	203
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1737	1781	0	1824	1781	0	1819
Q Serve(g_s), s	1.9	0.0	10.9	1.4	0.0	17.7	1.1	0.0	17.4	4.7	0.0	9.0
Cycle Q Clear(g_c), s	1.9	0.0	10.9	1.4	0.0	17.7	1.1	0.0	17.4	4.7	0.0	9.0
Prop In Lane	1.00		0.14	1.00		0.43	1.00		0.14	1.00		0.16
Lane Grp Cap(c), veh/h	292	0	546	382	0	519	627	0	520	512	0	522
V/C Ratio(X)	0.17	0.00	0.45	0.10	0.00	0.67	0.06	0.00	0.69	0.28	0.00	0.39
Avail Cap(c_a), veh/h	292	0	546	382	0	519	627	0	520	512	0	522
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	28.4	22.1	0.0	30.8	14.9	0.0	31.8	17.2	0.0	28.6
Incr Delay (d2), s/veh	1.3	0.0	2.7	0.5	0.0	6.8	0.2	0.0	7.2	1.4	0.0	2.2
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	0.9	0.0	5.1	0.6	0.0	8.2	0.5	0.0	8.6	2.1	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	31.1	22.6	0.0	37.6	15.1	0.0	39.0	18.6	0.0	30.8
LnGrp LOS	C	A	C	C	A	D	B	A	D	B	A	C
Approach Vol, veh/h		297			388			393			348	
Approach Delay, s/veh		30.0			36.1			36.8			25.7	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	34.4	22.6	33.2	9.8	34.4	22.8	33.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	29.9	18.1	28.7	5.3	29.9	18.3	28.5				
Max Q Clear Time (g_c+I1), s	3.4	12.9	3.1	11.0	3.9	19.7	6.7	19.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.0	0.0	1.6	0.3	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			32.5									
HCM 6th LOS			C									

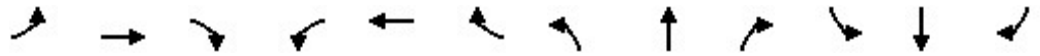
HCM 6th Signalized Intersection Summary
25: Siringo Rd & Alumni Dr

06/14/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	310	117	333	262	36	90	23	403	12	7	3
Future Volume (veh/h)	8	310	117	333	262	36	90	23	403	12	7	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	9	337	127	362	285	39	98	25	438	13	8	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	555	209	526	894	122	435	552	468	257	258	97
Arrive On Green	0.01	0.43	0.43	0.18	0.74	0.74	0.05	0.30	0.30	0.20	0.20	0.20
Sat Flow, veh/h	1781	1295	488	1781	1610	220	1781	1870	1585	929	1297	486
Grp Volume(v), veh/h	9	0	464	362	0	324	98	25	438	13	0	11
Grp Sat Flow(s),veh/h/ln	1781	0	1783	1781	0	1831	1781	1870	1585	929	0	1783
Q Serve(g_s), s	0.3	0.0	20.1	11.0	0.0	6.1	4.2	1.0	26.9	1.1	0.0	0.5
Cycle Q Clear(g_c), s	0.3	0.0	20.1	11.0	0.0	6.1	4.2	1.0	26.9	1.1	0.0	0.5
Prop In Lane	1.00		0.27	1.00		0.12	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	542	0	764	526	0	1016	435	552	468	257	0	355
V/C Ratio(X)	0.02	0.00	0.61	0.69	0.00	0.32	0.23	0.05	0.94	0.05	0.00	0.03
Avail Cap(c_a), veh/h	613	0	764	639	0	1016	435	600	509	281	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.71	0.00	0.71	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	22.1	14.0	0.0	6.6	28.2	25.2	34.3	32.5	0.0	32.3
Incr Delay (d2), s/veh	0.0	0.0	3.6	1.7	0.0	0.6	0.3	0.0	24.0	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	0.1	0.0	8.9	3.9	0.0	2.2	1.8	0.4	13.2	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	25.7	15.7	0.0	7.2	28.5	25.2	58.4	32.6	0.0	32.3
LnGrp LOS	B	A	C	B	A	A	C	C	E	C	A	C
Approach Vol, veh/h		473			686			561			24	
Approach Delay, s/veh		25.5			11.7			51.7			32.5	
Approach LOS		C			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	17.6	47.8	9.6	24.9	5.0	60.5		34.5				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	33.9	5.1	22.5	5.0	48.9		32.1				
Max Q Clear Time (g_c+I1), s	13.0	22.1	6.2	3.1	2.3	8.1		28.9				
Green Ext Time (p_c), s	0.7	2.4	0.0	0.1	0.0	2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	50	441	29	41	356	39	12	11	20	16	28	26
Future Volume (veh/h)	50	441	29	41	356	39	12	11	20	16	28	26
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	54	479	32	45	387	42	13	12	22	17	30	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	789	1308	87	804	1246	135	119	40	73	138	60	56
Arrive On Green	0.08	1.00	1.00	0.04	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	1734	116	1781	1658	180	1345	591	1084	1375	890	831
Grp Volume(v), veh/h	54	0	511	45	0	429	13	0	34	17	0	58
Grp Sat Flow(s),veh/h/ln	1781	0	1850	1781	0	1838	1345	0	1675	1375	0	1721
Q Serve(g_s), s	0.6	0.0	0.0	0.6	0.0	7.6	0.9	0.0	1.9	1.2	0.0	3.3
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.6	0.0	7.6	4.2	0.0	1.9	3.1	0.0	3.3
Prop In Lane	1.00		0.06	1.00		0.10	1.00		0.65	1.00		0.48
Lane Grp Cap(c), veh/h	789	0	1396	804	0	1381	119	0	113	138	0	116
V/C Ratio(X)	0.07	0.00	0.37	0.06	0.00	0.31	0.11	0.00	0.30	0.12	0.00	0.50
Avail Cap(c_a), veh/h	912	0	1396	932	0	1381	391	0	452	417	0	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	2.3	0.0	4.0	47.0	0.0	44.4	45.9	0.0	45.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.6	0.4	0.0	1.5	0.4	0.0	3.3
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	0.2	0.0	0.3	0.1	0.0	2.5	0.3	0.0	0.8	0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.5	0.0	0.7	2.4	0.0	4.6	47.4	0.0	45.8	46.2	0.0	48.3
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		565			474			47				75
Approach Delay, s/veh		0.9			4.4			46.3				47.8
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	80.5		11.8	8.1	80.2		11.8				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 11	48.0		27.0	* 11	48.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		5.3	2.6	9.6		6.2				
Green Ext Time (p_c), s	0.0	3.8		0.3	0.0	3.0		0.1				

Intersection Summary

























HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	74	112	113	108	97	266	1597	220	93	858	78
Future Volume (veh/h)	195	74	112	113	108	97	266	1597	220	93	858	78
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	212	80	122	123	117	105	289	1736	239	101	933	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	171	287	151	181	246	488	2941	913	246	2781	
Arrive On Green	0.08	0.09	0.09	0.08	0.10	0.10	0.09	0.58	0.58	0.06	0.54	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	212	80	122	123	117	105	289	1736	239	101	933	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	6.9	4.7	7.9	7.8	6.9	6.9	7.8	25.1	8.7	2.7	11.7	0.0
Cycle Q Clear(g_c), s	6.9	4.7	7.9	7.8	6.9	6.9	7.8	25.1	8.7	2.7	11.7	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	274	171	287	151	181	246	488	2941	913	246	2781	
V/C Ratio(X)	0.77	0.47	0.43	0.81	0.65	0.43	0.59	0.59	0.26	0.41	0.34	
Avail Cap(c_a), veh/h	361	285	384	257	363	400	660	2941	913	295	2781	
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(l)	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	51.9	49.6	41.8	51.7	50.0	43.9	10.0	15.7	12.2	13.3	14.6	0.0
Incr Delay (d2), s/veh	7.4	2.8	1.4	10.0	5.4	1.7	0.9	0.9	0.7	0.8	0.3	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	3.3	2.3	3.2	3.9	3.5	2.8	3.0	9.6	3.2	1.1	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	52.4	43.2	61.8	55.4	45.6	10.8	16.5	12.9	14.1	14.9	0.0
LnGrp LOS	E	D	D	E	E	D	B	B	B	B	B	
Approach Vol, veh/h		414			345			2264			1034	A
Approach Delay, s/veh		53.3			54.7			15.4			14.8	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	72.5	13.8	18.0	14.3	68.9	13.1	18.6				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	9.9	49.2	16.6	17.5	21.4	* 38	12.0	* 22				
Max Q Clear Time (g_c+I1), s	4.7	27.1	9.8	9.9	9.8	13.7	8.9	8.9				
Green Ext Time (p_c), s	0.1	17.6	0.1	0.6	0.5	9.6	0.2	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
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.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 52: St Michaels Dr & 5th St

06/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	907	25	91	1056	67	43	34	82	85	39	63
Future Volume (veh/h)	49	907	25	91	1056	67	43	34	82	85	39	63
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	53	986	27	99	1148	73	47	37	89	92	42	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	452	2299	63	445	1914	122	401	570	483	440	196	317
Arrive On Green	0.17	0.45	0.45	0.04	0.13	0.13	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	5109	140	1781	4906	312	1283	1870	1585	1265	643	1040
Grp Volume(v), veh/h	53	657	356	99	796	425	47	37	89	92	0	110
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1781	1702	1814	1283	1870	1585	1265	0	1683
Q Serve(g_s), s	1.3	13.1	13.2	3.1	22.1	22.1	2.8	1.4	4.1	5.6	0.0	4.9
Cycle Q Clear(g_c), s	1.3	13.1	13.2	3.1	22.1	22.1	7.7	1.4	4.1	7.0	0.0	4.9
Prop In Lane	1.00		0.08	1.00		0.17	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	452	1532	830	445	1328	708	401	570	483	440	0	513
V/C Ratio(X)	0.12	0.43	0.43	0.22	0.60	0.60	0.12	0.06	0.18	0.21	0.00	0.21
Avail Cap(c_a), veh/h	452	1532	830	445	1328	708	401	570	483	440	0	513
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	12.4	18.7	18.7	14.7	36.2	36.2	28.7	24.6	25.6	27.1	0.0	25.8
Incr Delay (d2), s/veh	0.5	0.9	1.6	1.2	2.0	3.7	0.6	0.2	0.8	1.1	0.0	1.0
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	0.5	5.2	5.8	1.4	10.4	11.4	0.9	0.7	1.7	1.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	19.6	20.4	15.9	38.2	39.9	29.3	24.9	26.4	28.2	0.0	26.8
LnGrp LOS	B	B	C	B	D	D	C	C	C	C	A	C
Approach Vol, veh/h		1066			1320			173			202	
Approach Delay, s/veh		19.5			37.1			26.9			27.4	
Approach LOS		B			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		35.0	21.0	44.0		35.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	11.0	45.0		30.5	17.0	39.0		30.5				
Max Q Clear Time (g_c+I1), s	5.1	15.2		9.0	3.3	24.1		9.7				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.0	4.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
60: Llano St & St Michaels Dr

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖			↖↖	
Traffic Volume (veh/h)	1	870	153	193	1025	3	230	1	198	1	0	1
Future Volume (veh/h)	1	870	153	193	1025	3	230	1	198	1	0	1
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	946	166	210	1114	3	250	1	215	1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1471	257	370	2677	7	591	2	517	247	31	180
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	504	4372	765	1781	5258	14	1416	7	1579	454	95	549
Grp Volume(v), veh/h	1	736	376	210	721	396	250	0	216	2	0	0
Grp Sat Flow(s),veh/h/ln	504	1702	1733	1781	1702	1868	1416	0	1586	1098	0	0
Q Serve(g_s), s	0.1	10.1	10.1	3.9	7.3	7.3	2.2	0.0	5.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.1	10.1	3.9	7.3	7.3	8.1	0.0	5.8	5.8	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	301	1145	583	370	1733	951	591	0	519	458	0	0
V/C Ratio(X)	0.00	0.64	0.65	0.57	0.42	0.42	0.42	0.00	0.42	0.00	0.00	0.00
Avail Cap(c_a), veh/h	301	1145	583	370	1733	951	591	0	519	458	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	15.5	15.5	11.2	8.4	8.4	15.2	0.0	14.4	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	5.4	6.2	0.7	1.3	2.2	0.0	2.4	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	3.8	4.4	1.9	2.3	2.7	2.6	0.0	2.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	18.2	20.9	17.4	9.1	9.8	17.4	0.0	16.9	12.6	0.0	0.0
LnGrp LOS	B	B	C	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1113			1327			466				2
Approach Delay, s/veh		19.1			10.6			17.1				12.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	5.9	12.1		7.8		9.3		10.1				
Green Ext Time (p_c), s	0.0	3.7		0.0		7.4		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

Existing 2022 PM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

06/14/2022

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1659	0	0	1982	0	155
Future Vol, veh/h	1659	0	0	1982	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1803	0	0	2154	0	168

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	902
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	241
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	241
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	48.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	241	-	-
HCM Lane V/C Ratio	0.699	-	-
HCM Control Delay (s)	48.6	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	4.6	-	-

Intersection												
Int Delay, s/veh	2.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘		↗		↕	
Traffic Vol, veh/h	14	1110	39	44	1063	6	30	0	78	3	0	18
Future Vol, veh/h	14	1110	39	44	1063	6	30	0	78	3	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	1207	42	48	1155	7	33	0	85	3	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1162	0	0	1249	0	0	1795	-	604	1768	2534	581
Stage 1	-	-	-	-	-	-	1237	-	-	1255	1255	-
Stage 2	-	-	-	-	-	-	558	-	-	513	1279	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	327	-	-	296	-	-	85	0	378	88	27	391
Stage 1	-	-	-	-	-	-	136	0	-	132	241	-
Stage 2	-	-	-	-	-	-	439	0	-	468	235	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	327	-	-	296	-	-	68	-	378	58	22	391
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	-	-	58	22	-
Stage 1	-	-	-	-	-	-	130	-	-	126	202	-
Stage 2	-	-	-	-	-	-	349	-	-	346	224	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.8			40.1			23.7		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1	
Capacity (veh/h)	68	378	296	-	-	327	-	-	215
HCM Lane V/C Ratio	0.48	0.224	0.162	-	-	0.047	-	-	0.106
HCM Control Delay (s)	99.4	17.3	19.5	-	-	16.5	-	-	23.7
HCM Lane LOS	F	C	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	1.9	0.8	0.6	-	-	0.1	-	-	0.4

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

06/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	25	1865	48	0	2024	8	0	0	18	0	0	18
Future Vol, veh/h	25	1865	48	0	2024	8	0	0	18	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	2027	52	0	2200	9	0	0	20	0	0	20

Major/Minor	Major1	Major2		Minor1		Minor2						
Conflicting Flow All	2209	0	0	-	-	0	-	-	1040	-	-	1105
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	98	-	-	0	-	0	0	0	195	0	0	176
Stage 1	-	-	-	0	-	0	0	0	-	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	98	-	-	-	-	-	-	-	195	-	-	176
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	25.5	28
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	195	98	-	-	-	-	176
HCM Lane V/C Ratio	0.1	0.277	-	-	-	-	0.111
HCM Control Delay (s)	25.5	55.3	-	-	-	-	28
HCM Lane LOS	D	F	-	-	-	-	D
HCM 95th %tile Q(veh)	0.3	1	-	-	-	-	0.4

HCM 6th TWSC
 49: St Michaels Dr & St Francis Dr / Northbound Ramps

07/26/2022

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑		↑			
Traffic Vol, veh/h	0	922	0	0	1077	110	84	0	212	0	0	0
Future Vol, veh/h	0	922	0	0	1077	110	84	0	212	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1002	0	0	1171	120	91	0	230	0	0	0

Major/Minor	Major1		Major2			Minor1					
Conflicting Flow All	-	0	-	-	-	0	1588	-	-		
Stage 1	-	-	-	-	-	-	1002	-	-		
Stage 2	-	-	-	-	-	-	586	-	-		
Critical Hdwy	-	-	-	-	-	-	6.84	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	-		
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	-		
Pot Cap-1 Maneuver	0	-	0	0	-	0	99	0	0		
Stage 1	0	-	0	0	-	0	316	0	0		
Stage 2	0	-	0	0	-	0	519	0	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	-	-	-	-	-	-	99	0	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	0	-		
Stage 1	-	-	-	-	-	-	316	0	-		
Stage 2	-	-	-	-	-	-	519	0	-		

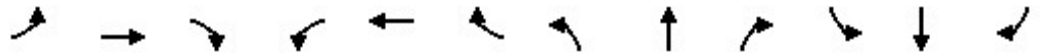
Approach	EB	WB	NB
HCM Control Delay, s	0	0	148
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	99	-	-	-
HCM Lane V/C Ratio	0.922	-	-	-
HCM Control Delay (s)	148	0	-	-
HCM Lane LOS	F	A	-	-
HCM 95th %tile Q(veh)	5.4	-	-	-

HCM 6th Signalized Intersection Summary

5: St Michaels Dr & Cerrillos Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1013	668	147	990	23	684	174	131	64	219	71
Future Volume (veh/h)	88	1013	668	147	990	23	684	174	131	64	219	71
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	96	1101	0	160	1076	25	743	189	142	70	238	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	1744		300	2553	59	866	444	377	270	309	97
Arrive On Green	0.05	0.49	0.00	0.06	0.50	0.50	0.17	0.24	0.24	0.05	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	5134	119	5023	1870	1585	1781	2658	839
Grp Volume(v), veh/h	96	1101	0	160	713	388	743	189	142	70	157	158
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1849	1674	1870	1585	1781	1777	1719
Q Serve(g_s), s	3.2	28.6	0.0	5.5	16.7	16.7	18.0	10.7	9.4	4.3	10.7	11.2
Cycle Q Clear(g_c), s	3.2	28.6	0.0	5.5	16.7	16.7	18.0	10.7	9.4	4.3	10.7	11.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	340	1744		300	1693	920	866	444	377	270	206	200
V/C Ratio(X)	0.28	0.63		0.53	0.42	0.42	0.86	0.43	0.38	0.26	0.76	0.79
Avail Cap(c_a), veh/h	375	1744		351	1693	920	1808	636	539	640	424	410
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	23.5	0.0	18.6	20.0	20.0	50.2	40.4	39.9	45.1	53.6	53.8
Incr Delay (d2), s/veh	0.2	1.7	0.0	0.5	0.8	1.4	1.0	0.2	0.2	0.2	4.3	5.2
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	1.3	12.2	0.0	2.3	6.8	7.5	7.6	5.0	3.7	1.9	5.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	25.2	0.0	19.1	20.7	21.4	51.2	40.7	40.1	45.3	57.9	58.9
LnGrp LOS	B	C		B	C	C	D	D	D	D	E	E
Approach Vol, veh/h		1197	A		1261			1074			385	
Approach Delay, s/veh		24.4			20.7			47.9			56.0	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	67.3	25.6	20.5	10.8	68.2	10.4	35.7				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	11.2	19.0	45.0	29.8	9.2	21.0	32.3	42.5				
Max Q Clear Time (g_c+I1), s	7.5	30.6	20.0	13.2	5.2	18.7	6.3	12.7				
Green Ext Time (p_c), s	0.1	0.0	1.6	1.3	0.0	1.4	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: Calle Lorca & St Michaels Dr

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	
Traffic Volume (veh/h)	126	926	58	89	1120	63	60	54	33	56	45	174
Future Volume (veh/h)	126	926	58	89	1120	63	60	54	33	56	45	174
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	137	1007	63	97	1217	68	65	59	36	61	49	189
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	2481	155	476	2202	123	218	277	169	348	86	331
Arrive On Green	0.22	0.67	0.67	0.21	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	4912	307	1781	4948	276	1142	1087	664	1301	337	1300
Grp Volume(v), veh/h	137	697	373	97	837	448	65	0	95	61	0	238
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1821	1142	0	1751	1301	0	1636
Q Serve(g_s), s	3.0	9.2	9.3	2.4	5.3	5.3	5.3	0.0	4.3	3.9	0.0	12.7
Cycle Q Clear(g_c), s	3.0	9.2	9.3	2.4	5.3	5.3	17.9	0.0	4.3	8.1	0.0	12.7
Prop In Lane	1.00		0.17	1.00		0.15	1.00		0.38	1.00		0.79
Lane Grp Cap(c), veh/h	534	1719	917	476	1515	810	218	0	446	348	0	417
V/C Ratio(X)	0.26	0.41	0.41	0.20	0.55	0.55	0.30	0.00	0.21	0.18	0.00	0.57
Avail Cap(c_a), veh/h	534	1719	917	476	1515	810	218	0	446	348	0	417
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	7.3	9.6	9.6	9.5	3.3	3.3	40.3	0.0	29.3	32.6	0.0	32.5
Incr Delay (d2), s/veh	1.2	0.7	1.3	1.0	1.5	2.7	3.5	0.0	1.1	1.1	0.0	5.6
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	1.2	3.1	3.4	1.0	1.4	1.8	1.7	0.0	1.9	1.3	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	10.4	11.0	10.4	4.8	6.1	43.7	0.0	30.4	33.6	0.0	38.0
LnGrp LOS	A	B	B	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1207			1382			160				299
Approach Delay, s/veh		10.3			5.6			35.8				37.1
Approach LOS		B			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.0		30.0	21.0	49.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	50.5		25.5	16.5	44.5		25.5				
Max Q Clear Time (g_c+I1), s	4.4	11.3		14.7	5.0	7.3		19.9				
Green Ext Time (p_c), s	0.1	9.0		1.2	0.2	11.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				12.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

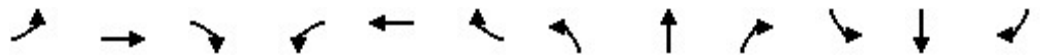
14: Pacheco St & St Michaels Dr

06/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	871	93	166	898	120	137	171	126	124	110	150
Future Volume (veh/h)	190	871	93	166	898	120	137	171	126	124	110	150
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	207	947	101	180	976	130	149	186	137	135	120	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	2531	269	406	2448	325	304	247	209	259	235	199
Arrive On Green	0.05	0.36	0.36	0.14	1.00	1.00	0.09	0.13	0.13	0.08	0.13	0.13
Sat Flow, veh/h	1781	4686	498	1781	4560	606	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	207	687	361	180	728	378	149	186	137	135	120	163
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1702	1761	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.0	14.9	15.0	4.6	0.0	0.0	7.2	9.6	8.2	6.5	6.0	10.0
Cycle Q Clear(g_c), s	5.0	14.9	15.0	4.6	0.0	0.0	7.2	9.6	8.2	6.5	6.0	10.0
Prop In Lane	1.00		0.28	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	475	1838	962	406	1828	946	304	247	209	259	235	199
V/C Ratio(X)	0.44	0.37	0.38	0.44	0.40	0.40	0.49	0.75	0.65	0.52	0.51	0.82
Avail Cap(c_a), veh/h	720	1838	962	478	1828	946	304	365	309	324	421	357
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	19.4	19.5	9.4	0.0	0.0	33.8	41.8	41.2	34.3	40.9	42.6
Incr Delay (d2), s/veh	0.2	0.5	1.0	0.3	0.6	1.1	0.5	2.2	1.3	0.6	0.6	3.2
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	1.9	6.4	6.9	1.5	0.2	0.3	3.1	4.5	3.3	2.8	2.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	20.0	20.5	9.7	0.6	1.1	34.3	44.0	42.5	34.9	41.5	45.8
LnGrp LOS	A	B	C	A	A	A	C	D	D	C	D	D
Approach Vol, veh/h		1255			1286			472			418	
Approach Delay, s/veh		18.3			2.0			40.5			41.1	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	59.0	13.0	17.0	11.3	58.7	12.3	17.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	11.0	40.0	9.0	22.5	21.0	30.0	12.0	19.5				
Max Q Clear Time (g_c+I1), s	6.6	17.0	9.2	12.0	7.0	2.0	8.5	11.6				
Green Ext Time (p_c), s	0.1	5.0	0.0	0.5	0.2	5.6	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	874	211	132	919	0	0	0	0	108	0	337
Future Volume (veh/h)	0	874	211	132	919	0	0	0	0	108	0	337
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	950	0	143	999	0				117	0	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2170		591	2257	0				490	0	767
Arrive On Green	0.00	0.85	0.00	0.17	0.63	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1781	0	2790
Grp Volume(v), veh/h	0	950	0	143	999	0				117	0	366
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1395
Q Serve(g_s), s	0.0	4.4	0.0	3.4	14.3	0.0				5.1	0.0	10.9
Cycle Q Clear(g_c), s	0.0	4.4	0.0	3.4	14.3	0.0				5.1	0.0	10.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2170		591	2257	0				490	0	767
V/C Ratio(X)	0.00	0.44		0.24	0.44	0.00				0.24	0.00	0.48
Avail Cap(c_a), veh/h	0	2170		591	2257	0				490	0	767
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.6	0.0	8.5	9.3	0.0				28.1	0.0	30.2
Incr Delay (d2), s/veh	0.0	0.6	0.0	1.0	0.6	0.0				1.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	1.4	5.2	0.0				2.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.0	9.5	9.9	0.0				29.3	0.0	32.4
LnGrp LOS	A	A		A	A	A				C	A	C
Approach Vol, veh/h		950	A		1142							483
Approach Delay, s/veh		5.3			9.9							31.6
Approach LOS		A			A							C
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.0	47.0		32.0		68.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	16.5	42.5		27.5		63.5						
Max Q Clear Time (g_c+I1), s	5.4	6.4		12.9		16.3						
Green Ext Time (p_c), s	0.3	8.2		1.9		9.3						

Intersection Summary






















HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

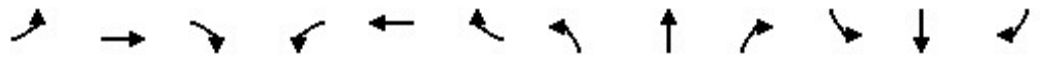
HCM 6th Signalized Intersection Summary
 16: Siringo Rd & Llano St

06/14/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	417	0	0	497	70	44	41	53	61	0	370
Future Volume (veh/h)	261	417	0	0	497	70	44	41	53	61	0	370
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	284	453	0	0	540	76	48	45	58	66	0	402
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	320	1489	0	0	1074	910	196	206	174	0	0	0
Arrive On Green	0.06	0.26	0.00	0.00	1.00	1.00	0.11	0.11	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	284	453	0	0	540	76	48	45	58		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	15.8	19.4	0.0	0.0	0.0	0.0	2.5	2.2	3.4			
Cycle Q Clear(g_c), s	15.8	19.4	0.0	0.0	0.0	0.0	2.5	2.2	3.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	320	1489	0	0	1074	910	196	206	174			
V/C Ratio(X)	0.89	0.30	0.00	0.00	0.50	0.08	0.24	0.22	0.33			
Avail Cap(c_a), veh/h	371	1489	0	0	1074	910	196	206	174			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.78	0.78	0.00	0.00	0.92	0.92	1.00	1.00	1.00			
Uniform Delay (d), s/veh	46.0	14.7	0.0	0.0	0.0	0.0	40.7	40.6	41.1			
Incr Delay (d2), s/veh	15.1	0.4	0.0	0.0	1.5	0.2	3.0	2.4	5.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.9	9.8	0.0	0.0	0.5	0.0	1.2	1.1	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	15.1	0.0	0.0	1.5	0.2	43.7	43.0	46.2			
LnGrp LOS	E	B	A	A	A	A	D	D	D			
Approach Vol, veh/h		737			616			151				
Approach Delay, s/veh		32.8			1.4			44.4				
Approach LOS		C			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.0			22.2	62.8		15.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 65			* 21	39.6		11.0				
Max Q Clear Time (g_c+I1), s		21.4			17.8	2.0		5.4				
Green Ext Time (p_c), s		2.0			0.1	2.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				21.1								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 17: Siringo Rd & Camino Carlos Rey























06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	189	55	69	323	122	45	207	33	139	277	44
Future Volume (veh/h)	51	189	55	69	323	122	45	207	33	139	277	44
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	55	205	60	75	351	133	49	225	36	151	301	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	482	141	434	456	173	450	370	59	514	370	59
Arrive On Green	0.05	0.35	0.35	0.06	0.35	0.35	0.18	0.23	0.23	0.18	0.23	0.23
Sat Flow, veh/h	1781	1390	407	1781	1292	490	1781	1573	252	1781	1574	251
Grp Volume(v), veh/h	55	0	265	75	0	484	49	0	261	151	0	349
Grp Sat Flow(s),veh/h/ln	1781	0	1797	1781	0	1782	1781	0	1825	1781	0	1825
Q Serve(g_s), s	1.9	0.0	11.3	2.6	0.0	24.1	1.7	0.0	12.8	5.4	0.0	18.1
Cycle Q Clear(g_c), s	1.9	0.0	11.3	2.6	0.0	24.1	1.7	0.0	12.8	5.4	0.0	18.1
Prop In Lane	1.00		0.23	1.00		0.27	1.00		0.14	1.00		0.14
Lane Grp Cap(c), veh/h	265	0	624	434	0	629	450	0	429	514	0	429
V/C Ratio(X)	0.21	0.00	0.42	0.17	0.00	0.77	0.11	0.00	0.61	0.29	0.00	0.81
Avail Cap(c_a), veh/h	265	0	624	434	0	629	450	0	429	514	0	429
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	25.0	19.2	0.0	28.7	19.3	0.0	34.1	19.6	0.0	36.2
Incr Delay (d2), s/veh	1.8	0.0	2.1	0.9	0.0	8.8	0.5	0.0	6.3	1.4	0.0	15.5
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	0.9	0.0	5.1	1.2	0.0	11.6	0.7	0.0	6.3	2.4	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	27.1	20.1	0.0	37.5	19.7	0.0	40.4	21.0	0.0	51.7
LnGrp LOS	C	A	C	C	A	D	B	A	D	C	A	D
Approach Vol, veh/h		320			559			310				500
Approach Delay, s/veh		26.5			35.2			37.2				42.4
Approach LOS		C			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	39.2	22.6	28.0	9.6	39.8	22.6	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.7	34.7	18.1	23.5	5.1	35.3	18.1	23.5				
Max Q Clear Time (g_c+I1), s	4.6	13.3	3.7	20.1	3.9	26.1	7.4	14.8				
Green Ext Time (p_c), s	0.0	1.5	0.1	0.7	0.0	2.1	0.3	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

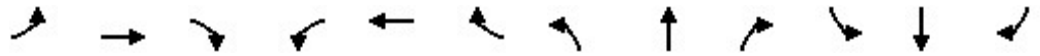
HCM 6th Signalized Intersection Summary
 25: Siringo Rd & Alumni Dr

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	292	91	473	499	11	89	11	396	29	18	21
Future Volume (veh/h)	8	292	91	473	499	11	89	11	396	29	18	21
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	317	99	514	542	12	97	12	430	32	20	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	515	161	597	1018	23	404	545	462	250	149	171
Arrive On Green	0.01	0.38	0.38	0.13	0.37	0.37	0.06	0.29	0.29	0.19	0.19	0.19
Sat Flow, veh/h	1781	1367	427	1781	1823	40	1781	1870	1585	947	794	913
Grp Volume(v), veh/h	9	0	416	514	0	554	97	12	430	32	0	43
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1781	0	1863	1781	1870	1585	947	0	1706
Q Serve(g_s), s	0.3	0.0	18.8	15.9	0.0	23.2	4.2	0.5	26.4	2.8	0.0	2.1
Cycle Q Clear(g_c), s	0.3	0.0	18.8	15.9	0.0	23.2	4.2	0.5	26.4	2.8	0.0	2.1
Prop In Lane	1.00		0.24	1.00		0.02	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	369	0	676	597	0	1041	404	545	462	250	0	320
V/C Ratio(X)	0.02	0.00	0.62	0.86	0.00	0.53	0.24	0.02	0.93	0.13	0.00	0.13
Avail Cap(c_a), veh/h	440	0	676	754	0	1041	486	617	523	250	0	320
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.64	0.00	0.64	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	25.3	17.8	0.0	21.1	28.6	25.3	34.5	34.2	0.0	33.9
Incr Delay (d2), s/veh	0.0	0.0	4.2	5.5	0.0	1.3	0.3	0.0	22.2	0.2	0.0	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	0.0	8.6	7.5	0.0	11.1	1.8	0.2	12.8	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.0	0.0	29.4	23.3	0.0	22.3	28.9	25.3	56.6	34.4	0.0	34.0
LnGrp LOS	B	A	C	C	A	C	C	C	E	C	A	C
Approach Vol, veh/h		425			1068			539				75
Approach Delay, s/veh		29.2			22.8			50.9				34.2
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	23.2	42.7	10.4	23.8	5.0	60.9		34.1				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	28.0	25.0	10.5	18.0	5.0	48.0		33.0				
Max Q Clear Time (g_c+I1), s	17.9	20.8	6.2	4.8	2.3	25.2		28.4				
Green Ext Time (p_c), s	1.3	1.0	0.1	0.2	0.0	3.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				31.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	39	456	17	28	479	36	43	29	68	37	22	68
Future Volume (veh/h)	39	456	17	28	479	36	43	29	68	37	22	68
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	42	496	18	30	521	39	47	32	74	40	24	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	624	1277	46	748	1213	91	152	59	137	146	47	146
Arrive On Green	0.07	1.00	1.00	0.03	0.71	0.71	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1794	65	1781	1719	129	1297	502	1160	1288	403	1243
Grp Volume(v), veh/h	42	0	514	30	0	560	47	0	106	40	0	98
Grp Sat Flow(s),veh/h/ln	1781	0	1859	1781	0	1847	1297	0	1662	1288	0	1647
Q Serve(g_s), s	0.6	0.0	0.0	0.5	0.0	12.8	3.5	0.0	6.0	3.0	0.0	5.6
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	12.8	9.1	0.0	6.0	9.0	0.0	5.6
Prop In Lane	1.00		0.04	1.00		0.07	1.00		0.70	1.00		0.76
Lane Grp Cap(c), veh/h	624	0	1323	748	0	1304	152	0	196	146	0	194
V/C Ratio(X)	0.07	0.00	0.39	0.04	0.00	0.43	0.31	0.00	0.54	0.27	0.00	0.51
Avail Cap(c_a), veh/h	684	0	1323	801	0	1304	402	0	515	394	0	510
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	0.0	0.0	3.6	0.0	6.2	45.7	0.0	41.6	45.8	0.0	41.4
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	1.0	1.1	0.0	2.3	1.0	0.0	2.0
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	0.0	0.3	0.1	0.0	4.6	1.2	0.0	2.6	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.2	0.0	0.8	3.6	0.0	7.2	46.8	0.0	43.9	46.8	0.0	43.4
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		556			590			153				138
Approach Delay, s/veh		1.1			7.1			44.8				44.4
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	76.2		16.8	7.6	75.6		16.8				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 5.8	49.0		31.0	* 6.8	48.0		31.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.0	2.6	14.8		11.1				
Green Ext Time (p_c), s	0.0	3.8		0.6	0.0	4.2		0.7				

Intersection Summary

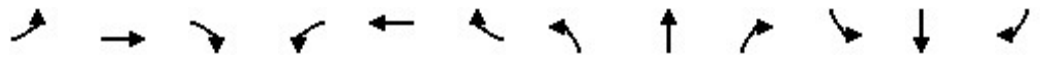
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	73	53	290	126	85	44	194	983	62	55	1644	122
Future Volume (veh/h)	73	53	290	126	85	44	194	983	62	55	1644	122
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	79	58	315	137	92	48	211	1068	67	60	1787	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	373	439	163	449	381	240	2521	782	319	2368	
Arrive On Green	0.05	0.20	0.20	0.09	0.24	0.24	0.08	0.49	0.49	0.05	0.46	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	79	58	315	137	92	48	211	1068	67	60	1787	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.9	3.3	23.3	9.8	5.1	3.1	7.8	17.4	2.9	2.2	37.5	0.0
Cycle Q Clear(g_c), s	2.9	3.3	23.3	9.8	5.1	3.1	7.8	17.4	2.9	2.2	37.5	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	175	373	439	163	449	381	240	2521	782	319	2368	
V/C Ratio(X)	0.45	0.16	0.72	0.84	0.20	0.13	0.88	0.42	0.09	0.19	0.75	
Avail Cap(c_a), veh/h	478	424	483	260	449	381	335	2521	782	412	2368	
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(l)	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	59.9	43.0	42.4	58.1	39.5	38.7	26.9	21.1	17.4	16.9	28.8	0.0
Incr Delay (d2), s/veh	1.8	0.2	4.6	12.5	0.2	0.1	17.4	0.5	0.2	0.3	2.3	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	1.3	1.6	9.7	5.0	2.4	1.2	4.3	7.1	1.1	0.9	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	43.2	47.0	70.6	39.7	38.8	44.3	21.6	17.6	17.1	31.1	0.0
LnGrp LOS	E	D	D	E	D	D	D	C	B	B	C	
Approach Vol, veh/h		452			277			1346			1847	A
Approach Delay, s/veh		49.1			54.8			25.0			30.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	70.5	15.9	33.4	14.1	66.6	10.6	38.7				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	13.0	46.7	19.0	29.5	17.0	* 43	18.0	* 31				
Max Q Clear Time (g_c+I1), s	4.2	19.4	11.8	25.3	9.8	39.5	4.9	7.1				
Green Ext Time (p_c), s	0.1	9.1	0.2	0.6	0.3	2.9	0.1	0.6				

Intersection Summary

HCM 6th Ctrl Delay	32.5
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.

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

HCM 6th Signalized Intersection Summary
 52: St Michaels Dr & 5th St

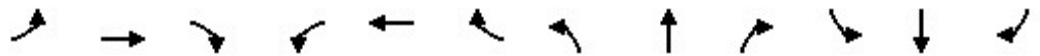
06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	66	1054	42	92	1132	45	60	31	72	96	40	79
Future Volume (veh/h)	66	1054	42	92	1132	45	60	31	72	96	40	79
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	72	1146	46	100	1230	49	65	34	78	104	43	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	529	2770	111	428	2217	88	274	421	357	342	125	250
Arrive On Green	0.20	0.55	0.55	0.06	0.29	0.29	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	5036	202	1781	5038	201	1261	1870	1585	1281	557	1113
Grp Volume(v), veh/h	72	774	418	100	831	448	65	34	78	104	0	129
Grp Sat Flow(s),veh/h/ln	1781	1702	1834	1781	1702	1834	1261	1870	1585	1281	0	1670
Q Serve(g_s), s	1.4	13.3	13.3	2.8	20.6	20.6	4.6	1.4	4.0	7.0	0.0	6.5
Cycle Q Clear(g_c), s	1.4	13.3	13.3	2.8	20.6	20.6	11.1	1.4	4.0	8.4	0.0	6.5
Prop In Lane	1.00		0.11	1.00		0.11	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	529	1872	1009	428	1498	807	274	421	357	342	0	376
V/C Ratio(X)	0.14	0.41	0.41	0.23	0.55	0.56	0.24	0.08	0.22	0.30	0.00	0.34
Avail Cap(c_a), veh/h	529	1872	1009	428	1498	807	274	421	357	342	0	376
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	9.1	13.1	13.1	12.1	27.0	27.0	37.2	30.6	31.6	33.9	0.0	32.5
Incr Delay (d2), s/veh	0.5	0.7	1.3	1.3	1.5	2.7	2.0	0.4	1.4	2.3	0.0	2.5
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	0.6	5.0	5.5	1.3	9.1	10.1	1.6	0.7	1.7	2.4	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	13.8	14.4	13.4	28.5	29.8	39.2	31.0	33.0	36.2	0.0	35.0
LnGrp LOS	A	B	B	B	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1264			1379			177				233
Approach Delay, s/veh		13.7			27.8			34.9				35.5
Approach LOS		B			C			C				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	60.0		27.0	24.0	49.0		27.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	9.0	55.0		22.5	20.0	44.0		22.5				
Max Q Clear Time (g_c+I1), s	4.8	15.3		10.4	3.4	22.6		13.1				
Green Ext Time (p_c), s	0.0	4.7		0.5	0.0	4.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.0								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

60: Llano St & St Michaels Dr

06/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖	↗			↖↗	
Traffic Volume (veh/h)	5	938	182	221	987	3	238	3	175	4	1	2
Future Volume (veh/h)	5	938	182	221	987	3	238	3	175	4	1	2
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	1020	198	240	1073	3	259	3	190	4	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1444	280	352	2676	7	604	8	512	285	80	105
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	524	4293	832	1781	5257	15	1414	25	1564	555	245	320
Grp Volume(v), veh/h	5	808	410	240	695	381	259	0	193	7	0	0
Grp Sat Flow(s),veh/h/ln	524	1702	1721	1781	1702	1868	1414	0	1589	1120	0	0
Q Serve(g_s), s	0.4	11.4	11.4	4.6	6.9	6.9	2.7	0.0	5.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	11.4	11.4	4.6	6.9	6.9	7.8	0.0	5.1	5.1	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.01	1.00		0.98	0.57		0.29
Lane Grp Cap(c), veh/h	307	1145	579	352	1733	951	604	0	520	469	0	0
V/C Ratio(X)	0.02	0.71	0.71	0.68	0.40	0.40	0.43	0.00	0.37	0.01	0.00	0.00
Avail Cap(c_a), veh/h	307	1145	579	352	1733	951	604	0	520	469	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	15.9	15.9	12.1	8.3	8.3	15.0	0.0	14.2	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	3.7	7.1	10.2	0.7	1.3	2.2	0.0	2.0	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	4.4	5.0	2.5	2.2	2.5	2.7	0.0	1.9	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	19.6	23.0	22.3	9.0	9.6	17.2	0.0	16.2	12.7	0.0	0.0
LnGrp LOS	B	B	C	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1223			1316			452				7
Approach Delay, s/veh		20.7			11.6			16.8				12.7
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+l1), s	6.6	13.4		7.1		8.9		9.8				
Green Ext Time (p_c), s	0.0	3.3		0.0		7.2		1.3				

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Background 2040 AM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

06/14/2022

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↑↑↑↑		↑↑	
Traffic Vol, veh/h	1715	0	0	1864	0	183
Future Vol, veh/h	1715	0	0	1864	0	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1901	0	0	2067	0	203

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	83.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	224	-	-
HCM Lane V/C Ratio	0.906	-	-
HCM Control Delay (s)	83.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	7.5	-	-

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘		↗		↔	
Traffic Vol, veh/h	11	960	45	39	1015	5	31	1	43	3	1	13
Future Vol, veh/h	11	960	45	39	1015	5	31	1	43	3	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1064	50	43	1125	6	34	1	48	3	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1131	0	0	1114	0	0	1625	2305	532	1664	2352	566
Stage 1	-	-	-	-	-	-	1088	1088	-	1214	1214	-
Stage 2	-	-	-	-	-	-	537	1217	-	450	1138	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
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	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	338	-	-	345	-	-	108	38	421	102	35	400
Stage 1	-	-	-	-	-	-	173	290	-	141	253	-
Stage 2	-	-	-	-	-	-	452	252	-	510	275	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	338	-	-	345	-	-	89	32	421	78	30	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	32	-	78	30	-
Stage 1	-	-	-	-	-	-	167	280	-	136	221	-
Stage 2	-	-	-	-	-	-	379	221	-	434	265	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.6			37.3			30		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	89	421	345	-	-	338	-	-
HCM Lane V/C Ratio	0.386	0.113	0.125	-	-	0.036	-	-
HCM Control Delay (s)	68.9	14.6	16.9	-	-	16	-	-
HCM Lane LOS	F	B	C	-	-	C	-	-
HCM 95th %tile Q(veh)	1.5	0.4	0.4	-	-	0.1	-	-

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

06/16/2022

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	25	1783	50	0	1752	6	0	0	17	0	0	11
Future Vol, veh/h	25	1783	50	0	1752	6	0	0	17	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1977	55	0	1942	7	0	0	19	0	0	12

Major/Minor	Major1	Major2		Minor1			Minor2					
Conflicting Flow All	1949	0	0	-	-	0	-	-	1016	-	-	975
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	133	-	-	0	-	-	0	0	202	0	0	216
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	133	-	-	-	-	-	-	-	202	-	-	216
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	24.6	22.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	202	133	-	-	-	-	216
HCM Lane V/C Ratio	0.093	0.208	-	-	-	-	0.056
HCM Control Delay (s)	24.6	39.1	-	-	-	-	22.7
HCM Lane LOS	C	E	-	-	-	-	C
HCM 95th %tile Q(veh)	0.3	0.7	-	-	-	-	0.2

HCM 6th TWSC
 49: St Francis Dr / Northbound Ramps & St Michaels Dr

06/14/2022

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑		↑			
Traffic Vol, veh/h	0	733	0	0	1102	0	83	0	210	0	0	0
Future Vol, veh/h	0	733	0	0	1102	0	83	0	210	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	813	0	0	1222	0	92	0	233	0	0	0

























Major/Minor	Major1		Major2			Minor1					
Conflicting Flow All	-	0	-	-	-	0	1424	-	-		
Stage 1	-	-	-	-	-	-	813	-	-		
Stage 2	-	-	-	-	-	-	611	-	-		
Critical Hdwy	-	-	-	-	-	-	6.84	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	-		
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	-		
Pot Cap-1 Maneuver	0	-	0	0	-	-	127	0	0		
Stage 1	0	-	0	0	-	-	396	0	0		
Stage 2	0	-	0	0	-	-	504	0	0		
Platoon blocked, %	-	-	-	-	-	-	-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	-	127	0	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	0	-		
Stage 1	-	-	-	-	-	-	396	0	-		
Stage 2	-	-	-	-	-	-	504	0	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	0	85.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT	WBR
Capacity (veh/h)	127	-	-	-	-
HCM Lane V/C Ratio	0.725	-	-	-	-
HCM Control Delay (s)	85.8	0	-	-	-
HCM Lane LOS	F	A	-	-	-
HCM 95th %tile Q(veh)	4.1	-	-	-	-

HCM 6th Signalized Intersection Summary
5: St Michaels Dr & Cerrillos Rd

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	964	671	150	906	33	725	187	96	72	224	58
Future Volume (veh/h)	84	964	671	150	906	33	725	187	96	72	224	58
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	93	1069	0	166	1004	37	804	207	106	80	248	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1768		311	2572	95	914	451	480	263	312	79
Arrive On Green	0.05	0.50	0.00	0.06	0.51	0.51	0.18	0.24	0.24	0.05	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	5055	186	5023	1870	1585	1781	2809	710
Grp Volume(v), veh/h	93	1069	0	166	676	365	804	207	106	80	155	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1837	1674	1870	1585	1781	1777	1742
Q Serve(g_s), s	3.4	29.2	0.0	6.1	16.4	16.5	21.0	12.7	6.7	5.3	11.5	11.9
Cycle Q Clear(g_c), s	3.4	29.2	0.0	6.1	16.4	16.5	21.0	12.7	6.7	5.3	11.5	11.9
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	353	1768		311	1732	934	914	451	480	263	197	193
V/C Ratio(X)	0.26	0.60		0.53	0.39	0.39	0.88	0.46	0.22	0.30	0.79	0.81
Avail Cap(c_a), veh/h	400	1768		545	1732	934	1265	714	702	271	329	323
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(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	24.4	0.0	19.1	20.3	20.3	53.8	43.7	35.2	49.6	58.5	58.6
Incr Delay (d2), s/veh	0.1	1.5	0.0	0.5	0.7	1.2	4.4	0.3	0.1	0.2	5.1	6.0
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	1.4	12.6	0.0	2.5	6.7	7.4	9.2	6.0	2.7	2.4	5.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	25.9	0.0	19.6	21.0	21.6	58.2	44.0	35.2	49.8	63.6	64.6
LnGrp LOS	B	C		B	C	C	E	D	D	D	E	E
Approach Vol, veh/h		1162	A		1207			1117			392	
Approach Delay, s/veh		25.1			21.0			53.4			61.2	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	73.2	28.6	21.0	10.8	74.7	11.0	38.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	26.0	30.0	34.0	25.0	10.4	45.6	7.5	51.5				
Max Q Clear Time (g_c+I1), s	8.1	31.2	23.0	13.9	5.4	18.5	7.3	14.7				
Green Ext Time (p_c), s	0.2	0.0	1.5	1.1	0.0	6.5	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

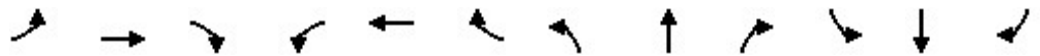
Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

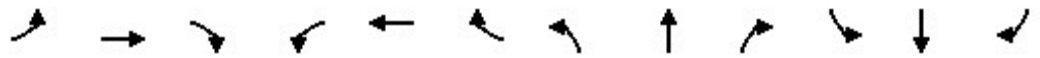
06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	135	799	49	78	1084	86	59	26	40	51	33	115
Future Volume (veh/h)	135	799	49	78	1084	86	59	26	40	51	33	115
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	150	886	54	86	1202	95	65	29	44	57	37	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	558	2682	163	495	2195	173	257	158	239	338	88	298
Arrive On Green	0.35	1.00	1.00	0.17	0.91	0.91	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	4921	299	1781	4825	381	1224	670	1017	1327	375	1267
Grp Volume(v), veh/h	150	612	328	86	848	449	65	0	73	57	0	162
Grp Sat Flow(s),veh/h/ln	1781	1702	1817	1781	1702	1802	1224	0	1687	1327	0	1642
Q Serve(g_s), s	2.8	0.0	0.0	2.2	4.5	4.5	4.8	0.0	3.5	3.6	0.0	8.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.2	4.5	4.5	13.1	0.0	3.5	7.0	0.0	8.4
Prop In Lane	1.00		0.16	1.00		0.21	1.00		0.60	1.00		0.77
Lane Grp Cap(c), veh/h	558	1855	990	495	1549	820	257	0	397	338	0	386
V/C Ratio(X)	0.27	0.33	0.33	0.17	0.55	0.55	0.25	0.00	0.18	0.17	0.00	0.42
Avail Cap(c_a), veh/h	558	1855	990	495	1549	820	257	0	397	338	0	386
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	5.4	0.0	0.0	10.1	2.7	2.7	38.0	0.0	30.6	33.4	0.0	32.5
Incr Delay (d2), s/veh	1.2	0.5	0.9	0.8	1.4	2.6	2.4	0.0	1.0	1.1	0.0	3.3
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	1.0	0.1	0.2	0.9	1.2	1.5	1.6	0.0	1.5	1.3	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.6	0.5	0.9	10.8	4.1	5.3	40.4	0.0	31.6	34.5	0.0	35.8
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1090			1383			138				219
Approach Delay, s/veh		1.4			4.9			35.7				35.5
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	59.0		28.0	22.0	50.0		28.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5	17.5	45.5		23.5				
Max Q Clear Time (g_c+I1), s	4.2	2.0		10.4	4.8	6.5		15.1				
Green Ext Time (p_c), s	0.1	7.8		0.9	0.3	11.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 14: Pacheco St & St Michaels Dr

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	170	693	72	159	895	119	180	113	110	98	100	130
Future Volume (veh/h)	170	693	72	159	895	119	180	113	110	98	100	130
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	188	768	80	176	992	132	200	125	122	109	111	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	2723	282	484	2632	349	318	282	329	284	197	261
Arrive On Green	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.15	0.15	0.07	0.11	0.11
Sat Flow, veh/h	1781	4700	487	1781	4560	605	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	188	555	293	176	740	384	200	125	122	109	111	144
Grp Sat Flow(s),veh/h/ln	1781	1702	1783	1781	1702	1761	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.2	10.0	10.1	4.9	14.3	14.4	11.8	7.4	8.1	6.6	6.9	10.2
Cycle Q Clear(g_c), s	5.2	10.0	10.1	4.9	14.3	14.4	11.8	7.4	8.1	6.6	6.9	10.2
Prop In Lane	1.00		0.27	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1972	1033	484	1965	1017	318	282	329	284	197	261
V/C Ratio(X)	0.48	0.28	0.28	0.36	0.38	0.38	0.63	0.44	0.37	0.38	0.56	0.55
Avail Cap(c_a), veh/h	406	1972	1033	499	1965	1017	596	774	747	570	698	685
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(l)	0.95	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	12.9	12.9	9.6	13.9	13.9	40.5	47.2	41.5	44.3	51.9	46.8
Incr Delay (d2), s/veh	0.3	0.3	0.7	0.2	0.5	1.0	0.8	0.4	0.3	0.3	0.9	0.7
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	2.0	3.9	4.2	1.9	5.5	5.9	5.2	3.5	3.2	2.9	3.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	13.2	13.6	9.7	14.4	14.9	41.2	47.6	41.7	44.6	52.9	47.5
LnGrp LOS	B	B	B	A	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1036			1300			447			364	
Approach Delay, s/veh		12.9			13.9			43.1			48.3	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	75.7	18.0	17.3	11.2	75.4	12.5	22.9				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	8.0	18.0	33.0	45.5	8.0	18.0	28.0	50.5				
Max Q Clear Time (g_c+I1), s	6.9	12.1	13.8	12.2	7.2	16.4	8.6	10.1				
Green Ext Time (p_c), s	0.0	2.1	0.3	0.6	0.0	0.9	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	704	191	121	896	0	0	0	0	105	2	291
Future Volume (veh/h)	0	704	191	121	896	0	0	0	0	105	2	291
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	781	0	134	993	0				116	2	323
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2119		645	2257	0				482	8	767
Arrive On Green	0.00	0.83	0.00	0.17	0.63	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1753	30	2790
Grp Volume(v), veh/h	0	781	0	134	993	0				118	0	323
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1783	0	1395
Q Serve(g_s), s	0.0	3.7	0.0	3.2	14.2	0.0				5.1	0.0	9.5
Cycle Q Clear(g_c), s	0.0	3.7	0.0	3.2	14.2	0.0				5.1	0.0	9.5
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	2119		645	2257	0				490	0	767
V/C Ratio(X)	0.00	0.37		0.21	0.44	0.00				0.24	0.00	0.42
Avail Cap(c_a), veh/h	0	2119		645	2257	0				490	0	767
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	0.0	8.4	9.2	0.0				28.1	0.0	29.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.7	0.6	0.0				1.2	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	1.3	5.2	0.0				2.3	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.8	0.0	9.2	9.9	0.0				29.3	0.0	31.4
LnGrp LOS	A	A		A	A	A				C	A	C
Approach Vol, veh/h		781	A		1127						441	
Approach Delay, s/veh		5.8			9.8						30.9	
Approach LOS		A			A						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	46.0		32.0		68.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	41.5		27.5		63.5						
Max Q Clear Time (g_c+I1), s	5.2	5.7		11.5		16.2						
Green Ext Time (p_c), s	0.3	6.4		1.8		9.2						

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B






















Notes

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

HCM 6th Signalized Intersection Summary

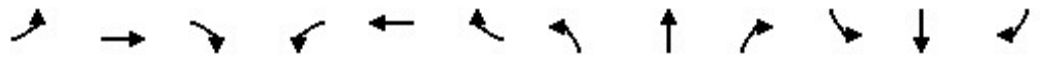
16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	373	0	0	332	107	18	52	81	50	0	295
Future Volume (veh/h)	304	373	0	0	332	107	18	52	81	50	0	295
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	337	414	0	0	368	119	20	58	90	55	0	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	374	1377	0	0	905	767	303	318	269	0	0	0
Arrive On Green	0.07	0.24	0.00	0.00	0.48	0.48	0.17	0.17	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	337	414	0	0	368	119	20	58	90		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	18.8	18.1	0.0	0.0	12.6	4.2	0.9	2.7	5.0			
Cycle Q Clear(g_c), s	18.8	18.1	0.0	0.0	12.6	4.2	0.9	2.7	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	374	1377	0	0	905	767	303	318	269			
V/C Ratio(X)	0.90	0.30	0.00	0.00	0.41	0.16	0.07	0.18	0.33			
Avail Cap(c_a), veh/h	442	1377	0	0	905	767	303	318	269			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	0.96	0.96	1.00	1.00	1.00			
Uniform Delay (d), s/veh	45.5	16.8	0.0	0.0	16.6	14.4	34.8	35.5	36.5			
Incr Delay (d2), s/veh	14.3	0.4	0.0	0.0	1.3	0.4	0.4	1.3	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.4	9.2	0.0	0.0	5.6	1.6	0.4	1.3	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	17.3	0.0	0.0	17.9	14.8	35.3	36.8	39.8			
LnGrp LOS	E	B	A	A	B	B	D	D	D			
Approach Vol, veh/h		751			487			168				
Approach Delay, s/veh		36.4			17.1			38.2				
Approach LOS		D			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		79.0			25.2	53.8		21.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 53			* 25	22.6		17.0				
Max Q Clear Time (g_c+I1), s		20.1			20.8	14.6		7.0				
Green Ext Time (p_c), s		1.7			0.2	1.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay					29.9							
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
 17: Siringo Rd & Camino Carlos Rey























06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	195	31	35	185	137	33	282	46	133	157	29
Future Volume (veh/h)	47	195	31	35	185	137	33	282	46	133	157	29
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	52	216	34	39	205	152	37	313	51	147	174	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	487	77	392	308	229	612	431	70	494	426	78
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.18	0.28	0.28	0.18	0.28	0.28
Sat Flow, veh/h	1781	1577	248	1781	998	740	1781	1569	256	1781	1537	283
Grp Volume(v), veh/h	52	0	250	39	0	357	37	0	364	147	0	206
Grp Sat Flow(s),veh/h/ln	1781	0	1826	1781	0	1737	1781	0	1824	1781	0	1819
Q Serve(g_s), s	1.9	0.0	11.0	1.4	0.0	17.9	1.2	0.0	18.1	4.9	0.0	9.2
Cycle Q Clear(g_c), s	1.9	0.0	11.0	1.4	0.0	17.9	1.2	0.0	18.1	4.9	0.0	9.2
Prop In Lane	1.00		0.14	1.00		0.43	1.00		0.14	1.00		0.16
Lane Grp Cap(c), veh/h	300	0	564	392	0	537	612	0	502	494	0	504
V/C Ratio(X)	0.17	0.00	0.44	0.10	0.00	0.67	0.06	0.00	0.73	0.30	0.00	0.41
Avail Cap(c_a), veh/h	300	0	564	392	0	537	612	0	502	494	0	504
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	27.7	21.4	0.0	30.0	15.5	0.0	32.8	17.9	0.0	29.5
Incr Delay (d2), s/veh	1.3	0.0	2.5	0.5	0.0	6.4	0.2	0.0	8.9	1.5	0.0	2.4
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	0.9	0.0	5.1	0.6	0.0	8.3	0.5	0.0	9.1	2.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	30.2	21.9	0.0	36.4	15.7	0.0	41.7	19.5	0.0	31.9
LnGrp LOS	C	A	C	C	A	D	B	A	D	B	A	C
Approach Vol, veh/h		302			396			401			353	
Approach Delay, s/veh		29.1			35.0			39.3			26.7	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	35.4	22.6	32.2	9.8	35.4	22.8	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	30.9	18.1	27.7	5.3	30.9	18.3	27.5				
Max Q Clear Time (g_c+I1), s	3.4	13.0	3.2	11.2	3.9	19.9	6.9	20.1				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.0	0.0	1.7	0.3	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			32.9									
HCM 6th LOS			C									

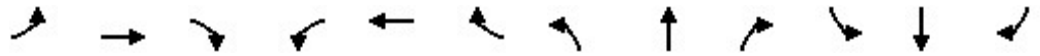
HCM 6th Signalized Intersection Summary
25: Siringo Rd & Alumni Dr

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	310	117	333	262	36	90	23	403	12	7	3
Future Volume (veh/h)	8	310	117	333	262	36	90	23	403	12	7	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	9	344	130	369	290	40	100	26	447	13	8	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	543	205	514	885	122	442	561	476	260	265	99
Arrive On Green	0.01	0.42	0.42	0.19	0.73	0.73	0.05	0.30	0.30	0.20	0.20	0.20
Sat Flow, veh/h	1781	1294	489	1781	1609	222	1781	1870	1585	921	1297	486
Grp Volume(v), veh/h	9	0	474	369	0	330	100	26	447	13	0	11
Grp Sat Flow(s),veh/h/ln	1781	0	1782	1781	0	1830	1781	1870	1585	921	0	1783
Q Serve(g_s), s	0.3	0.0	21.0	11.4	0.0	6.4	4.3	1.0	27.5	1.1	0.0	0.5
Cycle Q Clear(g_c), s	0.3	0.0	21.0	11.4	0.0	6.4	4.3	1.0	27.5	1.1	0.0	0.5
Prop In Lane	1.00		0.27	1.00		0.12	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	530	0	748	514	0	1007	442	561	476	260	0	364
V/C Ratio(X)	0.02	0.00	0.63	0.72	0.00	0.33	0.23	0.05	0.94	0.05	0.00	0.03
Avail Cap(c_a), veh/h	602	0	748	621	0	1007	442	600	509	279	0	401
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.69	0.00	0.69	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	23.0	14.7	0.0	6.9	27.9	24.8	34.1	32.1	0.0	31.9
Incr Delay (d2), s/veh	0.0	0.0	4.1	2.2	0.0	0.6	0.3	0.0	24.9	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	0.1	0.0	9.4	4.1	0.0	2.3	1.9	0.4	13.6	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	27.0	16.8	0.0	7.5	28.1	24.9	59.0	32.2	0.0	31.9
LnGrp LOS	B	A	C	B	A	A	C	C	E	C	A	C
Approach Vol, veh/h		483			699			573			24	
Approach Delay, s/veh		26.8			12.4			52.1			32.1	
Approach LOS		C			B			D			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	47.0	9.6	25.4	5.0	60.0		35.0				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	33.9	5.1	22.5	5.0	48.9		32.1				
Max Q Clear Time (g_c+I1), s	13.4	23.0	6.3	3.1	2.3	8.4		29.5				
Green Ext Time (p_c), s	0.7	2.3	0.0	0.1	0.0	2.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	50	441	29	41	356	39	12	11	20	16	28	26
Future Volume (veh/h)	50	441	29	41	356	39	12	11	20	16	28	26
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	55	489	32	45	395	43	13	12	22	18	31	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	782	1310	86	797	1245	136	118	40	74	139	60	56
Arrive On Green	0.08	1.00	1.00	0.04	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	1736	114	1781	1657	180	1343	591	1084	1375	889	832
Grp Volume(v), veh/h	55	0	521	45	0	438	13	0	34	18	0	60
Grp Sat Flow(s),veh/h/ln	1781	0	1850	1781	0	1838	1343	0	1675	1375	0	1721
Q Serve(g_s), s	0.7	0.0	0.0	0.6	0.0	7.8	0.9	0.0	1.9	1.3	0.0	3.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.6	0.0	7.8	4.3	0.0	1.9	3.2	0.0	3.4
Prop In Lane	1.00		0.06	1.00		0.10	1.00		0.65	1.00		0.48
Lane Grp Cap(c), veh/h	782	0	1396	797	0	1380	118	0	114	139	0	117
V/C Ratio(X)	0.07	0.00	0.37	0.06	0.00	0.32	0.11	0.00	0.30	0.13	0.00	0.51
Avail Cap(c_a), veh/h	904	0	1396	926	0	1380	389	0	452	417	0	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	2.3	0.0	4.1	47.1	0.0	44.3	45.9	0.0	45.0
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	0.6	0.4	0.0	1.5	0.4	0.0	3.5
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	0.0	0.3	0.1	0.0	2.5	0.3	0.0	0.8	0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.5	0.0	0.7	2.4	0.0	4.7	47.5	0.0	45.8	46.3	0.0	48.5
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		576			483			47				78
Approach Delay, s/veh		0.9			4.5			46.3				48.0
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	80.4		11.8	8.1	80.1		11.8				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 11	48.0		27.0	* 11	48.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		5.4	2.7	9.8		6.3				
Green Ext Time (p_c), s	0.0	3.9		0.3	0.1	3.1		0.1				

Intersection Summary

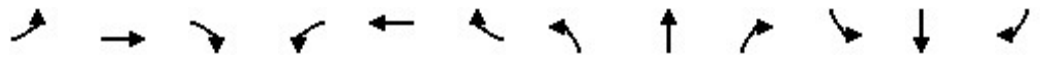
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	195	74	112	113	108	97	266	1597	220	93	858	78
Future Volume (veh/h)	195	74	112	113	108	97	266	1597	220	93	858	78
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	216	82	124	125	120	108	295	1771	244	103	951	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	173	292	153	183	248	483	2928	909	241	2759	
Arrive On Green	0.08	0.09	0.09	0.09	0.10	0.10	0.09	0.57	0.57	0.06	0.54	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	216	82	124	125	120	108	295	1771	244	103	951	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.1	4.8	8.0	7.9	7.1	7.1	8.0	26.0	8.9	2.8	12.1	0.0
Cycle Q Clear(g_c), s	7.1	4.8	8.0	7.9	7.1	7.1	8.0	26.0	8.9	2.8	12.1	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	278	173	292	153	183	248	483	2928	909	241	2759	
V/C Ratio(X)	0.78	0.47	0.43	0.82	0.65	0.44	0.61	0.60	0.27	0.43	0.34	
Avail Cap(c_a), veh/h	361	285	386	257	363	400	651	2928	909	290	2759	
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(l)	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	51.9	49.5	41.5	51.7	50.0	43.9	10.2	16.0	12.4	14.0	14.9	0.0
Incr Delay (d2), s/veh	7.8	2.9	1.4	10.0	5.5	1.7	0.9	0.9	0.7	0.9	0.3	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	3.4	2.4	3.2	4.0	3.6	2.9	3.1	10.0	3.3	1.1	4.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	52.4	42.9	61.7	55.5	45.6	11.2	17.0	13.1	14.9	15.3	0.0
LnGrp LOS	E	D	D	E	E	D	B	B	B	B	B	
Approach Vol, veh/h		422			353			2310			1054	A
Approach Delay, s/veh		53.4			54.7			15.8			15.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	72.3	13.9	18.1	14.5	68.4	13.2	18.8				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	9.9	49.2	16.6	17.5	21.4	* 38	12.0	* 22				
Max Q Clear Time (g_c+I1), s	4.8	28.0	9.9	10.0	10.0	14.1	9.1	9.1				
Green Ext Time (p_c), s	0.1	17.3	0.1	0.7	0.5	9.7	0.2	1.1				

Intersection Summary

HCM 6th Ctrl Delay	22.8
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.
- Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

52: St Michaels Dr & 5th St

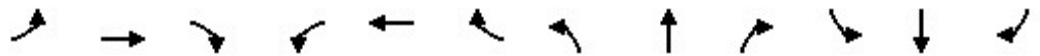
06/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	907	25	91	1056	67	43	34	82	85	39	63
Future Volume (veh/h)	49	907	25	91	1056	67	43	34	82	85	39	63
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	54	1006	28	101	1171	74	48	38	91	94	43	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	2298	64	440	1914	121	398	570	483	439	195	318
Arrive On Green	0.17	0.45	0.45	0.04	0.13	0.13	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	5107	142	1781	4909	310	1280	1870	1585	1261	640	1042
Grp Volume(v), veh/h	54	670	364	101	812	433	48	38	91	94	0	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1845	1781	1702	1815	1280	1870	1585	1261	0	1683
Q Serve(g_s), s	1.3	13.5	13.5	3.1	22.6	22.6	2.9	1.4	4.2	5.7	0.0	5.0
Cycle Q Clear(g_c), s	1.3	13.5	13.5	3.1	22.6	22.6	7.9	1.4	4.2	7.2	0.0	5.0
Prop In Lane	1.00		0.08	1.00		0.17	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	448	1532	830	440	1328	708	398	570	483	439	0	513
V/C Ratio(X)	0.12	0.44	0.44	0.23	0.61	0.61	0.12	0.07	0.19	0.21	0.00	0.22
Avail Cap(c_a), veh/h	448	1532	830	440	1328	708	398	570	483	439	0	513
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	12.5	18.8	18.8	14.8	36.4	36.4	28.8	24.7	25.6	27.2	0.0	25.9
Incr Delay (d2), s/veh	0.5	0.9	1.7	1.2	2.1	3.9	0.6	0.2	0.9	1.1	0.0	1.0
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	5.4	6.0	1.4	10.6	11.7	1.0	0.7	1.7	1.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	19.7	20.5	16.0	38.5	40.3	29.5	24.9	26.5	28.3	0.0	26.9
LnGrp LOS	B	B	C	B	D	D	C	C	C	C	A	C
Approach Vol, veh/h		1088			1346			177			207	
Approach Delay, s/veh		19.7			37.4			26.9			27.5	
Approach LOS		B			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		35.0	21.0	44.0		35.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	11.0	45.0		30.5	17.0	39.0		30.5				
Max Q Clear Time (g_c+I1), s	5.1	15.5		9.2	3.3	24.6		9.9				
Green Ext Time (p_c), s	0.0	3.8		0.5	0.0	4.2		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				29.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷↷↷		↶	↷↷↷		↶	↷			↷↷	
Traffic Volume (veh/h)	1	870	153	193	1025	3	230	1	198	1	0	1
Future Volume (veh/h)	1	870	153	193	1025	3	230	1	198	1	0	1
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	965	170	214	1136	3	255	1	220	1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1470	258	366	2677	7	589	2	517	244	31	177
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	494	4369	767	1781	5258	14	1416	7	1579	447	95	542
Grp Volume(v), veh/h	1	751	384	214	735	404	255	0	221	2	0	0
Grp Sat Flow(s),veh/h/ln	494	1702	1732	1781	1702	1868	1416	0	1586	1084	0	0
Q Serve(g_s), s	0.1	10.3	10.4	4.0	7.4	7.4	2.4	0.0	6.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.3	10.4	4.0	7.4	7.4	8.4	0.0	6.0	6.0	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	297	1145	583	366	1733	951	589	0	519	453	0	0
V/C Ratio(X)	0.00	0.66	0.66	0.58	0.42	0.42	0.43	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	297	1145	583	366	1733	951	589	0	519	453	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	15.5	15.6	11.4	8.5	8.5	15.3	0.0	14.5	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.9	5.7	6.7	0.8	1.4	2.3	0.0	2.5	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	4.5	2.0	2.3	2.7	2.7	0.0	2.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	18.5	21.3	18.1	9.2	9.8	17.6	0.0	17.0	12.6	0.0	0.0
LnGrp LOS	B	B	C	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1136			1353			476				2
Approach Delay, s/veh		19.4			10.8			17.3				12.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	12.4		8.0		9.4		10.4				
Green Ext Time (p_c), s	0.0	3.6		0.0		7.6		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								

Background 2040 PM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

06/14/2022

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1659	0	0	1982	0	155
Future Vol, veh/h	1659	0	0	1982	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1857	0	0	2219	0	174

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	929
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	231
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	231
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	231	-	-
HCM Lane V/C Ratio	0.751	-	-
HCM Control Delay (s)	56.3	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	5.2	-	-

Intersection												
Int Delay, s/veh	2.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘		↗		↔	
Traffic Vol, veh/h	14	1110	39	44	1063	6	30	0	78	3	0	18
Future Vol, veh/h	14	1110	39	44	1063	6	30	0	78	3	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	1243	44	49	1190	7	34	0	87	3	0	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1197	0	0	1287	0	0	1849	-	622	1821	2611	599
Stage 1	-	-	-	-	-	-	1275	-	-	1292	1292	-
Stage 2	-	-	-	-	-	-	574	-	-	529	1319	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	-	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	-	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	-	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	314	-	-	284	-	-	79	0	368	82	24	381
Stage 1	-	-	-	-	-	-	128	0	-	124	232	-
Stage 2	-	-	-	-	-	-	430	0	-	457	225	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	314	-	-	284	-	-	62	-	368	52	19	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	-	-	52	19	-
Stage 1	-	-	-	-	-	-	121	-	-	118	192	-
Stage 2	-	-	-	-	-	-	337	-	-	331	214	-
Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.8			45.5			25.4		
HCM LOS							E			D		
Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1				
Capacity (veh/h)	62	368	284	-	-	314	-	-	200			
HCM Lane V/C Ratio	0.542	0.237	0.173	-	-	0.05	-	-	0.118			
HCM Control Delay (s)	117.4	17.8	20.3	-	-	17.1	-	-	25.4			
HCM Lane LOS	F	C	C	-	-	C	-	-	D			
HCM 95th %tile Q(veh)	2.2	0.9	0.6	-	-	0.2	-	-	0.4			

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

06/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↑↑↑			↗			↗		
Traffic Vol, veh/h	25	1865	48	0	2024	8	0	0	18	0	0	18
Future Vol, veh/h	25	1865	48	0	2024	8	0	0	18	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	2088	54	0	2266	9	0	0	20	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2275	0	0	-	-	0	-	-	1071	-	-	1138
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	90	-	-	0	-	0	0	186	0	0	168	
Stage 1	-	-	-	0	-	0	0	-	0	0	-	
Stage 2	-	-	-	0	-	0	0	-	0	0	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	90	-	-	-	-	-	-	186	-	-	168	
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	-	-	-	-	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	26.7	29.3
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	186	90	-	-	-	-	168
HCM Lane V/C Ratio	0.108	0.311	-	-	-	-	0.12
HCM Control Delay (s)	26.7	62.1	-	-	-	-	29.3
HCM Lane LOS	D	F	-	-	-	-	D
HCM 95th %tile Q(veh)	0.4	1.2	-	-	-	-	0.4

HCM 6th TWSC
 49: St Francis Dr / Northbound Ramps & St Michaels Dr

06/14/2022

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑		↑			
Traffic Vol, veh/h	0	922	0	0	1077	0	84	0	212	0	0	0
Future Vol, veh/h	0	922	0	0	1077	0	84	0	212	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1032	0	0	1206	0	94	0	237	0	0	0

Major/Minor	Major1		Major2			Minor1					
Conflicting Flow All	-	0	-	-	-	0	1635	-	-		
Stage 1	-	-	-	-	-	-	1032	-	-		
Stage 2	-	-	-	-	-	-	603	-	-		
Critical Hdwy	-	-	-	-	-	-	6.84	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	-		
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	-		
Pot Cap-1 Maneuver	0	-	0	0	-	-	~92	0	0		
Stage 1	0	-	0	0	-	-	304	0	0		
Stage 2	0	-	0	0	-	-	509	0	0		
Platoon blocked, %		-					-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	~92	0	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	~92	0	-		
Stage 1	-	-	-	-	-	-	304	0	-		
Stage 2	-	-	-	-	-	-	509	0	-		

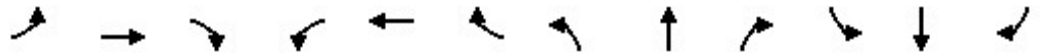
Approach	EB	WB	NB
HCM Control Delay, s	0	0	183.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT	WBR
Capacity (veh/h)	92	-	-	-	-
HCM Lane V/C Ratio	1.022	-	-	-	-
HCM Control Delay (s)	183.4	0	-	-	-
HCM Lane LOS	F	A	-	-	-
HCM 95th %tile Q(veh)	6.1	-	-	-	-

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

HCM 6th Signalized Intersection Summary
5: St Michaels Dr & Cerrillos Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	88	1013	668	147	990	23	684	174	131	64	219	71
Future Volume (veh/h)	88	1013	668	147	990	23	684	174	131	64	219	71
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	99	1134	0	165	1108	26	766	195	147	72	245	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1782		295	2626	62	875	451	479	259	307	97
Arrive On Green	0.05	0.50	0.00	0.06	0.51	0.51	0.17	0.24	0.24	0.05	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	5132	120	5023	1870	1585	1781	2660	837
Grp Volume(v), veh/h	99	1134	0	165	735	399	766	195	147	72	162	162
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1849	1674	1870	1585	1781	1777	1720
Q Serve(g_s), s	3.6	31.5	0.0	6.0	18.1	18.2	20.1	11.9	9.6	4.8	12.0	12.4
Cycle Q Clear(g_c), s	3.6	31.5	0.0	6.0	18.1	18.2	20.1	11.9	9.6	4.8	12.0	12.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	331	1782		295	1742	946	875	451	479	259	205	198
V/C Ratio(X)	0.30	0.64		0.56	0.42	0.42	0.88	0.43	0.31	0.28	0.79	0.82
Avail Cap(c_a), veh/h	378	1782		529	1742	946	1265	714	701	272	329	318
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(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	24.6	0.0	19.8	20.5	20.5	54.3	43.4	36.2	49.2	58.1	58.3
Incr Delay (d2), s/veh	0.2	1.7	0.0	0.6	0.8	1.4	3.7	0.2	0.1	0.2	5.0	6.7
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	1.5	13.6	0.0	2.5	7.4	8.2	8.8	5.6	3.8	2.1	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	26.4	0.0	20.4	21.3	21.9	58.0	43.6	36.4	49.4	63.1	65.0
LnGrp LOS	B	C		C	C	C	E	D	D	D	E	E
Approach Vol, veh/h		1233	A		1299			1108			396	
Approach Delay, s/veh		25.5			21.4			52.6			61.4	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	73.7	27.5	21.6	10.8	75.1	10.5	38.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	26.0	30.0	34.0	25.0	10.4	45.6	7.5	51.5				
Max Q Clear Time (g_c+I1), s	8.0	33.5	22.1	14.4	5.6	20.2	6.8	13.9				
Green Ext Time (p_c), s	0.2	0.0	1.5	1.1	0.0	7.1	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

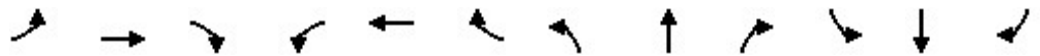
Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	126	926	58	89	1120	63	60	54	33	56	45	174
Future Volume (veh/h)	126	926	58	89	1120	63	60	54	33	56	45	174
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	141	1037	65	100	1254	71	67	60	37	63	50	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	527	2480	155	468	2200	125	212	276	170	346	85	332
Arrive On Green	0.22	0.67	0.67	0.21	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	4912	307	1781	4944	280	1135	1083	668	1298	334	1302
Grp Volume(v), veh/h	141	718	384	100	863	462	67	0	97	63	0	245
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1820	1135	0	1750	1298	0	1636
Q Serve(g_s), s	3.1	9.6	9.7	2.5	5.7	5.7	5.5	0.0	4.4	4.0	0.0	13.1
Cycle Q Clear(g_c), s	3.1	9.6	9.7	2.5	5.7	5.7	18.6	0.0	4.4	8.4	0.0	13.1
Prop In Lane	1.00		0.17	1.00		0.15	1.00		0.38	1.00		0.80
Lane Grp Cap(c), veh/h	527	1719	917	468	1515	810	212	0	446	346	0	417
V/C Ratio(X)	0.27	0.42	0.42	0.21	0.57	0.57	0.32	0.00	0.22	0.18	0.00	0.59
Avail Cap(c_a), veh/h	527	1719	917	468	1515	810	212	0	446	346	0	417
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	7.3	9.7	9.7	9.5	3.4	3.4	40.8	0.0	29.4	32.7	0.0	32.6
Incr Delay (d2), s/veh	1.2	0.7	1.4	1.0	1.6	2.9	3.9	0.0	1.1	1.2	0.0	5.9
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	1.2	3.2	3.6	1.0	1.5	1.9	1.8	0.0	2.0	1.4	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	10.5	11.1	10.5	4.9	6.3	44.7	0.0	30.5	33.8	0.0	38.6
LnGrp LOS	A	B	B	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1243			1425			164				308
Approach Delay, s/veh		10.4			5.8			36.3				37.6
Approach LOS		B			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.0		30.0	21.0	49.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	50.5		25.5	16.5	44.5		25.5				
Max Q Clear Time (g_c+I1), s	4.5	11.7		15.1	5.1	7.7		20.6				
Green Ext Time (p_c), s	0.1	9.4		1.2	0.3	12.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				12.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

14: Pacheco St & St Michaels Dr

06/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	871	93	166	898	120	137	171	126	124	110	150
Future Volume (veh/h)	190	871	93	166	898	120	137	171	126	124	110	150
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	213	975	104	186	1005	134	153	191	141	139	123	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	2516	268	395	2424	322	305	249	211	260	240	204
Arrive On Green	0.05	0.36	0.36	0.14	1.00	1.00	0.09	0.13	0.13	0.09	0.13	0.13
Sat Flow, veh/h	1781	4686	499	1781	4559	607	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	213	708	371	186	750	389	153	191	141	139	123	168
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1702	1761	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.3	15.5	15.5	4.9	0.0	0.0	7.3	9.9	8.5	6.7	6.1	10.3
Cycle Q Clear(g_c), s	5.3	15.5	15.5	4.9	0.0	0.0	7.3	9.9	8.5	6.7	6.1	10.3
Prop In Lane	1.00		0.28	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	1827	956	395	1810	936	305	249	211	260	240	204
V/C Ratio(X)	0.46	0.39	0.39	0.47	0.41	0.42	0.50	0.77	0.67	0.53	0.51	0.82
Avail Cap(c_a), veh/h	709	1827	956	467	1810	936	305	365	309	322	421	357
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	19.8	19.8	9.8	0.0	0.0	33.6	41.8	41.2	34.0	40.6	42.5
Incr Delay (d2), s/veh	0.2	0.6	1.1	0.3	0.6	1.2	0.5	2.8	1.4	0.6	0.6	3.2
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	2.0	6.7	7.1	1.6	0.2	0.3	3.2	4.7	3.4	2.9	2.9	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	20.3	20.9	10.1	0.6	1.2	34.1	44.7	42.6	34.7	41.3	45.7
LnGrp LOS	A	C	C	B	A	A	C	D	D	C	D	D
Approach Vol, veh/h		1292			1325			485			430	
Approach Delay, s/veh		18.7			2.1			40.7			40.9	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	58.7	13.0	17.4	11.5	58.2	12.5	17.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	11.0	40.0	9.0	22.5	21.0	30.0	12.0	19.5				
Max Q Clear Time (g_c+I1), s	6.9	17.5	9.3	12.3	7.3	2.0	8.7	11.9				
Green Ext Time (p_c), s	0.1	5.2	0.0	0.5	0.2	5.9	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	874	211	132	919	0	0	0	0	108	0	337
Future Volume (veh/h)	0	874	211	132	919	0	0	0	0	108	0	337
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	978	0	148	1029	0				121	0	377
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2170		601	2292	0				472	0	739
Arrive On Green	0.00	0.85	0.00	0.17	0.64	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1781	0	2790
Grp Volume(v), veh/h	0	978	0	148	1029	0				121	0	377
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1395
Q Serve(g_s), s	0.0	4.7	0.0	3.4	14.5	0.0				5.4	0.0	11.5
Cycle Q Clear(g_c), s	0.0	4.7	0.0	3.4	14.5	0.0				5.4	0.0	11.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2170		601	2292	0				472	0	739
V/C Ratio(X)	0.00	0.45		0.25	0.45	0.00				0.26	0.00	0.51
Avail Cap(c_a), veh/h	0	2170		601	2292	0				472	0	739
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	8.2	8.9	0.0				29.0	0.0	31.2
Incr Delay (d2), s/veh	0.0	0.7	0.0	1.0	0.6	0.0				1.3	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	1.4	5.2	0.0				2.4	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.3	0.0	9.1	9.5	0.0				30.3	0.0	33.7
LnGrp LOS	A	A		A	A	A				C	A	C
Approach Vol, veh/h		978	A		1177						498	
Approach Delay, s/veh		5.3			9.5						32.9	
Approach LOS		A			A						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	47.0		31.0		69.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	42.5		26.5		64.5						
Max Q Clear Time (g_c+I1), s	5.4	6.7		13.5		16.5						
Green Ext Time (p_c), s	0.3	8.5		1.9		9.8						

Intersection Summary






















HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

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

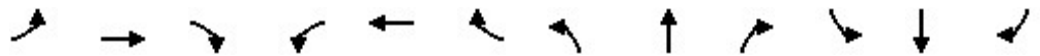
HCM 6th Signalized Intersection Summary
 16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	417	0	0	497	70	44	41	53	61	0	370
Future Volume (veh/h)	261	417	0	0	497	70	44	41	53	61	0	370
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	292	467	0	0	556	78	49	46	59	68	0	414
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	328	1489	0	0	1066	903	196	206	174	0	0	0
Arrive On Green	0.06	0.26	0.00	0.00	1.00	1.00	0.11	0.11	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	292	467	0	0	556	78	49	46	59		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	16.3	20.1	0.0	0.0	0.0	0.0	2.5	2.2	3.4			
Cycle Q Clear(g_c), s	16.3	20.1	0.0	0.0	0.0	0.0	2.5	2.2	3.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	328	1489	0	0	1066	903	196	206	174			
V/C Ratio(X)	0.89	0.31	0.00	0.00	0.52	0.09	0.25	0.22	0.34			
Avail Cap(c_a), veh/h	371	1489	0	0	1066	903	196	206	174			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(l)	0.76	0.76	0.00	0.00	0.91	0.91	1.00	1.00	1.00			
Uniform Delay (d), s/veh	46.0	14.9	0.0	0.0	0.0	0.0	40.7	40.6	41.1			
Incr Delay (d2), s/veh	15.7	0.4	0.0	0.0	1.7	0.2	3.0	2.5	5.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.2	10.2	0.0	0.0	0.5	0.0	1.3	1.2	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	15.3	0.0	0.0	1.7	0.2	43.8	43.1	46.3			
LnGrp LOS	E	B	A	A	A	A	D	D	D			
Approach Vol, veh/h		759			634			154				
Approach Delay, s/veh		33.2			1.5			44.5				
Approach LOS		C			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.0			22.6	62.4		15.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 65			* 21	39.6		11.0				
Max Q Clear Time (g_c+I1), s		22.1			18.3	2.0		5.4				
Green Ext Time (p_c), s		2.0			0.1	2.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				21.3								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 17: Siringo Rd & Camino Carlos Rey























06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	189	55	69	323	122	45	207	33	139	277	44
Future Volume (veh/h)	51	189	55	69	323	122	45	207	33	139	277	44
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	57	212	62	77	362	137	50	232	37	156	310	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	469	137	414	443	168	456	386	62	522	386	61
Arrive On Green	0.05	0.34	0.34	0.06	0.34	0.34	0.18	0.25	0.25	0.18	0.25	0.25
Sat Flow, veh/h	1781	1391	407	1781	1293	489	1781	1574	251	1781	1576	249
Grp Volume(v), veh/h	57	0	274	77	0	499	50	0	269	156	0	359
Grp Sat Flow(s),veh/h/ln	1781	0	1797	1781	0	1782	1781	0	1825	1781	0	1826
Q Serve(g_s), s	2.0	0.0	11.9	2.7	0.0	25.5	1.7	0.0	13.1	5.5	0.0	18.5
Cycle Q Clear(g_c), s	2.0	0.0	11.9	2.7	0.0	25.5	1.7	0.0	13.1	5.5	0.0	18.5
Prop In Lane	1.00		0.23	1.00		0.27	1.00		0.14	1.00		0.14
Lane Grp Cap(c), veh/h	242	0	606	414	0	611	456	0	447	522	0	447
V/C Ratio(X)	0.24	0.00	0.45	0.19	0.00	0.82	0.11	0.00	0.60	0.30	0.00	0.80
Avail Cap(c_a), veh/h	242	0	606	414	0	611	456	0	447	522	0	447
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	25.9	20.0	0.0	30.0	18.7	0.0	33.4	19.0	0.0	35.5
Incr Delay (d2), s/veh	2.3	0.0	2.4	1.0	0.0	11.5	0.5	0.0	5.9	1.5	0.0	14.1
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	1.0	0.0	5.4	1.2	0.0	12.6	0.7	0.0	6.4	2.4	0.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	28.4	20.9	0.0	41.5	19.2	0.0	39.3	20.5	0.0	49.6
LnGrp LOS	C	A	C	C	A	D	B	A	D	C	A	D
Approach Vol, veh/h		331			576			319			515	
Approach Delay, s/veh		27.8			38.7			36.2			40.8	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	38.2	22.6	29.0	9.6	38.8	22.6	29.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.7	33.7	18.1	24.5	5.1	34.3	18.1	24.5				
Max Q Clear Time (g_c+I1), s	4.7	13.9	3.7	20.5	4.0	27.5	7.5	15.1				
Green Ext Time (p_c), s	0.0	1.5	0.1	0.8	0.0	1.8	0.3	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				36.8								
HCM 6th LOS				D								

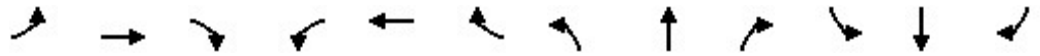
HCM 6th Signalized Intersection Summary
25: Siringo Rd & Alumni Dr

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	292	91	473	499	11	89	11	396	29	18	21
Future Volume (veh/h)	8	292	91	473	499	11	89	11	396	29	18	21
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	327	102	530	559	12	100	12	443	32	20	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	492	153	583	1006	22	414	559	474	253	150	180
Arrive On Green	0.01	0.36	0.36	0.14	0.37	0.37	0.06	0.30	0.30	0.19	0.19	0.19
Sat Flow, veh/h	1781	1367	426	1781	1824	39	1781	1870	1585	936	774	929
Grp Volume(v), veh/h	9	0	429	530	0	571	100	12	443	32	0	44
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1781	0	1863	1781	1870	1585	936	0	1703
Q Serve(g_s), s	0.3	0.0	20.1	16.9	0.0	24.3	4.3	0.5	27.2	2.9	0.0	2.1
Cycle Q Clear(g_c), s	0.3	0.0	20.1	16.9	0.0	24.3	4.3	0.5	27.2	2.9	0.0	2.1
Prop In Lane	1.00		0.24	1.00		0.02	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	349	0	645	583	0	1027	414	559	474	253	0	330
V/C Ratio(X)	0.03	0.00	0.66	0.91	0.00	0.56	0.24	0.02	0.94	0.13	0.00	0.13
Avail Cap(c_a), veh/h	420	0	645	723	0	1027	494	617	523	253	0	330
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.62	0.00	0.62	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	26.9	18.9	0.0	21.8	28.0	24.7	34.1	33.6	0.0	33.4
Incr Delay (d2), s/veh	0.0	0.0	5.3	9.1	0.0	1.4	0.3	0.0	23.3	0.2	0.0	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	0.0	9.4	8.5	0.0	11.6	1.9	0.2	13.3	0.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	32.3	28.0	0.0	23.2	28.3	24.8	57.4	33.9	0.0	33.5
LnGrp LOS	C	A	C	C	A	C	C	C	E	C	A	C
Approach Vol, veh/h		438			1101			555				76
Approach Delay, s/veh		32.0			25.5			51.5				33.7
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	41.0	10.5	24.4	5.0	60.1		34.9				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	28.0	25.0	10.5	18.0	5.0	48.0		33.0				
Max Q Clear Time (g_c+I1), s	18.9	22.1	6.3	4.9	2.3	26.3		29.2				
Green Ext Time (p_c), s	1.3	0.8	0.1	0.2	0.0	3.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				33.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	39	456	17	28	479	36	43	29	68	37	22	68
Future Volume (veh/h)	39	456	17	28	479	36	43	29	68	37	22	68
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	44	511	19	31	536	40	48	32	76	41	25	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	610	1270	47	737	1207	90	153	59	141	148	49	149
Arrive On Green	0.07	1.00	1.00	0.03	0.70	0.70	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1792	67	1781	1719	128	1294	492	1168	1286	408	1240
Grp Volume(v), veh/h	44	0	530	31	0	576	48	0	108	41	0	101
Grp Sat Flow(s),veh/h/ln	1781	0	1858	1781	0	1847	1294	0	1660	1286	0	1647
Q Serve(g_s), s	0.7	0.0	0.0	0.5	0.0	13.5	3.6	0.0	6.1	3.1	0.0	5.7
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.5	0.0	13.5	9.4	0.0	6.1	9.2	0.0	5.7
Prop In Lane	1.00		0.04	1.00		0.07	1.00		0.70	1.00		0.75
Lane Grp Cap(c), veh/h	610	0	1317	737	0	1298	153	0	200	148	0	198
V/C Ratio(X)	0.07	0.00	0.40	0.04	0.00	0.44	0.31	0.00	0.54	0.28	0.00	0.51
Avail Cap(c_a), veh/h	668	0	1317	789	0	1298	399	0	515	392	0	511
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	3.7	0.0	6.4	45.6	0.0	41.4	45.7	0.0	41.2
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	1.1	1.2	0.0	2.3	1.0	0.0	2.0
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	0.0	0.3	0.1	0.0	4.9	1.2	0.0	2.6	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	0.0	0.9	3.7	0.0	7.5	46.8	0.0	43.7	46.7	0.0	43.2
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		574			607			156				142
Approach Delay, s/veh		1.1			7.3			44.6				44.3
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	75.9		17.0	7.7	75.2		17.0				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 5.8	49.0		31.0	* 6.8	48.0		31.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.2	2.7	15.5		11.4				
Green Ext Time (p_c), s	0.0	4.0		0.6	0.0	4.3		0.7				

Intersection Summary												
HCM 6th Ctrl Delay	12.4											
HCM 6th LOS	B											

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	53	290	126	85	44	194	983	62	55	1644	122
Future Volume (veh/h)	73	53	290	126	85	44	194	983	62	55	1644	122
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	82	59	325	141	95	49	217	1101	69	62	1841	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	364	442	173	483	410	239	2160	671	283	1948	
Arrive On Green	0.03	0.19	0.19	0.10	0.26	0.26	0.08	0.42	0.42	0.04	0.38	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	82	59	325	141	95	49	217	1101	69	62	1841	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.1	2.4	16.7	7.0	3.6	2.1	6.4	14.3	2.4	1.9	31.4	0.0
Cycle Q Clear(g_c), s	2.1	2.4	16.7	7.0	3.6	2.1	6.4	14.3	2.4	1.9	31.4	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	115	364	442	173	483	410	239	2160	671	283	1948	
V/C Ratio(X)	0.71	0.16	0.74	0.81	0.20	0.12	0.91	0.51	0.10	0.22	0.95	
Avail Cap(c_a), veh/h	115	364	442	206	522	442	239	2160	671	318	1948	
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(l)	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	43.1	30.2	29.4	39.8	26.1	25.5	20.7	19.1	15.7	16.2	26.9	0.0
Incr Delay (d2), s/veh	18.5	0.2	6.3	18.7	0.2	0.1	34.9	0.9	0.3	0.4	11.0	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	1.2	1.1	7.0	3.9	1.6	0.8	4.8	5.6	0.9	0.8	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	30.4	35.7	58.5	26.3	25.7	55.7	20.0	16.0	16.5	37.9	0.0
LnGrp LOS	E	C	D	E	C	C	E	B	B	B	D	
Approach Vol, veh/h		466			285			1387			1903	A
Approach Delay, s/veh		39.6			42.1			25.3			37.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	44.4	12.8	25.0	11.6	40.6	7.0	30.8				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	5.6	34.7	10.4	17.5	7.6	* 33	3.0	* 25				
Max Q Clear Time (g_c+I1), s	3.9	16.3	9.0	18.7	8.4	33.4	4.1	5.6				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	33.8
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.

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

HCM 6th Signalized Intersection Summary

52: St Michaels Dr & 5th St

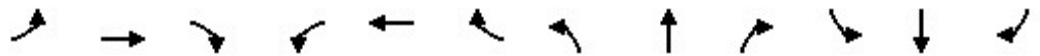
06/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	66	1054	42	92	1132	45	60	31	72	96	40	79
Future Volume (veh/h)	66	1054	42	92	1132	45	60	31	72	96	40	79
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	74	1180	47	103	1267	50	67	35	81	107	45	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	2771	110	420	2217	87	271	421	357	340	127	249
Arrive On Green	0.20	0.55	0.55	0.06	0.29	0.29	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	5038	201	1781	5040	199	1257	1870	1585	1276	565	1106
Grp Volume(v), veh/h	74	797	430	103	856	461	67	35	81	107	0	133
Grp Sat Flow(s),veh/h/ln	1781	1702	1834	1781	1702	1835	1257	1870	1585	1276	0	1671
Q Serve(g_s), s	1.5	13.8	13.8	2.9	21.3	21.3	4.7	1.5	4.2	7.2	0.0	6.7
Cycle Q Clear(g_c), s	1.5	13.8	13.8	2.9	21.3	21.3	11.4	1.5	4.2	8.7	0.0	6.7
Prop In Lane	1.00		0.11	1.00		0.11	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	523	1872	1009	420	1498	807	271	421	357	340	0	376
V/C Ratio(X)	0.14	0.43	0.43	0.25	0.57	0.57	0.25	0.08	0.23	0.31	0.00	0.35
Avail Cap(c_a), veh/h	523	1872	1009	420	1498	807	271	421	357	340	0	376
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	9.3	13.2	13.2	12.2	27.3	27.3	37.4	30.6	31.6	34.0	0.0	32.6
Incr Delay (d2), s/veh	0.6	0.7	1.3	1.4	1.6	2.9	2.2	0.4	1.5	2.4	0.0	2.6
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	0.6	5.2	5.8	1.3	9.4	10.4	1.6	0.7	1.7	2.5	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	13.9	14.5	13.6	28.9	30.2	39.6	31.0	33.1	36.4	0.0	35.2
LnGrp LOS	A	B	B	B	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1301			1420			183			240	
Approach Delay, s/veh		13.9			28.2			35.1			35.8	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	60.0		27.0	24.0	49.0		27.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	9.0	55.0		22.5	20.0	44.0		22.5				
Max Q Clear Time (g_c+I1), s	4.9	15.8		10.7	3.5	23.3		13.4				
Green Ext Time (p_c), s	0.0	4.9		0.5	0.0	5.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				23.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖			↖↖	
Traffic Volume (veh/h)	5	938	182	221	987	3	238	3	175	4	1	2
Future Volume (veh/h)	5	938	182	221	987	3	238	3	175	4	1	2
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	1050	204	247	1105	3	266	3	196	4	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	1444	280	346	2677	7	602	8	512	281	79	103
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	509	4292	833	1781	5258	14	1414	24	1565	545	242	315
Grp Volume(v), veh/h	6	833	421	247	715	393	266	0	199	7	0	0
Grp Sat Flow(s),veh/h/ln	509	1702	1720	1781	1702	1868	1414	0	1589	1102	0	0
Q Serve(g_s), s	0.4	11.8	11.8	4.7	7.2	7.2	2.9	0.0	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	11.8	11.8	4.7	7.2	7.2	8.2	0.0	5.3	5.3	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.01	1.00		0.98	0.57		0.29
Lane Grp Cap(c), veh/h	302	1145	579	346	1733	951	602	0	520	464	0	0
V/C Ratio(X)	0.02	0.73	0.73	0.71	0.41	0.41	0.44	0.00	0.38	0.02	0.00	0.00
Avail Cap(c_a), veh/h	302	1145	579	346	1733	951	602	0	520	464	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	16.0	16.0	12.3	8.4	8.4	15.2	0.0	14.2	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	4.1	7.8	11.8	0.7	1.3	2.3	0.0	2.1	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	0.1	4.6	5.3	2.6	2.3	2.6	2.8	0.0	2.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	20.1	23.9	24.1	9.1	9.7	17.5	0.0	16.4	12.7	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		1260			1355			465				7
Approach Delay, s/veh		21.3			12.0			17.0				12.7
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.7	13.8		7.3		9.2		10.2				
Green Ext Time (p_c), s	0.0	3.1		0.0		7.4		1.3				

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Background + Development (No Improvements) 2040 AM

HCM 6th Signalized Intersection Summary
5: Cerrillos Rd & St. Michaels Dr.

08/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↗↗↗	↑	↗	↘	↑↑	
Traffic Volume (veh/h)	86	1010	878	258	964	34	899	191	169	73	228	59
Future Volume (veh/h)	86	1010	878	258	964	34	899	191	169	73	228	59
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	93	1098	0	280	1048	37	977	208	184	79	248	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1136		315	1929	68	1081	510	432	314	345	87
Arrive On Green	0.07	0.32	0.00	0.13	0.38	0.38	0.22	0.27	0.27	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	5064	179	5023	1870	1585	1781	2809	710
Grp Volume(v), veh/h	93	1098	0	280	704	381	977	208	184	79	155	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1838	1674	1870	1585	1781	1777	1742
Q Serve(g_s), s	3.2	28.5	0.0	9.9	15.2	15.2	17.8	8.5	9.0	3.5	7.9	8.1
Cycle Q Clear(g_c), s	3.2	28.5	0.0	9.9	15.2	15.2	17.8	8.5	9.0	3.5	7.9	8.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	312	1136		315	1296	700	1081	510	432	314	218	214
V/C Ratio(X)	0.30	0.97		0.89	0.54	0.54	0.90	0.41	0.43	0.25	0.71	0.73
Avail Cap(c_a), veh/h	589	1136		389	1296	700	1124	790	669	377	530	520
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	31.4	0.0	23.3	22.7	22.7	35.9	27.9	28.1	32.4	39.6	39.7
Incr Delay (d2), s/veh	0.2	19.7	0.0	16.8	1.6	3.0	9.7	0.2	0.2	0.2	3.2	3.6
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	1.3	14.9	0.0	5.1	6.2	6.9	8.1	3.8	3.4	1.5	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	51.1	0.0	40.1	24.3	25.7	45.5	28.1	28.3	32.5	42.7	43.3
LnGrp LOS	B	D		D	C	C	D	C	C	C	D	D
Approach Vol, veh/h		1191	A		1365			1369			391	
Approach Delay, s/veh		48.6			27.9			40.6			40.9	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	36.0	24.2	17.5	10.4	41.7	10.1	31.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	16.0	30.0	21.0	28.0	21.0	25.0	9.4	39.6				
Max Q Clear Time (g_c+I1), s	11.9	30.5	19.8	10.1	5.2	17.2	5.5	11.0				
Green Ext Time (p_c), s	0.2	0.0	0.4	1.4	0.0	3.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

06/15/2022

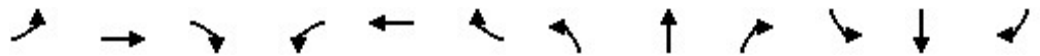


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	143	917	53	80	1255	88	64	27	41	52	34	123
Future Volume (veh/h)	143	917	53	80	1255	88	64	27	41	52	34	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	155	997	58	87	1364	96	70	29	45	57	37	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	2690	156	467	2216	156	249	155	241	337	83	302
Arrive On Green	0.35	1.00	1.00	0.17	0.91	0.91	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	4936	287	1781	4870	343	1214	661	1025	1326	355	1284
Grp Volume(v), veh/h	155	687	368	87	953	507	70	0	74	57	0	171
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1809	1214	0	1686	1326	0	1639
Q Serve(g_s), s	2.9	0.0	0.0	2.3	5.7	5.7	5.2	0.0	3.5	3.6	0.0	8.9
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.3	5.7	5.7	14.1	0.0	3.5	7.1	0.0	8.9
Prop In Lane	1.00		0.16	1.00		0.19	1.00		0.61	1.00		0.78
Lane Grp Cap(c), veh/h	528	1855	991	467	1549	823	249	0	396	337	0	385
V/C Ratio(X)	0.29	0.37	0.37	0.19	0.62	0.62	0.28	0.00	0.19	0.17	0.00	0.44
Avail Cap(c_a), veh/h	528	1855	991	467	1549	823	249	0	396	337	0	385
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	5.6	0.0	0.0	10.1	2.7	2.7	38.7	0.0	30.6	33.4	0.0	32.7
Incr Delay (d2), s/veh	1.4	0.6	1.1	0.9	1.8	3.4	2.8	0.0	1.0	1.1	0.0	3.7
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	1.1	0.1	0.3	0.9	1.4	1.9	1.7	0.0	1.5	1.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.6	1.1	10.9	4.6	6.1	41.5	0.0	31.6	34.5	0.0	36.3
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1210			1547			144			228	
Approach Delay, s/veh		1.5			5.4			36.4			35.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	59.0		28.0	22.0	50.0		28.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5	17.5	45.5		23.5				
Max Q Clear Time (g_c+I1), s	4.3	2.0		10.9	4.9	7.7		16.1				
Green Ext Time (p_c), s	0.1	9.2		0.9	0.3	14.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

14: Pacheco St & St Michaels Dr

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	178	795	81	162	1042	121	196	115	112	100	102	141
Future Volume (veh/h)	178	795	81	162	1042	121	196	115	112	100	102	141
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	193	864	88	176	1133	132	213	125	122	109	111	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	2674	271	439	2614	304	334	303	348	297	206	273
Arrive On Green	0.06	0.57	0.57	0.06	0.56	0.56	0.12	0.16	0.16	0.07	0.11	0.11
Sat Flow, veh/h	1781	4711	478	1781	4637	540	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	193	623	329	176	831	434	213	125	122	109	111	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1773	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.5	11.8	11.9	5.1	17.2	17.2	12.5	7.3	7.9	6.5	6.8	10.8
Cycle Q Clear(g_c), s	5.5	11.8	11.9	5.1	17.2	17.2	12.5	7.3	7.9	6.5	6.8	10.8
Prop In Lane	1.00		0.27	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1932	1013	439	1919	1000	334	303	348	297	206	273
V/C Ratio(X)	0.54	0.32	0.32	0.40	0.43	0.43	0.64	0.41	0.35	0.37	0.54	0.56
Avail Cap(c_a), veh/h	361	1932	1013	453	1919	1000	601	774	748	583	698	689
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(l)	0.94	0.94	0.94	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	14.0	14.0	10.5	15.4	15.4	39.6	45.9	40.2	43.8	51.3	46.3
Incr Delay (d2), s/veh	0.8	0.4	0.8	0.2	0.6	1.2	0.8	0.3	0.2	0.3	0.8	0.7
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	2.2	4.6	5.0	2.0	6.7	7.2	5.5	3.4	3.1	2.9	3.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	14.4	14.8	10.6	16.0	16.6	40.4	46.3	40.5	44.1	52.2	47.0
LnGrp LOS	B	B	B	B	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1145			1441			460			373	
Approach Delay, s/veh		14.2			15.5			42.0			47.7	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	74.3	18.7	17.9	11.6	73.8	12.4	24.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	8.0	18.0	33.0	45.5	8.0	18.0	28.0	50.5				
Max Q Clear Time (g_c+I1), s	7.1	13.9	14.5	12.8	7.5	19.2	8.5	9.9				
Green Ext Time (p_c), s	0.0	1.8	0.3	0.6	0.0	0.0	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	784	217	123	1019	0	0	0	0	107	2	321
Future Volume (veh/h)	0	784	217	123	1019	0	0	0	0	107	2	321
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	852	0	134	1108	0				116	2	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2119		625	2257	0				482	8	767
Arrive On Green	0.00	0.83	0.00	0.17	0.63	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1753	30	2790
Grp Volume(v), veh/h	0	852	0	134	1108	0				118	0	349
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1783	0	1395
Q Serve(g_s), s	0.0	4.3	0.0	3.2	16.5	0.0				5.1	0.0	10.4
Cycle Q Clear(g_c), s	0.0	4.3	0.0	3.2	16.5	0.0				5.1	0.0	10.4
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	2119		625	2257	0				490	0	767
V/C Ratio(X)	0.00	0.40		0.21	0.49	0.00				0.24	0.00	0.45
Avail Cap(c_a), veh/h	0	2119		625	2257	0				490	0	767
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	0.0	8.5	9.7	0.0				28.1	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.8	0.8	0.0				1.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	1.3	6.1	0.0				2.3	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.9	0.0	9.3	10.4	0.0				29.3	0.0	32.0
LnGrp LOS	A	A		A	B	A				C	A	C
Approach Vol, veh/h		852	A		1242						467	
Approach Delay, s/veh		5.9			10.3						31.3	
Approach LOS		A			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	46.0		32.0		68.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	41.5		27.5		63.5						
Max Q Clear Time (g_c+I1), s	5.2	6.3		12.4		18.5						
Green Ext Time (p_c), s	0.3	7.1		1.9		10.8						

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B






















Notes

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

HCM 6th Signalized Intersection Summary

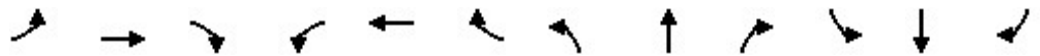
16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	424	0	0	404	109	18	53	83	51	0	301
Future Volume (veh/h)	310	424	0	0	404	109	18	53	83	51	0	301
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	337	461	0	0	439	118	20	58	90	55	0	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	372	1377	0	0	908	769	303	318	269	0	0	0
Arrive On Green	0.14	0.49	0.00	0.00	0.49	0.49	0.17	0.17	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	337	461	0	0	439	118	20	58	90		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	18.6	15.0	0.0	0.0	15.8	4.1	0.9	2.7	5.0			
Cycle Q Clear(g_c), s	18.6	15.0	0.0	0.0	15.8	4.1	0.9	2.7	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	372	1377	0	0	908	769	303	318	269			
V/C Ratio(X)	0.91	0.33	0.00	0.00	0.48	0.15	0.07	0.18	0.33			
Avail Cap(c_a), veh/h	442	1377	0	0	908	769	303	318	269			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	0.94	0.94	1.00	1.00	1.00			
Uniform Delay (d), s/veh	42.0	10.5	0.0	0.0	17.3	14.3	34.8	35.5	36.5			
Incr Delay (d2), s/veh	15.3	0.5	0.0	0.0	1.7	0.4	0.4	1.3	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.1	6.9	0.0	0.0	7.0	1.5	0.4	1.3	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	11.0	0.0	0.0	19.0	14.7	35.3	36.8	39.8			
LnGrp LOS	E	B	A	A	B	B	D	D	D			
Approach Vol, veh/h		798			557			168				
Approach Delay, s/veh		30.6			18.1			38.2				
Approach LOS		C			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		79.0			25.1	53.9		21.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 53			* 25	22.6		17.0				
Max Q Clear Time (g_c+I1), s		17.0			20.6	17.8		7.0				
Green Ext Time (p_c), s		2.0			0.2	1.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay					26.9							
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
 17: Siringo Rd & Camino Carlos Rey

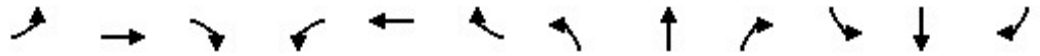
06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	239	32	74	216	140	34	288	103	136	130	30
Future Volume (veh/h)	48	239	32	74	216	140	34	288	103	136	130	30
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	52	260	35	80	235	152	37	313	112	148	141	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	499	67	358	328	212	637	362	129	445	406	95
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.18	0.28	0.28	0.18	0.28	0.28
Sat Flow, veh/h	1781	1614	217	1781	1061	686	1781	1315	471	1781	1466	343
Grp Volume(v), veh/h	52	0	295	80	0	387	37	0	425	148	0	174
Grp Sat Flow(s),veh/h/ln	1781	0	1831	1781	0	1747	1781	0	1786	1781	0	1809
Q Serve(g_s), s	1.9	0.0	13.3	3.0	0.0	19.7	1.2	0.0	22.6	4.9	0.0	7.7
Cycle Q Clear(g_c), s	1.9	0.0	13.3	3.0	0.0	19.7	1.2	0.0	22.6	4.9	0.0	7.7
Prop In Lane	1.00		0.12	1.00		0.39	1.00		0.26	1.00		0.19
Lane Grp Cap(c), veh/h	278	0	566	358	0	540	637	0	491	445	0	501
V/C Ratio(X)	0.19	0.00	0.52	0.22	0.00	0.72	0.06	0.00	0.87	0.33	0.00	0.35
Avail Cap(c_a), veh/h	278	0	566	358	0	540	637	0	491	445	0	501
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	28.5	22.3	0.0	30.7	15.4	0.0	34.5	19.0	0.0	28.9
Incr Delay (d2), s/veh	1.5	0.0	3.4	1.4	0.0	8.0	0.2	0.0	18.1	2.0	0.0	1.9
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	0.9	0.0	6.3	1.4	0.0	9.3	0.5	0.0	12.1	2.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	31.9	23.7	0.0	38.6	15.6	0.0	52.6	21.1	0.0	30.8
LnGrp LOS	C	A	C	C	A	D	B	A	D	C	A	C
Approach Vol, veh/h		347			467			462				322
Approach Delay, s/veh		30.8			36.1			49.7				26.3
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	35.4	22.6	32.2	9.8	35.4	22.8	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	30.9	18.1	27.7	5.3	30.9	18.3	27.5				
Max Q Clear Time (g_c+I1), s	5.0	15.3	3.2	9.7	3.9	21.7	6.9	24.6				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.0	1.6	0.3	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
 25: Siringo Rd & Alumni Dr

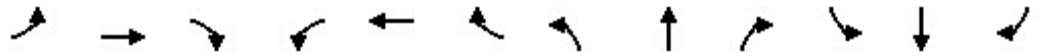
06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	316	119	340	267	102	92	104	411	56	62	69
Future Volume (veh/h)	105	316	119	340	267	102	92	104	411	56	62	69
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	114	343	129	370	290	111	100	113	447	61	67	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	554	208	509	655	251	329	564	478	247	166	185
Arrive On Green	0.05	0.43	0.43	0.04	0.17	0.17	0.05	0.30	0.30	0.21	0.21	0.21
Sat Flow, veh/h	1781	1295	487	1781	1288	493	1781	1870	1585	850	806	902
Grp Volume(v), veh/h	114	0	472	370	0	401	100	113	447	61	0	142
Grp Sat Flow(s),veh/h/ln	1781	0	1783	1781	0	1782	1781	1870	1585	850	0	1708
Q Serve(g_s), s	3.6	0.0	20.6	10.3	0.0	20.2	4.3	4.5	27.4	6.1	0.0	7.2
Cycle Q Clear(g_c), s	3.6	0.0	20.6	10.3	0.0	20.2	4.3	4.5	27.4	6.1	0.0	7.2
Prop In Lane	1.00		0.27	1.00		0.28	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	462	0	763	509	0	906	329	564	478	247	0	351
V/C Ratio(X)	0.25	0.00	0.62	0.73	0.00	0.44	0.30	0.20	0.94	0.25	0.00	0.40
Avail Cap(c_a), veh/h	462	0	763	633	0	906	329	602	510	264	0	386
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.57	0.00	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	22.3	17.2	0.0	28.9	28.2	26.0	34.0	34.0	0.0	34.4
Incr Delay (d2), s/veh	0.3	0.0	3.8	1.8	0.0	0.9	0.5	0.2	24.1	0.5	0.0	0.8
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	1.4	0.0	9.1	4.9	0.0	9.8	1.9	2.0	13.5	1.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	26.0	19.1	0.0	29.8	28.7	26.1	58.1	34.5	0.0	35.2
LnGrp LOS	B	A	C	B	A	C	C	C	E	C	A	D
Approach Vol, veh/h		586			771			660				203
Approach Delay, s/veh		24.0			24.6			48.2				35.0
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	47.8	9.6	25.5	9.0	55.9		35.1				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	33.8	5.1	22.6	5.0	48.8		32.2				
Max Q Clear Time (g_c+I1), s	12.3	22.6	6.3	9.2	5.6	22.2		29.4				
Green Ext Time (p_c), s	0.7	2.3	0.0	0.9	0.0	2.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	51	494	30	42	428	40	12	11	20	16	29	27
Future Volume (veh/h)	51	494	30	42	428	40	12	11	20	16	29	27
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	55	537	33	46	465	43	13	12	22	17	32	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	727	1315	81	768	1266	117	117	40	74	139	61	56
Arrive On Green	0.08	1.00	1.00	0.04	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	1744	107	1781	1686	156	1341	591	1084	1375	904	819
Grp Volume(v), veh/h	55	0	570	46	0	508	13	0	34	17	0	61
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1842	1341	0	1675	1375	0	1723
Q Serve(g_s), s	0.7	0.0	0.0	0.6	0.0	9.5	0.9	0.0	1.9	1.2	0.0	3.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.6	0.0	9.5	4.4	0.0	1.9	3.1	0.0	3.4
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.65	1.00		0.48
Lane Grp Cap(c), veh/h	727	0	1396	768	0	1384	117	0	114	139	0	117
V/C Ratio(X)	0.08	0.00	0.41	0.06	0.00	0.37	0.11	0.00	0.30	0.12	0.00	0.52
Avail Cap(c_a), veh/h	849	0	1396	897	0	1384	388	0	452	417	0	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.92	0.00	0.92	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	2.3	0.0	4.3	47.2	0.0	44.3	45.8	0.0	45.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.8	0.4	0.0	1.5	0.4	0.0	3.6
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	0.2	0.0	0.3	0.1	0.0	3.1	0.3	0.0	0.8	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.7	0.0	0.8	2.4	0.0	5.0	47.6	0.0	45.8	46.2	0.0	48.6
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		625			554			47				78
Approach Delay, s/veh		1.0			4.8			46.3				48.1
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	80.4		11.8	8.1	80.1		11.8				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 11	48.0		27.0	* 11	48.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		5.4	2.7	11.5		6.4				
Green Ext Time (p_c), s	0.0	4.4		0.3	0.1	3.7		0.1				

Intersection Summary






























HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  			  	
Traffic Volume (veh/h)	199	119	114	115	175	99	271	1629	224	95	875	80
Future Volume (veh/h)	199	119	114	115	175	99	271	1629	224	95	875	80
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	216	129	124	125	190	108	295	1771	243	103	951	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	249	366	280	241	297	465	2759	857	230	2559	
Arrive On Green	0.08	0.13	0.13	0.08	0.13	0.13	0.10	0.54	0.54	0.06	0.50	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	216	129	124	125	190	108	295	1771	243	103	951	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.0	7.4	7.5	6.9	11.3	6.8	8.8	28.1	9.6	3.1	13.1	0.0
Cycle Q Clear(g_c), s	7.0	7.4	7.5	6.9	11.3	6.8	8.8	28.1	9.6	3.1	13.1	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	286	249	366	280	241	297	465	2759	857	230	2559	
V/C Ratio(X)	0.75	0.52	0.34	0.45	0.79	0.36	0.63	0.64	0.28	0.45	0.37	
Avail Cap(c_a), veh/h	586	285	396	545	395	428	622	2759	857	279	2559	
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	51.6	46.4	36.9	39.1	48.6	40.8	12.1	18.6	14.3	16.5	17.6	0.0
Incr Delay (d2), s/veh	4.0	2.4	0.8	1.1	8.0	1.1	1.1	1.2	0.8	1.0	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	3.2	3.6	3.0	3.1	5.8	2.8	3.4	11.0	3.6	1.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	48.8	37.7	40.3	56.6	41.8	13.2	19.8	15.2	17.5	18.0	0.0
LnGrp LOS	E	D	D	D	E	D	B	B	B	B	B	
Approach Vol, veh/h		469			423			2309			1054	A
Approach Delay, s/veh		49.0			48.0			18.4			17.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	68.4	13.0	22.8	15.2	63.9	13.5	22.3				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	9.9	39.7	26.1	17.5	21.4	* 28	19.5	* 24				
Max Q Clear Time (g_c+I1), s	5.1	30.1	8.9	9.5	10.8	15.1	9.0	13.3				
Green Ext Time (p_c), s	0.1	8.6	0.3	0.9	0.5	6.9	0.5	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
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.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

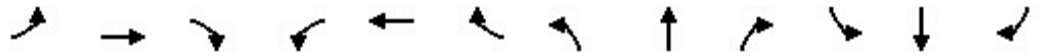
HCM 6th Signalized Intersection Summary
 52: St Michaels Dr & 5th St

06/15/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1035	31	93	1238	68	52	35	84	87	40	80
Future Volume (veh/h)	61	1035	31	93	1238	68	52	35	84	87	40	80
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	66	1125	34	101	1346	74	57	38	91	95	43	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	2292	69	410	1932	106	382	570	483	439	168	341
Arrive On Green	0.17	0.45	0.45	0.04	0.13	0.13	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	5093	154	1781	4953	272	1260	1870	1585	1261	552	1117
Grp Volume(v), veh/h	66	752	407	101	925	495	57	38	91	95	0	130
Grp Sat Flow(s),veh/h/ln	1781	1702	1843	1781	1702	1821	1260	1870	1585	1261	0	1669
Q Serve(g_s), s	1.6	15.6	15.6	3.1	26.0	26.0	3.6	1.4	4.2	5.8	0.0	5.9
Cycle Q Clear(g_c), s	1.6	15.6	15.6	3.1	26.0	26.0	9.4	1.4	4.2	7.2	0.0	5.9
Prop In Lane	1.00		0.08	1.00		0.15	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	424	1532	829	410	1328	710	382	570	483	439	0	509
V/C Ratio(X)	0.16	0.49	0.49	0.25	0.70	0.70	0.15	0.07	0.19	0.22	0.00	0.26
Avail Cap(c_a), veh/h	424	1532	829	410	1328	710	382	570	483	439	0	509
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	13.9	19.4	19.4	15.0	37.9	37.9	29.7	24.7	25.6	27.2	0.0	26.2
Incr Delay (d2), s/veh	0.8	1.1	2.1	1.4	3.0	5.6	0.8	0.2	0.9	1.1	0.0	1.2
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	0.7	6.2	6.9	1.4	12.4	13.7	1.2	0.7	1.7	1.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	20.5	21.5	16.5	41.0	43.5	30.6	24.9	26.5	28.3	0.0	27.4
LnGrp LOS	B	C	C	B	D	D	C	C	C	C	A	C
Approach Vol, veh/h		1225			1521			186			225	
Approach Delay, s/veh		20.5			40.2			27.4			27.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		35.0	21.0	44.0		35.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	11.0	45.0		30.5	17.0	39.0		30.5				
Max Q Clear Time (g_c+I1), s	5.1	17.6		9.2	3.6	28.0		11.4				
Green Ext Time (p_c), s	0.0	4.4		0.6	0.0	4.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				30.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑			↕	
Traffic Volume (veh/h)	1	1013	156	197	1231	3	235	1	202	1	0	1
Future Volume (veh/h)	1	1013	156	197	1231	3	235	1	202	1	0	1
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	1101	170	214	1338	3	255	1	220	1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1501	232	345	2678	6	589	2	517	244	31	177
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	408	4462	688	1781	5260	12	1416	7	1579	447	95	542
Grp Volume(v), veh/h	1	840	431	214	866	475	255	0	221	2	0	0
Grp Sat Flow(s),veh/h/ln	408	1702	1746	1781	1702	1868	1416	0	1586	1084	0	0
Q Serve(g_s), s	0.1	12.0	12.0	4.0	9.2	9.2	2.4	0.0	6.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.0	12.0	4.0	9.2	9.2	8.4	0.0	6.0	6.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	268	1145	587	345	1733	951	589	0	519	453	0	0
V/C Ratio(X)	0.00	0.73	0.73	0.62	0.50	0.50	0.43	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	268	1145	587	345	1733	951	589	0	519	453	0	0
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	0.00
Uniform Delay (d), s/veh	12.1	16.1	16.1	12.0	8.9	8.9	15.3	0.0	14.5	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	7.9	8.2	1.0	1.9	2.3	0.0	2.5	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	4.7	5.4	2.1	2.9	3.4	2.7	0.0	2.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	20.3	24.0	20.2	9.9	10.8	17.6	0.0	17.0	12.6	0.0	0.0
LnGrp LOS	B	C	C	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		1272			1555			476				2
Approach Delay, s/veh		21.5			11.6			17.3				12.6
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	14.0		8.0		11.2		10.4				
Green Ext Time (p_c), s	0.0	3.1		0.0		8.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

06/15/2022

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1983	0	0	2060	0	187
Future Vol, veh/h	1983	0	0	2060	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2155	0	0	2239	0	203

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	- 1078
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 7.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.92
Pot Cap-1 Maneuver	-	0	0 ~ 184
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- ~ 184
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	149.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	184	-	-
HCM Lane V/C Ratio	1.105	-	-
HCM Control Delay (s)	149.5	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	10	-	-

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

Intersection												
Int Delay, s/veh	9.2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘		↗		↔	
Traffic Vol, veh/h	11	979	384	225	1035	5	262	1	170	3	1	13
Future Vol, veh/h	11	979	384	225	1035	5	262	1	170	3	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1064	417	245	1125	5	285	1	185	3	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1130	0	0	1481	0	0	2029	2708	532	2068	3123	565
Stage 1	-	-	-	-	-	-	1088	1088	-	1618	1618	-
Stage 2	-	-	-	-	-	-	941	1620	-	450	1505	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
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	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	339	-	-	~ 228	-	-	~ 61	21	421	58	11	401
Stage 1	-	-	-	-	-	-	~ 173	290	-	73	161	-
Stage 2	-	-	-	-	-	-	~ 256	160	-	510	182	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	339	-	-	~ 228	-	-	-	0	421	-	0	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 167	280	-	70	0	-
Stage 2	-	-	-	-	-	-	-	0	-	275	176	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	22.4		
HCM LOS			-	-

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	-	421	~ 228	-	-	339	-	-
HCM Lane V/C Ratio	-	0.439	1.073	-	-	0.035	-	-
HCM Control Delay (s)	-	20.1	126	-	-	16	-	-
HCM Lane LOS	-	C	F	-	-	C	-	-
HCM 95th %tile Q(veh)	-	2.2	10.7	-	-	0.1	-	-

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

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

08/01/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	26	1819	91	0	1814	6	0	0	44	0	0	11
Future Vol, veh/h	26	1819	91	0	1814	6	0	0	44	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1977	99	0	1972	7	0	0	48	0	0	12

Major/Minor	Major1	Major2		Minor1		Minor2						
Conflicting Flow All	1979	0	0	-	-	0	-	-	1038	-	-	990
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	128	-	-	0	-	-	0	0	196	0	0	211
Stage 1	-	-	-	0	-	-	0	0	-	0	0	-
Stage 2	-	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-							
Mov Cap-1 Maneuver	128	-	-	-	-	-	-	-	196	-	-	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	29.2	23.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	196	128	-	-	-	-	211
HCM Lane V/C Ratio	0.244	0.221	-	-	-	-	0.057
HCM Control Delay (s)	29.2	40.9	-	-	-	-	23.1
HCM Lane LOS	D	E	-	-	-	-	C
HCM 95th %tile Q(veh)	0.9	0.8	-	-	-	-	0.2

HCM 6th TWSC
49: St Francis Dr / Northbound Ramps & St Michaels Dr

07/26/2022

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑			↑			
Traffic Vol, veh/h	0	797	0	0	1197	172	117	0	214	0	0	0
Future Vol, veh/h	0	797	0	0	1197	172	117	0	214	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	866	0	0	1301	187	127	0	233	0	0	0

Major/Minor	Major1		Major2			Minor1					
Conflicting Flow All	-	0	-	-	-	0	1386	-	-		
Stage 1	-	-	-	-	-	-	866	-	-		
Stage 2	-	-	-	-	-	-	520	-	-		
Critical Hdwy	-	-	-	-	-	-	6.29	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-	-		
Follow-up Hdwy	-	-	-	-	-	-	3.67	-	-		
Pot Cap-1 Maneuver	0	-	0	0	-	0	163	0	0		
Stage 1	0	-	0	0	-	0	362	0	0		
Stage 2	0	-	0	0	-	0	528	0	0		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	-	-	-	-	-	-	163	0	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	0	-		
Stage 1	-	-	-	-	-	-	362	0	-		
Stage 2	-	-	-	-	-	-	528	0	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	0	78.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	163	-	-	-
HCM Lane V/C Ratio	0.78	-	-	-
HCM Control Delay (s)	78.6	0	-	-
HCM Lane LOS	F	A	-	-
HCM 95th %tile Q(veh)	5	-	-	-

Background + Development (No Improvements) 2040 PM

HCM 6th TWSC
3: Camino Carlos Rey & Cerrillos Rd

06/15/2022

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1984	0	0	2329	0	160
Future Vol, veh/h	1984	0	0	2329	0	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2157	0	0	2532	0	174

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	104.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	184	-	-
HCM Lane V/C Ratio	0.945	-	-
HCM Control Delay (s)	104.3	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	7.5	-	-

Intersection												
Int Delay, s/veh	25.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖		↗		↕	
Traffic Vol, veh/h	14	1143	438	263	1095	6	449	0	309	3	0	19
Future Vol, veh/h	14	1143	438	263	1095	6	449	0	309	3	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	108	-	127	105	-	-	112	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	1242	476	286	1190	7	488	0	336	3	0	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1197	0	0	1718
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	5.34	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12
Pot Cap-1 Maneuver	314	-	-	~ 174
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	314	-	-	~ 174
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	69.5		
HCM LOS			-	-

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	-	369	~ 174	-	-	314	-	-
HCM Lane V/C Ratio	-	0.91	1.643	-	-	0.048	-	-
HCM Control Delay (s)	-	60.9	360.7	-	-	17	-	-
HCM Lane LOS	-	F	F	-	-	C	-	-
HCM 95th %tile Q(veh)	-	9.3	19.5	-	-	0.2	-	-

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

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

08/01/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	26	1921	96	0	2135	8	0	0	69	0	0	18
Future Vol, veh/h	26	1921	96	0	2135	8	0	0	69	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	2088	104	0	2321	9	0	0	75	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2330	0	0	-	-	0	-	-	1096	-	-	1165
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	85	-	-	0	-	0	0	179	0	0	161	-
Stage 1	-	-	-	0	-	0	0	-	0	0	-	-
Stage 2	-	-	-	0	-	0	0	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	85	-	-	-	-	-	-	179	-	-	161	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	38.9	30.4
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	179	85	-	-	-	-	161
HCM Lane V/C Ratio	0.419	0.332	-	-	-	-	0.122
HCM Control Delay (s)	38.9	67.1	-	-	-	-	30.4
HCM Lane LOS	E	F	-	-	-	-	D
HCM 95th %tile Q(veh)	1.9	1.3	-	-	-	-	0.4

HCM 6th TWSC
 49: St Francis Dr / Northbound Ramps & St Michaels Dr

07/26/2022

Intersection												
Int Delay, s/veh	11.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑			↑			
Traffic Vol, veh/h	0	1039	0	0	1194	113	125	0	218	0	0	0
Future Vol, veh/h	0	1039	0	0	1194	113	125	0	218	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	167	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1129	0	0	1298	123	136	0	237	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	-	0	-	-	0	1648
Stage 1	-	-	-	-	-	1129
Stage 2	-	-	-	-	-	519
Critical Hdwy	-	-	-	-	-	6.29
Critical Hdwy Stg 1	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	-	6.04
Follow-up Hdwy	-	-	-	-	-	3.67
Pot Cap-1 Maneuver	0	-	0	0	-	~ 114
Stage 1	0	-	0	0	-	265
Stage 2	0	-	0	0	-	529
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	~ 114
Mov Cap-2 Maneuver	-	-	-	-	-	~ 114
Stage 1	-	-	-	-	-	265
Stage 2	-	-	-	-	-	529

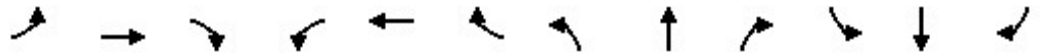
Approach	EB	WB	NB
HCM Control Delay, s	0	0	216.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	114	-	-	-
HCM Lane V/C Ratio	1.192	-	-	-
HCM Control Delay (s)	216.9	0	-	-
HCM Lane LOS	F	A	-	-
HCM 95th %tile Q(veh)	8.6	-	-	-

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

HCM 6th Signalized Intersection Summary
5: St Michaels Dr & Cerrillos Rd

06/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	91	1143	916	321	1067	24	994	179	264	66	226	73
Future Volume (veh/h)	91	1143	916	321	1067	24	994	179	264	66	226	73
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	99	1242	0	349	1160	26	1080	195	287	72	246	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1239		370	2448	55	1109	530	734	236	300	94
Arrive On Green	0.05	0.35	0.00	0.18	0.48	0.48	0.22	0.28	0.28	0.05	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	5139	115	5023	1870	1585	1781	2662	835
Grp Volume(v), veh/h	99	1242	0	349	768	418	1080	195	287	72	162	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1850	1674	1870	1585	1781	1777	1720
Q Serve(g_s), s	5.1	50.5	0.0	23.9	22.1	22.1	30.9	12.1	17.2	5.1	12.9	13.4
Cycle Q Clear(g_c), s	5.1	50.5	0.0	23.9	22.1	22.1	30.9	12.1	17.2	5.1	12.9	13.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	289	1239		370	1622	881	1109	530	734	236	201	194
V/C Ratio(X)	0.34	1.00		0.94	0.47	0.47	0.97	0.37	0.39	0.31	0.81	0.84
Avail Cap(c_a), veh/h	322	1239		394	1622	881	1109	568	766	282	282	273
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	47.2	0.0	47.4	25.7	25.7	56.1	41.6	25.5	53.4	62.8	63.0
Incr Delay (d2), s/veh	0.7	26.2	0.0	29.5	1.0	1.8	20.9	0.2	0.1	0.7	9.8	13.2
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	2.3	26.7	0.0	15.6	9.3	10.3	15.2	5.7	6.6	2.4	6.4	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	73.4	0.0	77.0	26.7	27.5	77.0	41.7	25.6	54.1	72.6	76.2
LnGrp LOS	C	F		E	C	C	E	D	C	D	E	E
Approach Vol, veh/h		1341	A		1535			1562			397	
Approach Delay, s/veh		70.1			38.3			63.1			70.7	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	56.5	36.0	22.4	11.6	75.1	11.3	47.1				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	28.0	42.0	32.0	23.0	9.7	59.8	10.5	44.0				
Max Q Clear Time (g_c+I1), s	25.9	52.5	32.9	15.4	7.1	24.1	7.1	19.2				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.9	0.0	8.1	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E

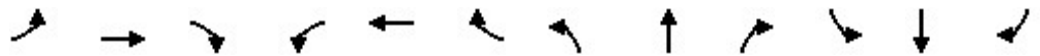
Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑		↵	↑↑↑		↵	↑		↵	↑	
Traffic Volume (veh/h)	140	1138	65	92	1330	65	67	56	34	58	46	188
Future Volume (veh/h)	140	1138	65	92	1330	65	67	56	34	58	46	188
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	152	1237	71	100	1446	71	73	61	37	63	50	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	2495	143	446	2219	109	205	278	169	346	82	335
Arrive On Green	0.33	1.00	1.00	0.21	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	4940	283	1781	4986	245	1126	1090	661	1297	322	1312
Grp Volume(v), veh/h	152	852	456	100	987	530	73	0	98	63	0	254
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1826	1126	0	1751	1297	0	1634
Q Serve(g_s), s	3.1	0.0	0.0	2.5	7.6	7.6	6.1	0.0	4.4	4.0	0.0	13.7
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.5	7.6	7.6	19.8	0.0	4.4	8.4	0.0	13.7
Prop In Lane	1.00		0.16	1.00		0.13	1.00		0.38	1.00		0.80
Lane Grp Cap(c), veh/h	493	1719	919	446	1515	813	205	0	447	346	0	417
V/C Ratio(X)	0.31	0.50	0.50	0.22	0.65	0.65	0.36	0.00	0.22	0.18	0.00	0.61
Avail Cap(c_a), veh/h	493	1719	919	446	1515	813	205	0	447	346	0	417
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	6.5	0.0	0.0	9.4	3.5	3.5	41.6	0.0	29.4	32.7	0.0	32.9
Incr Delay (d2), s/veh	1.6	1.0	1.9	1.2	2.2	4.0	4.8	0.0	1.1	1.2	0.0	6.5
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	1.2	0.2	0.5	1.0	1.8	2.3	2.0	0.0	2.0	1.4	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	1.0	1.9	10.6	5.7	7.5	46.4	0.0	30.5	33.9	0.0	39.4
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1460			1617			171				317
Approach Delay, s/veh		2.0			6.6			37.3				38.3
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.0		30.0	21.0	49.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	50.5		25.5	16.5	44.5		25.5				
Max Q Clear Time (g_c+I1), s	4.5	2.0		15.7	5.1	9.6		21.8				
Green Ext Time (p_c), s	0.1	12.6		1.2	0.3	14.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

14: Pacheco St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1056	111	171	1077	124	155	176	130	128	113	164
Future Volume (veh/h)	206	1056	111	171	1077	124	155	176	130	128	113	164
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	224	1148	121	186	1171	135	168	191	141	139	123	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	2486	262	333	2426	280	312	262	222	267	252	214
Arrive On Green	0.03	0.17	0.17	0.14	1.00	1.00	0.09	0.14	0.14	0.08	0.13	0.13
Sat Flow, veh/h	1781	4691	494	1781	4643	535	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	224	833	436	186	858	448	168	191	141	139	123	178
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1702	1774	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.5	22.0	22.0	5.0	0.0	0.0	8.1	9.8	8.4	6.6	6.1	10.9
Cycle Q Clear(g_c), s	5.5	22.0	22.0	5.0	0.0	0.0	8.1	9.8	8.4	6.6	6.1	10.9
Prop In Lane	1.00		0.28	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	1804	944	333	1778	927	312	262	222	267	252	214
V/C Ratio(X)	0.52	0.46	0.46	0.56	0.48	0.48	0.54	0.73	0.64	0.52	0.49	0.83
Avail Cap(c_a), veh/h	666	1804	944	403	1778	927	312	365	309	330	421	357
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.86	0.86	0.86	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	28.4	28.5	12.0	0.0	0.0	33.4	41.2	40.6	33.5	40.1	42.2
Incr Delay (d2), s/veh	0.3	0.7	1.4	0.5	0.8	1.6	1.0	2.3	1.1	0.6	0.5	3.2
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	2.3	10.2	10.8	1.6	0.2	0.4	3.5	4.6	3.3	2.9	2.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	29.2	29.9	12.5	0.8	1.6	34.4	43.4	41.7	34.1	40.6	45.4
LnGrp LOS	A	C	C	B	A	A	C	D	D	C	D	D
Approach Vol, veh/h		1493			1492			500				440
Approach Delay, s/veh		26.5			2.5			39.9				40.5
Approach LOS		C			A			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	58.0	13.0	18.0	11.8	57.2	12.5	18.5				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	11.0	40.0	9.0	22.5	21.0	30.0	12.0	19.5				
Max Q Clear Time (g_c+I1), s	7.0	24.0	10.1	12.9	7.5	2.0	8.6	11.8				
Green Ext Time (p_c), s	0.1	5.6	0.0	0.5	0.3	7.0	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				20.6								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	1019	257	136	1070	0	0	0	0	111	0	375
Future Volume (veh/h)	0	1019	257	136	1070	0	0	0	0	111	0	375
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1108	0	148	1163	0				121	0	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2170		571	2292	0				472	0	739
Arrive On Green	0.00	0.85	0.00	0.17	0.64	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1781	0	2790
Grp Volume(v), veh/h	0	1108	0	148	1163	0				121	0	408
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1395
Q Serve(g_s), s	0.0	5.8	0.0	3.4	17.3	0.0				5.4	0.0	12.6
Cycle Q Clear(g_c), s	0.0	5.8	0.0	3.4	17.3	0.0				5.4	0.0	12.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2170		571	2292	0				472	0	739
V/C Ratio(X)	0.00	0.51		0.26	0.51	0.00				0.26	0.00	0.55
Avail Cap(c_a), veh/h	0	2170		571	2292	0				472	0	739
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	8.3	9.4	0.0				29.0	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.1	0.8	0.0				1.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	1.4	6.3	0.0				2.4	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.6	0.0	9.4	10.2	0.0				30.3	0.0	34.6
LnGrp LOS	A	A		A	B	A				C	A	C
Approach Vol, veh/h		1108	A		1311						529	
Approach Delay, s/veh		5.6			10.1						33.6	
Approach LOS		A			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	47.0		31.0		69.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	42.5		26.5		64.5						
Max Q Clear Time (g_c+I1), s	5.4	7.8		14.6		19.3						
Green Ext Time (p_c), s	0.3	9.9		1.9		11.6						

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B






















Notes

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

HCM 6th Signalized Intersection Summary

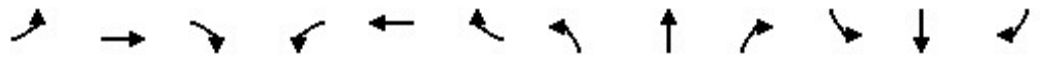
16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	510	0	0	588	72	45	42	55	63	0	381
Future Volume (veh/h)	269	510	0	0	588	72	45	42	55	63	0	381
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	292	554	0	0	639	78	49	46	60	68	0	414
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	328	1489	0	0	1066	903	196	206	174	0	0	0
Arrive On Green	0.06	0.26	0.00	0.00	1.00	1.00	0.11	0.11	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	292	554	0	0	639	78	49	46	60		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	16.3	24.2	0.0	0.0	0.0	0.0	2.5	2.2	3.5			
Cycle Q Clear(g_c), s	16.3	24.2	0.0	0.0	0.0	0.0	2.5	2.2	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	328	1489	0	0	1066	903	196	206	174			
V/C Ratio(X)	0.89	0.37	0.00	0.00	0.60	0.09	0.25	0.22	0.34			
Avail Cap(c_a), veh/h	371	1489	0	0	1066	903	196	206	174			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.88	0.88	1.00	1.00	1.00			
Uniform Delay (d), s/veh	46.0	16.4	0.0	0.0	0.0	0.0	40.7	40.6	41.2			
Incr Delay (d2), s/veh	15.4	0.5	0.0	0.0	2.2	0.2	3.0	2.5	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.2	12.3	0.0	0.0	0.7	0.0	1.3	1.2	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	17.0	0.0	0.0	2.2	0.2	43.8	43.1	46.5			
LnGrp LOS	E	B	A	A	A	A	D	D	D			
Approach Vol, veh/h		846			717			155				
Approach Delay, s/veh		32.3			2.0			44.6				
Approach LOS		C			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.0			22.6	62.4		15.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 65			* 21	39.6		11.0				
Max Q Clear Time (g_c+I1), s		26.2			18.3	2.0		5.5				
Green Ext Time (p_c), s		2.5			0.1	3.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.7								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 17: Siringo Rd & Camino Carlos Rey























06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	242	57	141	383	126	46	213	100	143	285	45
Future Volume (veh/h)	53	242	57	141	383	126	46	213	100	143	285	45
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	58	263	62	153	416	137	50	232	109	155	310	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	462	109	422	489	161	430	271	127	436	355	56
Arrive On Green	0.05	0.32	0.32	0.10	0.36	0.36	0.18	0.22	0.22	0.18	0.22	0.22
Sat Flow, veh/h	1781	1463	345	1781	1347	444	1781	1203	565	1781	1576	249
Grp Volume(v), veh/h	58	0	325	153	0	553	50	0	341	155	0	359
Grp Sat Flow(s),veh/h/ln	1781	0	1808	1781	0	1791	1781	0	1769	1781	0	1826
Q Serve(g_s), s	2.1	0.0	15.0	5.3	0.0	28.5	1.7	0.0	18.5	5.7	0.0	19.0
Cycle Q Clear(g_c), s	2.1	0.0	15.0	5.3	0.0	28.5	1.7	0.0	18.5	5.7	0.0	19.0
Prop In Lane	1.00		0.19	1.00		0.25	1.00		0.32	1.00		0.14
Lane Grp Cap(c), veh/h	230	0	571	422	0	650	430	0	398	436	0	411
V/C Ratio(X)	0.25	0.00	0.57	0.36	0.00	0.85	0.12	0.00	0.86	0.36	0.00	0.87
Avail Cap(c_a), veh/h	230	0	571	422	0	650	430	0	398	436	0	411
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	28.5	19.2	0.0	29.4	20.0	0.0	37.2	21.3	0.0	37.4
Incr Delay (d2), s/veh	2.6	0.0	4.1	2.4	0.0	13.2	0.5	0.0	20.5	2.3	0.0	21.9
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	1.0	0.0	7.0	2.4	0.0	14.2	0.8	0.0	10.1	2.6	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	32.6	21.6	0.0	42.6	20.6	0.0	57.7	23.6	0.0	59.3
LnGrp LOS	C	A	C	C	A	D	C	A	E	C	A	E
Approach Vol, veh/h		383			706			391			514	
Approach Delay, s/veh		31.6			38.0			53.0			48.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	36.1	22.6	27.0	9.6	40.8	22.6	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.8	31.6	18.1	22.5	5.1	36.3	18.1	22.5				
Max Q Clear Time (g_c+I1), s	7.3	17.0	3.7	21.0	4.1	30.5	7.7	20.5				
Green Ext Time (p_c), s	0.1	1.7	0.1	0.3	0.0	1.8	0.3	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

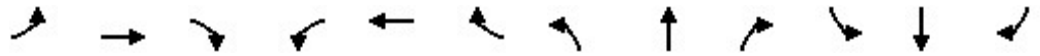
HCM 6th Signalized Intersection Summary
 25: Siringo Rd & Alumni Dr

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	301	94	487	514	87	92	106	408	110	118	141
Future Volume (veh/h)	122	301	94	487	514	87	92	106	408	110	118	141
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	133	327	102	529	559	95	100	115	443	120	128	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	489	153	581	794	135	219	562	476	239	152	181
Arrive On Green	0.05	0.36	0.36	0.14	0.34	0.34	0.06	0.30	0.30	0.20	0.20	0.20
Sat Flow, veh/h	1781	1367	426	1781	1558	265	1781	1870	1585	851	776	927
Grp Volume(v), veh/h	133	0	429	529	0	654	100	115	443	120	0	281
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1781	0	1823	1781	1870	1585	851	0	1703
Q Serve(g_s), s	4.8	0.0	20.2	16.9	0.0	31.1	4.3	4.6	27.1	13.2	0.0	15.9
Cycle Q Clear(g_c), s	4.8	0.0	20.2	16.9	0.0	31.1	4.3	4.6	27.1	13.2	0.0	15.9
Prop In Lane	1.00		0.24	1.00		0.15	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	316	0	641	581	0	929	219	562	476	239	0	333
V/C Ratio(X)	0.42	0.00	0.67	0.91	0.00	0.70	0.46	0.20	0.93	0.50	0.00	0.84
Avail Cap(c_a), veh/h	316	0	641	720	0	929	299	617	523	239	0	333
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.53	0.00	0.53	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	27.1	19.0	0.0	26.4	29.6	26.1	34.0	37.7	0.0	38.7
Incr Delay (d2), s/veh	0.9	0.0	5.5	8.1	0.0	2.4	1.5	0.2	22.3	1.7	0.0	17.5
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	2.0	0.0	9.4	8.4	0.0	14.7	1.9	2.1	13.1	2.8	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	32.6	27.1	0.0	28.8	31.0	26.2	56.3	39.3	0.0	56.3
LnGrp LOS	C	A	C	C	A	C	C	C	E	D	A	E
Approach Vol, veh/h		562			1183			658			401	
Approach Delay, s/veh		29.9			28.0			47.2			51.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	40.8	10.5	24.6	9.0	55.9		35.1				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	28.0	25.0	10.5	18.0	5.0	48.0		33.0				
Max Q Clear Time (g_c+I1), s	18.9	22.2	6.3	17.9	6.8	33.1		29.1				
Green Ext Time (p_c), s	1.3	0.7	0.1	0.0	0.0	4.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				36.2								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	40	550	18	29	569	37	44	30	70	38	23	70
Future Volume (veh/h)	40	550	18	29	569	37	44	30	70	38	23	70
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	43	598	20	32	618	40	48	33	76	41	25	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	1274	43	690	1221	79	153	61	139	147	49	149
Arrive On Green	0.07	1.00	1.00	0.03	0.70	0.70	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1799	60	1781	1738	112	1294	503	1159	1284	408	1240
Grp Volume(v), veh/h	43	0	618	32	0	658	48	0	109	41	0	101
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1850	1294	0	1662	1284	0	1647
Q Serve(g_s), s	0.6	0.0	0.0	0.5	0.0	16.4	3.6	0.0	6.2	3.1	0.0	5.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	16.4	9.4	0.0	6.2	9.3	0.0	5.7
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.70	1.00		0.75
Lane Grp Cap(c), veh/h	552	0	1317	690	0	1300	153	0	200	147	0	198
V/C Ratio(X)	0.08	0.00	0.47	0.05	0.00	0.51	0.31	0.00	0.55	0.28	0.00	0.51
Avail Cap(c_a), veh/h	611	0	1317	741	0	1300	399	0	515	391	0	511
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	3.7	0.0	6.9	45.6	0.0	41.4	45.8	0.0	41.2
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.4	1.2	0.0	2.3	1.0	0.0	2.0
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	0.0	0.4	0.2	0.0	6.0	1.2	0.0	2.6	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	0.0	1.1	3.7	0.0	8.3	46.8	0.0	43.7	46.8	0.0	43.2
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		661			690			157				142
Approach Delay, s/veh		1.3			8.1			44.6				44.3
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	75.8		17.0	7.7	75.3		17.0				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 5.8	49.0		31.0	* 6.8	48.0		31.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.3	2.6	18.4		11.4				
Green Ext Time (p_c), s	0.0	4.9		0.6	0.0	5.1		0.7				

Intersection Summary

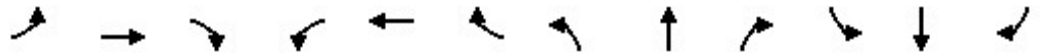
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	75	135	299	130	164	45	200	1012	64	57	1693	126
Future Volume (veh/h)	75	135	299	130	164	45	200	1012	64	57	1693	126
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	84	151	335	146	184	50	224	1133	72	64	1895	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	364	442	179	489	414	233	2142	665	275	1933	
Arrive On Green	0.03	0.19	0.19	0.10	0.26	0.26	0.08	0.42	0.42	0.04	0.38	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	84	151	335	146	184	50	224	1133	72	64	1895	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.2	6.4	17.4	7.2	7.3	2.2	7.1	14.9	2.5	1.9	33.0	0.0
Cycle Q Clear(g_c), s	2.2	6.4	17.4	7.2	7.3	2.2	7.1	14.9	2.5	1.9	33.0	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	115	364	442	179	489	414	233	2142	665	275	1933	
V/C Ratio(X)	0.73	0.42	0.76	0.82	0.38	0.12	0.96	0.53	0.11	0.23	0.98	
Avail Cap(c_a), veh/h	115	364	442	206	522	442	233	2142	665	309	1933	
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	43.1	31.8	29.7	39.7	27.2	25.3	22.4	19.5	15.9	16.4	27.6	0.0
Incr Delay (d2), s/veh	20.7	0.8	7.4	19.7	0.5	0.1	47.7	0.9	0.3	0.4	16.3	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	1.2	2.9	7.3	4.1	3.2	0.8	5.8	5.8	0.9	0.8	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	32.5	37.1	59.4	27.7	25.5	70.1	20.4	16.2	16.8	44.0	0.0
LnGrp LOS	E	C	D	E	C	C	E	C	B	B	D	
Approach Vol, veh/h		570			380			1429			1959	A
Approach Delay, s/veh		39.8			39.6			28.0			43.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	44.1	13.0	25.0	11.6	40.4	7.0	31.0				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	5.6	34.7	10.4	17.5	7.6	* 33	3.0	* 25				
Max Q Clear Time (g_c+I1), s	3.9	16.9	9.2	19.4	9.1	35.0	4.2	9.3				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	0.0	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

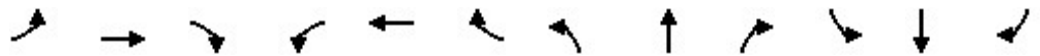
Notes

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

HCM 6th Signalized Intersection Summary

52: St Michaels Dr & 5th St

06/17/2022



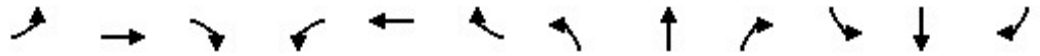
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	88	1285	53	95	1356	46	71	32	74	99	41	100
Future Volume (veh/h)	88	1285	53	95	1356	46	71	32	74	99	41	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	99	1439	59	106	1518	52	79	36	83	111	46	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	2516	103	355	2129	73	302	496	420	391	128	312
Arrive On Green	0.18	0.50	0.50	0.10	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5031	206	1781	5070	174	1228	1870	1585	1273	483	1176
Grp Volume(v), veh/h	99	974	524	106	1019	551	79	36	83	111	0	158
Grp Sat Flow(s),veh/h/ln	1781	1702	1833	1781	1702	1839	1228	1870	1585	1273	0	1659
Q Serve(g_s), s	2.2	20.0	20.0	3.0	24.8	24.8	5.6	1.4	4.1	7.2	0.0	7.7
Cycle Q Clear(g_c), s	2.2	20.0	20.0	3.0	24.8	24.8	13.3	1.4	4.1	8.6	0.0	7.7
Prop In Lane	1.00		0.11	1.00		0.09	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	449	1702	917	355	1430	772	302	496	420	391	0	440
V/C Ratio(X)	0.22	0.57	0.57	0.30	0.71	0.71	0.26	0.07	0.20	0.28	0.00	0.36
Avail Cap(c_a), veh/h	449	1702	917	355	1430	772	302	496	420	391	0	440
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(l)	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	12.8	17.5	17.5	13.3	24.0	24.0	35.3	27.5	28.5	30.8	0.0	29.9
Incr Delay (d2), s/veh	1.1	1.4	2.6	2.1	3.1	5.6	2.1	0.3	1.1	1.8	0.0	2.3
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	0.9	7.8	8.7	1.4	10.2	11.6	1.8	0.7	1.7	2.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	18.9	20.1	15.4	27.1	29.6	37.4	27.8	29.6	32.6	0.0	32.1
LnGrp LOS	B	B	C	B	C	C	D	C	C	C	A	C
Approach Vol, veh/h		1597			1676			198			269	
Approach Delay, s/veh		19.0			27.1			32.4			32.3	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	55.0		31.0	22.0	47.0		31.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	10.0	50.0		26.5	18.0	42.0		26.5				
Max Q Clear Time (g_c+I1), s	5.0	22.0		10.6	4.2	26.8		15.3				
Green Ext Time (p_c), s	0.0	6.3		0.7	0.1	5.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	5	1195	187	228	1235	3	245	3	180	4	1	2
Future Volume (veh/h)	5	1195	187	228	1235	3	245	3	180	4	1	2
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	1299	203	248	1342	3	266	3	196	4	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1498	234	315	2678	6	602	8	512	281	79	103
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	406	4453	696	1781	5261	12	1414	24	1565	545	242	315
Grp Volume(v), veh/h	5	993	509	248	868	477	266	0	199	7	0	0
Grp Sat Flow(s),veh/h/ln	406	1702	1745	1781	1702	1868	1414	0	1589	1102	0	0
Q Serve(g_s), s	0.5	15.0	15.0	4.8	9.2	9.2	2.9	0.0	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	15.0	15.0	4.8	9.2	9.2	8.2	0.0	5.3	5.3	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.01	1.00		0.98	0.57		0.29
Lane Grp Cap(c), veh/h	267	1145	587	315	1733	951	602	0	520	464	0	0
V/C Ratio(X)	0.02	0.87	0.87	0.79	0.50	0.50	0.44	0.00	0.38	0.02	0.00	0.00
Avail Cap(c_a), veh/h	267	1145	587	315	1733	951	602	0	520	464	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	17.1	17.1	12.9	8.9	8.9	15.2	0.0	14.2	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	8.9	15.8	17.9	1.0	1.9	2.3	0.0	2.1	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	6.5	7.8	3.1	2.9	3.4	2.8	0.0	2.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	26.0	32.9	30.7	9.9	10.8	17.5	0.0	16.4	12.7	0.0	0.0
LnGrp LOS	B	C	C	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		1507			1593			465				7
Approach Delay, s/veh		28.3			13.4			17.0				12.7
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	17.0		7.3		11.2		10.2				
Green Ext Time (p_c), s	0.0	1.2		0.0		8.6		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

Background + Development (With Improvements) 2040 AM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

07/27/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1983	0	0	2060	0	60
Future Vol, veh/h	1983	0	0	2060	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2155	0	0	2239	0	65

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	184	-	-
HCM Lane V/C Ratio	0.354	-	-
HCM Control Delay (s)	34.9	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.5	-	-

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

08/01/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	26	1819	91	0	1814	6	0	0	44	0	0	11
Future Vol, veh/h	26	1819	91	0	1814	6	0	0	44	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1977	99	0	1972	7	0	0	48	0	0	12

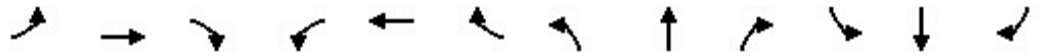
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1979	0	0	-	-	0	-	-	1038	-	-	990
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	128	-	-	0	-	0	0	0	196	0	0	211
Stage 1	-	-	-	0	-	0	0	0	-	0	0	-
Stage 2	-	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	128	-	-	-	-	-	-	-	196	-	-	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	29.2	23.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	196	128	-	-	-	-	211
HCM Lane V/C Ratio	0.244	0.221	-	-	-	-	0.057
HCM Control Delay (s)	29.2	40.9	-	-	-	-	23.1
HCM Lane LOS	D	E	-	-	-	-	C
HCM 95th %tile Q(veh)	0.9	0.8	-	-	-	-	0.2

HCM 6th Signalized Intersection Summary
 23: Camino Carlos Rey & New Site Access

07/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	7	0	4	12	0	167	1	459	56	70	269	3
Future Volume (veh/h)	7	0	4	12	0	167	1	459	56	70	269	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	8	0	4	13	0	182	1	509	62	76	298	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	13	91	53	14	338	40	1099	134	227	864	8
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	744	57	401	46	59	1483	0	1635	199	266	1286	12
Grp Volume(v), veh/h	12	0	0	195	0	0	572	0	0	377	0	0
Grp Sat Flow(s),veh/h/ln	1203	0	0	1588	0	0	1834	0	0	1564	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	9.6	0.0	0.0	13.4	0.0	0.0	7.5	0.0	0.0
Prop In Lane	0.67		0.33	0.07		0.93	0.00		0.11	0.20		0.01
Lane Grp Cap(c), veh/h	341	0	0	404	0	0	1273	0	0	1100	0	0
V/C Ratio(X)	0.04	0.00	0.00	0.48	0.00	0.00	0.45	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	341	0	0	404	0	0	1273	0	0	1100	0	0
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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	30.6	0.0	0.0	7.0	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.1	0.0	0.0	1.1	0.0	0.0	0.9	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	0.2	0.0	0.0	4.1	0.0	0.0	4.8	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	0.0	34.6	0.0	0.0	8.2	0.0	0.0	6.9	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		12			195			572			377	
Approach Delay, s/veh		27.2			34.6			8.2			6.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.0		25.0		65.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		60.5		20.5		60.5		20.5				
Max Q Clear Time (g_c+I1), s		15.4		2.5		9.5		11.6				
Green Ext Time (p_c), s		4.5		0.0		3.0		0.7				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
5: Cerrillos Rd & St. Michaels Dr.

08/01/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	86	1010	878	258	964	34	899	191	169	73	228	59
Future Volume (veh/h)	86	1010	878	258	964	34	899	191	169	73	228	59
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	93	1098	0	280	1048	37	977	208	184	79	248	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1136		315	1929	68	1081	510	432	314	345	87
Arrive On Green	0.07	0.32	0.00	0.13	0.38	0.38	0.22	0.27	0.27	0.07	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	5064	179	5023	1870	1585	1781	2809	710
Grp Volume(v), veh/h	93	1098	0	280	704	381	977	208	184	79	155	157
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1838	1674	1870	1585	1781	1777	1742
Q Serve(g_s), s	3.2	28.5	0.0	9.9	15.2	15.2	17.8	8.5	9.0	3.5	7.9	8.1
Cycle Q Clear(g_c), s	3.2	28.5	0.0	9.9	15.2	15.2	17.8	8.5	9.0	3.5	7.9	8.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	312	1136		315	1296	700	1081	510	432	314	218	214
V/C Ratio(X)	0.30	0.97		0.89	0.54	0.54	0.90	0.41	0.43	0.25	0.71	0.73
Avail Cap(c_a), veh/h	589	1136		389	1296	700	1124	790	669	377	530	520
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	31.4	0.0	23.3	22.7	22.7	35.9	27.9	28.1	32.4	39.6	39.7
Incr Delay (d2), s/veh	0.2	19.7	0.0	16.8	1.6	3.0	9.7	0.2	0.2	0.2	3.2	3.6
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	1.3	14.9	0.0	5.1	6.2	6.9	8.1	3.8	3.4	1.5	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	51.1	0.0	40.1	24.3	25.7	45.5	28.1	28.3	32.5	42.7	43.3
LnGrp LOS	B	D		D	C	C	D	C	C	C	D	D
Approach Vol, veh/h		1191	A		1365			1369			391	
Approach Delay, s/veh		48.6			27.9			40.6			40.9	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	36.0	24.2	17.5	10.4	41.7	10.1	31.6				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0				
Max Green Setting (Gmax), s	16.0	30.0	21.0	28.0	21.0	25.0	9.4	39.6				
Max Q Clear Time (g_c+I1), s	11.9	30.5	19.8	10.1	5.2	17.2	5.5	11.0				
Green Ext Time (p_c), s	0.2	0.0	0.4	1.4	0.0	3.7	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

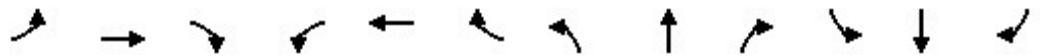
Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

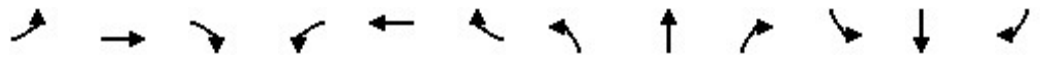
06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	143	917	53	80	1255	88	64	27	41	52	34	123
Future Volume (veh/h)	143	917	53	80	1255	88	64	27	41	52	34	123
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	155	997	58	87	1364	96	70	29	45	57	37	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	528	2690	156	467	2216	156	249	155	241	337	83	302
Arrive On Green	0.35	1.00	1.00	0.17	0.91	0.91	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	4936	287	1781	4870	343	1214	661	1025	1326	355	1284
Grp Volume(v), veh/h	155	687	368	87	953	507	70	0	74	57	0	171
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1809	1214	0	1686	1326	0	1639
Q Serve(g_s), s	2.9	0.0	0.0	2.3	5.7	5.7	5.2	0.0	3.5	3.6	0.0	8.9
Cycle Q Clear(g_c), s	2.9	0.0	0.0	2.3	5.7	5.7	14.1	0.0	3.5	7.1	0.0	8.9
Prop In Lane	1.00		0.16	1.00		0.19	1.00		0.61	1.00		0.78
Lane Grp Cap(c), veh/h	528	1855	991	467	1549	823	249	0	396	337	0	385
V/C Ratio(X)	0.29	0.37	0.37	0.19	0.62	0.62	0.28	0.00	0.19	0.17	0.00	0.44
Avail Cap(c_a), veh/h	528	1855	991	467	1549	823	249	0	396	337	0	385
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	5.6	0.0	0.0	10.1	2.7	2.7	38.7	0.0	30.6	33.4	0.0	32.7
Incr Delay (d2), s/veh	1.4	0.6	1.1	0.9	1.8	3.4	2.8	0.0	1.0	1.1	0.0	3.7
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	1.1	0.1	0.3	0.9	1.4	1.9	1.7	0.0	1.5	1.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.6	1.1	10.9	4.6	6.1	41.5	0.0	31.6	34.5	0.0	36.3
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1210			1547			144			228	
Approach Delay, s/veh		1.5			5.4			36.4			35.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	59.0		28.0	22.0	50.0		28.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	54.5		23.5	17.5	45.5		23.5				
Max Q Clear Time (g_c+I1), s	4.3	2.0		10.9	4.9	7.7		16.1				
Green Ext Time (p_c), s	0.1	9.2		0.9	0.3	14.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 14: Pacheco St & St Michaels Dr

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↖	↖	↑	↖
Traffic Volume (veh/h)	178	795	81	162	1042	121	196	115	112	100	102	141
Future Volume (veh/h)	178	795	81	162	1042	121	196	115	112	100	102	141
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	193	864	88	176	1133	132	213	125	122	109	111	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	2674	271	439	2614	304	334	303	348	297	206	273
Arrive On Green	0.06	0.57	0.57	0.06	0.56	0.56	0.12	0.16	0.16	0.07	0.11	0.11
Sat Flow, veh/h	1781	4711	478	1781	4637	540	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	193	623	329	176	831	434	213	125	122	109	111	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1784	1781	1702	1773	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.5	11.8	11.9	5.1	17.2	17.2	12.5	7.3	7.9	6.5	6.8	10.8
Cycle Q Clear(g_c), s	5.5	11.8	11.9	5.1	17.2	17.2	12.5	7.3	7.9	6.5	6.8	10.8
Prop In Lane	1.00		0.27	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1932	1013	439	1919	1000	334	303	348	297	206	273
V/C Ratio(X)	0.54	0.32	0.32	0.40	0.43	0.43	0.64	0.41	0.35	0.37	0.54	0.56
Avail Cap(c_a), veh/h	361	1932	1013	453	1919	1000	601	774	748	583	698	689
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)	0.94	0.94	0.94	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	14.0	14.0	10.5	15.4	15.4	39.6	45.9	40.2	43.8	51.3	46.3
Incr Delay (d2), s/veh	0.8	0.4	0.8	0.2	0.6	1.2	0.8	0.3	0.2	0.3	0.8	0.7
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	2.2	4.6	5.0	2.0	6.7	7.2	5.5	3.4	3.1	2.9	3.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	14.4	14.8	10.6	16.0	16.6	40.4	46.3	40.5	44.1	52.2	47.0
LnGrp LOS	B	B	B	B	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1145			1441			460			373	
Approach Delay, s/veh		14.2			15.5			42.0			47.7	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	74.3	18.7	17.9	11.6	73.8	12.4	24.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	8.0	18.0	33.0	45.5	8.0	18.0	28.0	50.5				
Max Q Clear Time (g_c+I1), s	7.1	13.9	14.5	12.8	7.5	19.2	8.5	9.9				
Green Ext Time (p_c), s	0.0	1.8	0.3	0.6	0.0	0.0	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	784	217	123	1019	0	0	0	0	107	2	321
Future Volume (veh/h)	0	784	217	123	1019	0	0	0	0	107	2	321
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	852	0	134	1108	0				116	2	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2119		625	2257	0				482	8	767
Arrive On Green	0.00	0.83	0.00	0.17	0.63	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1753	30	2790
Grp Volume(v), veh/h	0	852	0	134	1108	0				118	0	349
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1783	0	1395
Q Serve(g_s), s	0.0	4.3	0.0	3.2	16.5	0.0				5.1	0.0	10.4
Cycle Q Clear(g_c), s	0.0	4.3	0.0	3.2	16.5	0.0				5.1	0.0	10.4
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	2119		625	2257	0				490	0	767
V/C Ratio(X)	0.00	0.40		0.21	0.49	0.00				0.24	0.00	0.45
Avail Cap(c_a), veh/h	0	2119		625	2257	0				490	0	767
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.3	0.0	8.5	9.7	0.0				28.1	0.0	30.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.8	0.8	0.0				1.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	1.3	6.1	0.0				2.3	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.9	0.0	9.3	10.4	0.0				29.3	0.0	32.0
LnGrp LOS	A	A		A	B	A				C	A	C
Approach Vol, veh/h		852	A		1242						467	
Approach Delay, s/veh		5.9			10.3						31.3	
Approach LOS		A			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	46.0		32.0		68.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	41.5		27.5		63.5						
Max Q Clear Time (g_c+I1), s	5.2	6.3		12.4		18.5						
Green Ext Time (p_c), s	0.3	7.1		1.9		10.8						

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B






















Notes

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

HCM 6th Signalized Intersection Summary

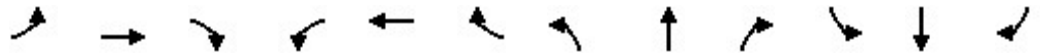
16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	424	0	0	404	109	18	53	83	51	0	301
Future Volume (veh/h)	310	424	0	0	404	109	18	53	83	51	0	301
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	337	461	0	0	439	118	20	58	90	55	0	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	372	1377	0	0	908	769	303	318	269	0	0	0
Arrive On Green	0.14	0.49	0.00	0.00	0.49	0.49	0.17	0.17	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	337	461	0	0	439	118	20	58	90		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	18.6	15.0	0.0	0.0	15.8	4.1	0.9	2.7	5.0			
Cycle Q Clear(g_c), s	18.6	15.0	0.0	0.0	15.8	4.1	0.9	2.7	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	372	1377	0	0	908	769	303	318	269			
V/C Ratio(X)	0.91	0.33	0.00	0.00	0.48	0.15	0.07	0.18	0.33			
Avail Cap(c_a), veh/h	442	1377	0	0	908	769	303	318	269			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.79	0.79	0.00	0.00	0.94	0.94	1.00	1.00	1.00			
Uniform Delay (d), s/veh	42.0	10.5	0.0	0.0	17.3	14.3	34.8	35.5	36.5			
Incr Delay (d2), s/veh	15.3	0.5	0.0	0.0	1.7	0.4	0.4	1.3	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.1	6.9	0.0	0.0	7.0	1.5	0.4	1.3	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	11.0	0.0	0.0	19.0	14.7	35.3	36.8	39.8			
LnGrp LOS	E	B	A	A	B	B	D	D	D			
Approach Vol, veh/h		798			557			168				
Approach Delay, s/veh		30.6			18.1			38.2				
Approach LOS		C			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		79.0			25.1	53.9		21.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 53			* 25	22.6		17.0				
Max Q Clear Time (g_c+I1), s		17.0			20.6	17.8		7.0				
Green Ext Time (p_c), s		2.0			0.2	1.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay					26.9							
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
 17: Siringo Rd & Camino Carlos Rey























06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	239	32	74	216	140	34	288	103	136	130	30
Future Volume (veh/h)	48	239	32	74	216	140	34	288	103	136	130	30
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	52	260	35	80	235	152	37	313	112	148	141	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	499	67	358	328	212	637	362	129	445	406	95
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.18	0.28	0.28	0.18	0.28	0.28
Sat Flow, veh/h	1781	1614	217	1781	1061	686	1781	1315	471	1781	1466	343
Grp Volume(v), veh/h	52	0	295	80	0	387	37	0	425	148	0	174
Grp Sat Flow(s),veh/h/ln	1781	0	1831	1781	0	1747	1781	0	1786	1781	0	1809
Q Serve(g_s), s	1.9	0.0	13.3	3.0	0.0	19.7	1.2	0.0	22.6	4.9	0.0	7.7
Cycle Q Clear(g_c), s	1.9	0.0	13.3	3.0	0.0	19.7	1.2	0.0	22.6	4.9	0.0	7.7
Prop In Lane	1.00		0.12	1.00		0.39	1.00		0.26	1.00		0.19
Lane Grp Cap(c), veh/h	278	0	566	358	0	540	637	0	491	445	0	501
V/C Ratio(X)	0.19	0.00	0.52	0.22	0.00	0.72	0.06	0.00	0.87	0.33	0.00	0.35
Avail Cap(c_a), veh/h	278	0	566	358	0	540	637	0	491	445	0	501
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	28.5	22.3	0.0	30.7	15.4	0.0	34.5	19.0	0.0	28.9
Incr Delay (d2), s/veh	1.5	0.0	3.4	1.4	0.0	8.0	0.2	0.0	18.1	2.0	0.0	1.9
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	0.9	0.0	6.3	1.4	0.0	9.3	0.5	0.0	12.1	2.2	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	31.9	23.7	0.0	38.6	15.6	0.0	52.6	21.1	0.0	30.8
LnGrp LOS	C	A	C	C	A	D	B	A	D	C	A	C
Approach Vol, veh/h		347			467			462				322
Approach Delay, s/veh		30.8			36.1			49.7				26.3
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	35.4	22.6	32.2	9.8	35.4	22.8	32.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	30.9	18.1	27.7	5.3	30.9	18.3	27.5				
Max Q Clear Time (g_c+I1), s	5.0	15.3	3.2	9.7	3.9	21.7	6.9	24.6				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8	0.0	1.6	0.3	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			36.9									
HCM 6th LOS			D									

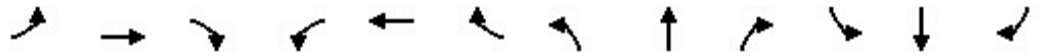
HCM 6th Signalized Intersection Summary
25: Siringo Rd & Alumni Dr

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	316	119	340	267	102	92	104	411	56	62	69
Future Volume (veh/h)	105	316	119	340	267	102	92	104	411	56	62	69
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	114	343	129	370	290	111	100	113	447	61	67	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	462	554	208	509	655	251	329	564	478	247	166	185
Arrive On Green	0.05	0.43	0.43	0.04	0.17	0.17	0.05	0.30	0.30	0.21	0.21	0.21
Sat Flow, veh/h	1781	1295	487	1781	1288	493	1781	1870	1585	850	806	902
Grp Volume(v), veh/h	114	0	472	370	0	401	100	113	447	61	0	142
Grp Sat Flow(s),veh/h/ln	1781	0	1783	1781	0	1782	1781	1870	1585	850	0	1708
Q Serve(g_s), s	3.6	0.0	20.6	10.3	0.0	20.2	4.3	4.5	27.4	6.1	0.0	7.2
Cycle Q Clear(g_c), s	3.6	0.0	20.6	10.3	0.0	20.2	4.3	4.5	27.4	6.1	0.0	7.2
Prop In Lane	1.00		0.27	1.00		0.28	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	462	0	763	509	0	906	329	564	478	247	0	351
V/C Ratio(X)	0.25	0.00	0.62	0.73	0.00	0.44	0.30	0.20	0.94	0.25	0.00	0.40
Avail Cap(c_a), veh/h	462	0	763	633	0	906	329	602	510	264	0	386
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.57	0.00	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	22.3	17.2	0.0	28.9	28.2	26.0	34.0	34.0	0.0	34.4
Incr Delay (d2), s/veh	0.3	0.0	3.8	1.8	0.0	0.9	0.5	0.2	24.1	0.5	0.0	0.8
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	1.4	0.0	9.1	4.9	0.0	9.8	1.9	2.0	13.5	1.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	26.0	19.1	0.0	29.8	28.7	26.1	58.1	34.5	0.0	35.2
LnGrp LOS	B	A	C	B	A	C	C	C	E	C	A	D
Approach Vol, veh/h		586			771			660			203	
Approach Delay, s/veh		24.0			24.6			48.2			35.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	47.8	9.6	25.5	9.0	55.9		35.1				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	33.8	5.1	22.6	5.0	48.8		32.2				
Max Q Clear Time (g_c+I1), s	12.3	22.6	6.3	9.2	5.6	22.2		29.4				
Green Ext Time (p_c), s	0.7	2.3	0.0	0.9	0.0	2.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	51	494	30	42	428	40	12	11	20	16	29	27
Future Volume (veh/h)	51	494	30	42	428	40	12	11	20	16	29	27
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	55	537	33	46	465	43	13	12	22	17	32	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	727	1315	81	768	1266	117	117	40	74	139	61	56
Arrive On Green	0.08	1.00	1.00	0.04	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	1744	107	1781	1686	156	1341	591	1084	1375	904	819
Grp Volume(v), veh/h	55	0	570	46	0	508	13	0	34	17	0	61
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1842	1341	0	1675	1375	0	1723
Q Serve(g_s), s	0.7	0.0	0.0	0.6	0.0	9.5	0.9	0.0	1.9	1.2	0.0	3.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.6	0.0	9.5	4.4	0.0	1.9	3.1	0.0	3.4
Prop In Lane	1.00		0.06	1.00		0.08	1.00		0.65	1.00		0.48
Lane Grp Cap(c), veh/h	727	0	1396	768	0	1384	117	0	114	139	0	117
V/C Ratio(X)	0.08	0.00	0.41	0.06	0.00	0.37	0.11	0.00	0.30	0.12	0.00	0.52
Avail Cap(c_a), veh/h	849	0	1396	897	0	1384	388	0	452	417	0	465
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.92	0.00	0.92	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.6	0.0	0.0	2.3	0.0	4.3	47.2	0.0	44.3	45.8	0.0	45.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.8	0.4	0.0	1.5	0.4	0.0	3.6
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	0.2	0.0	0.3	0.1	0.0	3.1	0.3	0.0	0.8	0.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.7	0.0	0.8	2.4	0.0	5.0	47.6	0.0	45.8	46.2	0.0	48.6
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		625			554			47				78
Approach Delay, s/veh		1.0			4.8			46.3				48.1
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	80.4		11.8	8.1	80.1		11.8				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 11	48.0		27.0	* 11	48.0		27.0				
Max Q Clear Time (g_c+I1), s	2.6	2.0		5.4	2.7	11.5		6.4				
Green Ext Time (p_c), s	0.0	4.4		0.3	0.1	3.7		0.1				

Intersection Summary






























HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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


























HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  			  	
Traffic Volume (veh/h)	199	119	114	115	175	99	271	1629	224	95	875	80
Future Volume (veh/h)	199	119	114	115	175	99	271	1629	224	95	875	80
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	216	129	124	125	190	108	295	1771	243	103	951	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	249	366	280	241	297	465	2759	857	230	2559	
Arrive On Green	0.08	0.13	0.13	0.08	0.13	0.13	0.10	0.54	0.54	0.06	0.50	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	216	129	124	125	190	108	295	1771	243	103	951	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	7.0	7.4	7.5	6.9	11.3	6.8	8.8	28.1	9.6	3.1	13.1	0.0
Cycle Q Clear(g_c), s	7.0	7.4	7.5	6.9	11.3	6.8	8.8	28.1	9.6	3.1	13.1	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	286	249	366	280	241	297	465	2759	857	230	2559	
V/C Ratio(X)	0.75	0.52	0.34	0.45	0.79	0.36	0.63	0.64	0.28	0.45	0.37	
Avail Cap(c_a), veh/h	586	285	396	545	395	428	622	2759	857	279	2559	
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	51.6	46.4	36.9	39.1	48.6	40.8	12.1	18.6	14.3	16.5	17.6	0.0
Incr Delay (d2), s/veh	4.0	2.4	0.8	1.1	8.0	1.1	1.1	1.2	0.8	1.0	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	3.2	3.6	3.0	3.1	5.8	2.8	3.4	11.0	3.6	1.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	48.8	37.7	40.3	56.6	41.8	13.2	19.8	15.2	17.5	18.0	0.0
LnGrp LOS	E	D	D	D	E	D	B	B	B	B	B	
Approach Vol, veh/h		469			423			2309			1054	A
Approach Delay, s/veh		49.0			48.0			18.4			17.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	68.4	13.0	22.8	15.2	63.9	13.5	22.3				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	9.9	39.7	26.1	17.5	21.4	* 28	19.5	* 24				
Max Q Clear Time (g_c+I1), s	5.1	30.1	8.9	9.5	10.8	15.1	9.0	13.3				
Green Ext Time (p_c), s	0.1	8.6	0.3	0.9	0.5	6.9	0.5	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
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.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

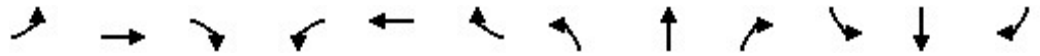
HCM 6th Signalized Intersection Summary
 52: St Michaels Dr & 5th St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	61	1035	31	93	1238	68	52	35	84	87	40	80
Future Volume (veh/h)	61	1035	31	93	1238	68	52	35	84	87	40	80
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	66	1125	34	101	1346	74	57	38	91	95	43	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	2292	69	410	1932	106	382	570	483	439	168	341
Arrive On Green	0.17	0.45	0.45	0.04	0.13	0.13	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	5093	154	1781	4953	272	1260	1870	1585	1261	552	1117
Grp Volume(v), veh/h	66	752	407	101	925	495	57	38	91	95	0	130
Grp Sat Flow(s),veh/h/ln	1781	1702	1843	1781	1702	1821	1260	1870	1585	1261	0	1669
Q Serve(g_s), s	1.6	15.6	15.6	3.1	26.0	26.0	3.6	1.4	4.2	5.8	0.0	5.9
Cycle Q Clear(g_c), s	1.6	15.6	15.6	3.1	26.0	26.0	9.4	1.4	4.2	7.2	0.0	5.9
Prop In Lane	1.00		0.08	1.00		0.15	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	424	1532	829	410	1328	710	382	570	483	439	0	509
V/C Ratio(X)	0.16	0.49	0.49	0.25	0.70	0.70	0.15	0.07	0.19	0.22	0.00	0.26
Avail Cap(c_a), veh/h	424	1532	829	410	1328	710	382	570	483	439	0	509
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	13.9	19.4	19.4	15.0	37.9	37.9	29.7	24.7	25.6	27.2	0.0	26.2
Incr Delay (d2), s/veh	0.8	1.1	2.1	1.4	3.0	5.6	0.8	0.2	0.9	1.1	0.0	1.2
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	0.7	6.2	6.9	1.4	12.4	13.7	1.2	0.7	1.7	1.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	20.5	21.5	16.5	41.0	43.5	30.6	24.9	26.5	28.3	0.0	27.4
LnGrp LOS	B	C	C	B	D	D	C	C	C	C	A	C
Approach Vol, veh/h		1225			1521			186			225	
Approach Delay, s/veh		20.5			40.2			27.4			27.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0		35.0	21.0	44.0		35.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	11.0	45.0		30.5	17.0	39.0		30.5				
Max Q Clear Time (g_c+I1), s	5.1	17.6		9.2	3.6	28.0		11.4				
Green Ext Time (p_c), s	0.0	4.4		0.6	0.0	4.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				30.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑			↕	
Traffic Volume (veh/h)	1	1013	156	197	1231	3	235	1	202	1	0	1
Future Volume (veh/h)	1	1013	156	197	1231	3	235	1	202	1	0	1
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	1101	170	214	1338	3	255	1	220	1	0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1501	232	345	2678	6	589	2	517	244	31	177
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	408	4462	688	1781	5260	12	1416	7	1579	447	95	542
Grp Volume(v), veh/h	1	840	431	214	866	475	255	0	221	2	0	0
Grp Sat Flow(s),veh/h/ln	408	1702	1746	1781	1702	1868	1416	0	1586	1084	0	0
Q Serve(g_s), s	0.1	12.0	12.0	4.0	9.2	9.2	2.4	0.0	6.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.0	12.0	4.0	9.2	9.2	8.4	0.0	6.0	6.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.01	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	268	1145	587	345	1733	951	589	0	519	453	0	0
V/C Ratio(X)	0.00	0.73	0.73	0.62	0.50	0.50	0.43	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	268	1145	587	345	1733	951	589	0	519	453	0	0
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	0.00
Uniform Delay (d), s/veh	12.1	16.1	16.1	12.0	8.9	8.9	15.3	0.0	14.5	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	7.9	8.2	1.0	1.9	2.3	0.0	2.5	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	4.7	5.4	2.1	2.9	3.4	2.7	0.0	2.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	20.3	24.0	20.2	9.9	10.8	17.6	0.0	17.0	12.6	0.0	0.0
LnGrp LOS	B	C	C	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		1272			1555			476				2
Approach Delay, s/veh		21.5			11.6			17.3				12.6
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	14.0		8.0		11.2		10.4				
Green Ext Time (p_c), s	0.0	3.1		0.0		8.5		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
 49: St Francis Dr / Northbound Ramps & St Michaels Dr

07/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑	↑		↑			
Traffic Volume (veh/h)	0	797	0	0	1197	172	117	0	214	0	0	0
Future Volume (veh/h)	0	797	0	0	1197	172	117	0	214	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	866	0	0	1301	0	127	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	1644	0	0	2362		557	0				
Arrive On Green	0.00	0.46	0.00	0.00	0.46	0.00	0.31	0.00	0.00			
Sat Flow, veh/h	0	3741	0	0	5274	1585	1781	0	1585			
Grp Volume(v), veh/h	0	866	0	0	1301	0	127	0	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	0.0	6.9	0.0	0.0	7.4	0.0	2.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	6.9	0.0	0.0	7.4	0.0	2.1	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1644	0	0	2362		557	0				
V/C Ratio(X)	0.00	0.53	0.00	0.00	0.55		0.23	0.00				
Avail Cap(c_a), veh/h	0	1644	0	0	2362		557	0				
HCM Platoon Ratio	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	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	7.6	0.0	0.0	7.8	0.0	10.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.9	0.0	1.0	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			
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	0.0	2.0	0.0	0.8	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.9	0.0	0.0	8.7	0.0	11.1	0.0	0.0			
LnGrp LOS	A	A	A	A	A		B	A				
Approach Vol, veh/h		866			1301	A		127	A			
Approach Delay, s/veh		8.9			8.7			11.1				
Approach LOS		A			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		17.0		23.0				23.0				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		12.5		18.5				18.5				
Max Q Clear Time (g_c+I1), s		4.1		8.9				9.4				
Green Ext Time (p_c), s		0.2		4.1				5.7				

Intersection Summary

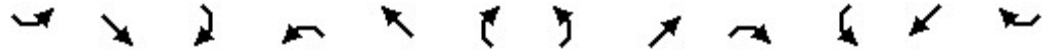
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
 11: Alumni Dr & St Michaels Dr

07/27/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	11	979	384	225	1035	5	262	0	170	3	1	13
Future Volume (veh/h)	11	979	384	225	1035	5	262	0	170	3	1	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	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1064	417	245	1125	5	285	0	185	3	1	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	383	2781	1010	404	3222	14	271	0	0	60	0	0
Arrive On Green	0.01	0.54	0.54	0.08	0.61	0.61	0.09	0.00	0.00	0.02	0.02	0.02
Sat Flow, veh/h	1781	5106	1585	1781	5247	23	1781	285		0	0	0
Grp Volume(v), veh/h	12	1064	417	245	730	400	285	102.1		18	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1866	1781	F		0	0	0
Q Serve(g_s), s	0.2	8.4	9.1	3.8	7.4	7.4	6.5			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	8.4	9.1	3.8	7.4	7.4	6.5			0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00			0.17		0.78
Lane Grp Cap(c), veh/h	383	2781	1010	404	2090	1146	271			60	0	0
V/C Ratio(X)	0.03	0.38	0.41	0.61	0.35	0.35	1.05			0.30	0.00	0.00
Avail Cap(c_a), veh/h	484	2781	1010	445	2090	1146	271			418	0	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	6.9	9.2	6.2	7.2	6.6	6.6	33.0			33.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	1.2	2.0	0.5	0.8	69.1			2.8	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
%ile BackOfQ(50%),veh/ln	0.1	2.8	2.7	1.3	2.3	2.6	9.7			0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	9.6	7.5	9.2	7.1	7.5	102.1			36.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F			D	A	A
Approach Vol, veh/h		1493			1375							18
Approach Delay, s/veh		9.0			7.6							36.4
Approach LOS		A			A							D
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	47.5			10.4	42.6	11.0	6.0				
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	22.5			7.5	20.0	6.5	18.0				
Max Q Clear Time (g_c+I1), s	2.2	9.4			5.8	11.1	8.5	2.1				
Green Ext Time (p_c), s	0.0	6.2			0.1	5.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

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

Background + Development (With Improvements) 2040 PM

HCM 6th TWSC
 3: Camino Carlos Rey & Cerrillos Rd

07/27/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑			↑↑↑↑		↑
Traffic Vol, veh/h	1984	0	0	2509	0	60
Future Vol, veh/h	1984	0	0	2509	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2157	0	0	2727	0	65

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	184	-	-
HCM Lane V/C Ratio	0.354	-	-
HCM Control Delay (s)	34.9	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	1.5	-	-

HCM 6th TWSC
 19: New site access near Luana St & Cerrillos Rd

08/01/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↑↑↑					↗			↗
Traffic Vol, veh/h	26	1971	96	0	2010	8	0	0	19	0	0	18
Future Vol, veh/h	26	1971	96	0	2010	8	0	0	19	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	122	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	2142	104	0	2185	9	0	0	21	0	0	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2194	0	0	-	-	0	-	-	1123	-	-	1097
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	100	-	-	0	-	0	0	172	0	0	179	-
Stage 1	-	-	-	0	-	0	0	-	0	0	-	-
Stage 2	-	-	-	0	-	0	0	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	100	-	-	-	-	-	-	172	-	-	179	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	28.8	27.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	172	100	-	-	-	-	179
HCM Lane V/C Ratio	0.12	0.283	-	-	-	-	0.109
HCM Control Delay (s)	28.8	54.6	-	-	-	-	27.6
HCM Lane LOS	D	F	-	-	-	-	D
HCM 95th %tile Q(veh)	0.4	1.1	-	-	-	-	0.4

HCM 6th Signalized Intersection Summary
 23: Camino Carlos Rey & New Site Access

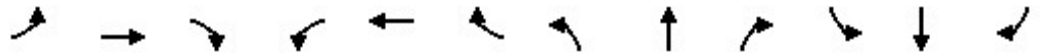
07/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	0	1	54	0	204	7	309	4	191	442	17
Future Volume (veh/h)	6	0	1	54	0	204	7	309	4	191	442	17
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	0	1	60	0	222	8	346	4	208	495	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	6	25	111	19	279	54	1204	14	330	727	27
Arrive On Green	0.23	0.00	0.23	0.23	0.00	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	740	25	109	248	86	1235	12	1821	21	411	1100	41
Grp Volume(v), veh/h	8	0	0	282	0	0	358	0	0	722	0	0
Grp Sat Flow(s),veh/h/ln	874	0	0	1569	0	0	1854	0	0	1551	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	13.5	0.0	0.0	6.4	0.0	0.0	22.0	0.0	0.0
Prop In Lane	0.87		0.12	0.21		0.79	0.02		0.01	0.29		0.03
Lane Grp Cap(c), veh/h	282	0	0	409	0	0	1272	0	0	1084	0	0
V/C Ratio(X)	0.03	0.00	0.00	0.69	0.00	0.00	0.28	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	282	0	0	409	0	0	1272	0	0	1084	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	29.1	0.0	0.0	5.7	0.0	0.0	8.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	9.1	0.0	0.0	0.6	0.0	0.0	3.2	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	0.0	5.9	0.0	0.0	2.2	0.0	0.0	6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	0.0	0.0	38.2	0.0	0.0	6.2	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	A	A	A	B	A	A
Approach Vol, veh/h		8			282			358			722	
Approach Delay, s/veh		24.2			38.2			6.2			11.3	
Approach LOS		C			D			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.4		22.6		57.4		22.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		52.9		18.1		52.9		18.1				
Max Q Clear Time (g_c+I1), s		8.4		2.3		24.0		15.5				
Green Ext Time (p_c), s		2.5		0.0		6.5		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				15.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: St Michaels Dr & Cerrillos Rd

06/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	91	1143	916	321	1067	24	994	179	264	66	226	73
Future Volume (veh/h)	91	1143	916	321	1067	24	994	179	264	66	226	73
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	99	1242	0	349	1160	26	1080	195	287	72	246	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1239		370	2448	55	1109	530	734	236	300	94
Arrive On Green	0.05	0.35	0.00	0.18	0.48	0.48	0.22	0.28	0.28	0.05	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	5139	115	5023	1870	1585	1781	2662	835
Grp Volume(v), veh/h	99	1242	0	349	768	418	1080	195	287	72	162	163
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1850	1674	1870	1585	1781	1777	1720
Q Serve(g_s), s	5.1	50.5	0.0	23.9	22.1	22.1	30.9	12.1	17.2	5.1	12.9	13.4
Cycle Q Clear(g_c), s	5.1	50.5	0.0	23.9	22.1	22.1	30.9	12.1	17.2	5.1	12.9	13.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.49
Lane Grp Cap(c), veh/h	289	1239		370	1622	881	1109	530	734	236	201	194
V/C Ratio(X)	0.34	1.00		0.94	0.47	0.47	0.97	0.37	0.39	0.31	0.81	0.84
Avail Cap(c_a), veh/h	322	1239		394	1622	881	1109	568	766	282	282	273
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	47.2	0.0	47.4	25.7	25.7	56.1	41.6	25.5	53.4	62.8	63.0
Incr Delay (d2), s/veh	0.7	26.2	0.0	29.5	1.0	1.8	20.9	0.2	0.1	0.7	9.8	13.2
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	2.3	26.7	0.0	15.6	9.3	10.3	15.2	5.7	6.6	2.4	6.4	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	73.4	0.0	77.0	26.7	27.5	77.0	41.7	25.6	54.1	72.6	76.2
LnGrp LOS	C	F		E	C	C	E	D	C	D	E	E
Approach Vol, veh/h		1341	A		1535			1562			397	
Approach Delay, s/veh		70.1			38.3			63.1			70.7	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	56.5	36.0	22.4	11.6	75.1	11.3	47.1				
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.5	6.0	4.5	6.0				
Max Green Setting (Gmax), s	28.0	42.0	32.0	23.0	9.7	59.8	10.5	44.0				
Max Q Clear Time (g_c+I1), s	25.9	52.5	32.9	15.4	7.1	24.1	7.1	19.2				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.9	0.0	8.1	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E

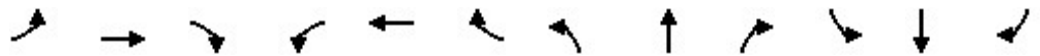
Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

13: St Michaels Dr & Calle Lorca

06/15/2022




























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	140	1138	65	92	1330	65	67	56	34	58	46	188
Future Volume (veh/h)	140	1138	65	92	1330	65	67	56	34	58	46	188
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	152	1237	71	100	1446	71	73	61	37	63	50	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	2495	143	446	2219	109	205	278	169	346	82	335
Arrive On Green	0.33	1.00	1.00	0.21	0.89	0.89	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	4940	283	1781	4986	245	1126	1090	661	1297	322	1312
Grp Volume(v), veh/h	152	852	456	100	987	530	73	0	98	63	0	254
Grp Sat Flow(s),veh/h/ln	1781	1702	1819	1781	1702	1826	1126	0	1751	1297	0	1634
Q Serve(g_s), s	3.1	0.0	0.0	2.5	7.6	7.6	6.1	0.0	4.4	4.0	0.0	13.7
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.5	7.6	7.6	19.8	0.0	4.4	8.4	0.0	13.7
Prop In Lane	1.00		0.16	1.00		0.13	1.00		0.38	1.00		0.80
Lane Grp Cap(c), veh/h	493	1719	919	446	1515	813	205	0	447	346	0	417
V/C Ratio(X)	0.31	0.50	0.50	0.22	0.65	0.65	0.36	0.00	0.22	0.18	0.00	0.61
Avail Cap(c_a), veh/h	493	1719	919	446	1515	813	205	0	447	346	0	417
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	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	6.5	0.0	0.0	9.4	3.5	3.5	41.6	0.0	29.4	32.7	0.0	32.9
Incr Delay (d2), s/veh	1.6	1.0	1.9	1.2	2.2	4.0	4.8	0.0	1.1	1.2	0.0	6.5
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	1.2	0.2	0.5	1.0	1.8	2.3	2.0	0.0	2.0	1.4	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	1.0	1.9	10.6	5.7	7.5	46.4	0.0	30.5	33.9	0.0	39.4
LnGrp LOS	A	A	A	B	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1460			1617			171				317
Approach Delay, s/veh		2.0			6.6			37.3				38.3
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	55.0		30.0	21.0	49.0		30.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	50.5		25.5	16.5	44.5		25.5				
Max Q Clear Time (g_c+I1), s	4.5	2.0		15.7	5.1	9.6		21.8				
Green Ext Time (p_c), s	0.1	12.6		1.2	0.3	14.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

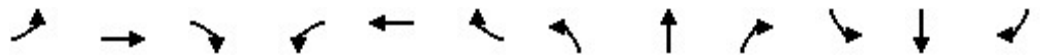
14: Pacheco St & St Michaels Dr

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	206	1056	111	171	1077	124	155	176	130	128	113	164
Future Volume (veh/h)	206	1056	111	171	1077	124	155	176	130	128	113	164
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	224	1148	121	186	1171	135	168	191	141	139	123	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	2486	262	333	2426	280	312	262	222	267	252	214
Arrive On Green	0.03	0.17	0.17	0.14	1.00	1.00	0.09	0.14	0.14	0.08	0.13	0.13
Sat Flow, veh/h	1781	4691	494	1781	4643	535	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	224	833	436	186	858	448	168	191	141	139	123	178
Grp Sat Flow(s),veh/h/ln	1781	1702	1781	1781	1702	1774	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.5	22.0	22.0	5.0	0.0	0.0	8.1	9.8	8.4	6.6	6.1	10.9
Cycle Q Clear(g_c), s	5.5	22.0	22.0	5.0	0.0	0.0	8.1	9.8	8.4	6.6	6.1	10.9
Prop In Lane	1.00		0.28	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	1804	944	333	1778	927	312	262	222	267	252	214
V/C Ratio(X)	0.52	0.46	0.46	0.56	0.48	0.48	0.54	0.73	0.64	0.52	0.49	0.83
Avail Cap(c_a), veh/h	666	1804	944	403	1778	927	312	365	309	330	421	357
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	28.4	28.5	12.0	0.0	0.0	33.4	41.2	40.6	33.5	40.1	42.2
Incr Delay (d2), s/veh	0.3	0.7	1.4	0.5	0.8	1.6	1.0	2.3	1.1	0.6	0.5	3.2
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	2.3	10.2	10.8	1.6	0.2	0.4	3.5	4.6	3.3	2.9	2.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.9	29.2	29.9	12.5	0.8	1.6	34.4	43.4	41.7	34.1	40.6	45.4
LnGrp LOS	A	C	C	B	A	A	C	D	D	C	D	D
Approach Vol, veh/h		1493			1492			500			440	
Approach Delay, s/veh		26.5			2.5			39.9			40.5	
Approach LOS		C			A			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	58.0	13.0	18.0	11.8	57.2	12.5	18.5				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5	4.0	5.0	4.0	4.5				
Max Green Setting (Gmax), s	11.0	40.0	9.0	22.5	21.0	30.0	12.0	19.5				
Max Q Clear Time (g_c+I1), s	7.0	24.0	10.1	12.9	7.5	2.0	8.6	11.8				
Green Ext Time (p_c), s	0.1	5.6	0.0	0.5	0.3	7.0	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
 15: St Francis Dr / Southbound Ramps & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	1019	257	136	1070	0	0	0	0	111	0	375
Future Volume (veh/h)	0	1019	257	136	1070	0	0	0	0	111	0	375
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1108	0	148	1163	0				121	0	408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	2170		571	2292	0				472	0	739
Arrive On Green	0.00	0.85	0.00	0.17	0.64	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	5274	1585	1781	3647	0				1781	0	2790
Grp Volume(v), veh/h	0	1108	0	148	1163	0				121	0	408
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1781	1777	0				1781	0	1395
Q Serve(g_s), s	0.0	5.8	0.0	3.4	17.3	0.0				5.4	0.0	12.6
Cycle Q Clear(g_c), s	0.0	5.8	0.0	3.4	17.3	0.0				5.4	0.0	12.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2170		571	2292	0				472	0	739
V/C Ratio(X)	0.00	0.51		0.26	0.51	0.00				0.26	0.00	0.55
Avail Cap(c_a), veh/h	0	2170		571	2292	0				472	0	739
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	4.7	0.0	8.3	9.4	0.0				29.0	0.0	31.6
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.1	0.8	0.0				1.3	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	1.4	6.3	0.0				2.4	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	5.6	0.0	9.4	10.2	0.0				30.3	0.0	34.6
LnGrp LOS	A	A		A	B	A				C	A	C
Approach Vol, veh/h		1108	A		1311						529	
Approach Delay, s/veh		5.6			10.1						33.6	
Approach LOS		A			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	47.0		31.0		69.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	17.5	42.5		26.5		64.5						
Max Q Clear Time (g_c+I1), s	5.4	7.8		14.6		19.3						
Green Ext Time (p_c), s	0.3	9.9		1.9		11.6						

Intersection Summary






















HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

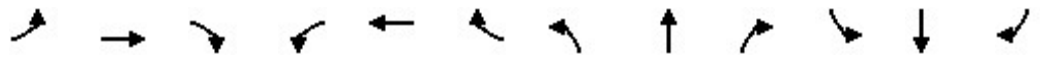
HCM 6th Signalized Intersection Summary
 16: Siringo Rd & Llano St

06/15/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	510	0	0	588	72	45	42	55	63	0	381
Future Volume (veh/h)	269	510	0	0	588	72	45	42	55	63	0	381
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	0	0	1870	1870	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	292	554	0	0	639	78	49	46	60	68	0	414
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	0	2
Cap, veh/h	328	1489	0	0	1066	903	196	206	174	0	0	0
Arrive On Green	0.06	0.26	0.00	0.00	1.00	1.00	0.11	0.11	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	1870	1585	1781	1870	1585		0	
Grp Volume(v), veh/h	292	554	0	0	639	78	49	46	60		0.0	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	1585	1781	1870	1585			
Q Serve(g_s), s	16.3	24.2	0.0	0.0	0.0	0.0	2.5	2.2	3.5			
Cycle Q Clear(g_c), s	16.3	24.2	0.0	0.0	0.0	0.0	2.5	2.2	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	328	1489	0	0	1066	903	196	206	174			
V/C Ratio(X)	0.89	0.37	0.00	0.00	0.60	0.09	0.25	0.22	0.34			
Avail Cap(c_a), veh/h	371	1489	0	0	1066	903	196	206	174			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.88	0.88	1.00	1.00	1.00			
Uniform Delay (d), s/veh	46.0	16.4	0.0	0.0	0.0	0.0	40.7	40.6	41.2			
Incr Delay (d2), s/veh	15.4	0.5	0.0	0.0	2.2	0.2	3.0	2.5	5.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.2	12.3	0.0	0.0	0.7	0.0	1.3	1.2	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	17.0	0.0	0.0	2.2	0.2	43.8	43.1	46.5			
LnGrp LOS	E	B	A	A	A	A	D	D	D			
Approach Vol, veh/h		846			717			155				
Approach Delay, s/veh		32.3			2.0			44.6				
Approach LOS		C			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		85.0			22.6	62.4		15.0				
Change Period (Y+Rc), s		* 5.4			* 4.2	5.4		4.0				
Max Green Setting (Gmax), s		* 65			* 21	39.6		11.0				
Max Q Clear Time (g_c+I1), s		26.2			18.3	2.0		5.5				
Green Ext Time (p_c), s		2.5			0.1	3.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				20.7								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
 17: Siringo Rd & Camino Carlos Rey























06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	242	57	141	383	126	46	213	100	143	285	45
Future Volume (veh/h)	53	242	57	141	383	126	46	213	100	143	285	45
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	58	263	62	153	416	137	50	232	109	155	310	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	462	109	422	489	161	430	271	127	436	355	56
Arrive On Green	0.05	0.32	0.32	0.10	0.36	0.36	0.18	0.22	0.22	0.18	0.22	0.22
Sat Flow, veh/h	1781	1463	345	1781	1347	444	1781	1203	565	1781	1576	249
Grp Volume(v), veh/h	58	0	325	153	0	553	50	0	341	155	0	359
Grp Sat Flow(s),veh/h/ln	1781	0	1808	1781	0	1791	1781	0	1769	1781	0	1826
Q Serve(g_s), s	2.1	0.0	15.0	5.3	0.0	28.5	1.7	0.0	18.5	5.7	0.0	19.0
Cycle Q Clear(g_c), s	2.1	0.0	15.0	5.3	0.0	28.5	1.7	0.0	18.5	5.7	0.0	19.0
Prop In Lane	1.00		0.19	1.00		0.25	1.00		0.32	1.00		0.14
Lane Grp Cap(c), veh/h	230	0	571	422	0	650	430	0	398	436	0	411
V/C Ratio(X)	0.25	0.00	0.57	0.36	0.00	0.85	0.12	0.00	0.86	0.36	0.00	0.87
Avail Cap(c_a), veh/h	230	0	571	422	0	650	430	0	398	436	0	411
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	28.5	19.2	0.0	29.4	20.0	0.0	37.2	21.3	0.0	37.4
Incr Delay (d2), s/veh	2.6	0.0	4.1	2.4	0.0	13.2	0.5	0.0	20.5	2.3	0.0	21.9
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	1.0	0.0	7.0	2.4	0.0	14.2	0.8	0.0	10.1	2.6	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	32.6	21.6	0.0	42.6	20.6	0.0	57.7	23.6	0.0	59.3
LnGrp LOS	C	A	C	C	A	D	C	A	E	C	A	E
Approach Vol, veh/h		383			706			391			514	
Approach Delay, s/veh		31.6			38.0			53.0			48.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	36.1	22.6	27.0	9.6	40.8	22.6	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.8	31.6	18.1	22.5	5.1	36.3	18.1	22.5				
Max Q Clear Time (g_c+l1), s	7.3	17.0	3.7	21.0	4.1	30.5	7.7	20.5				
Green Ext Time (p_c), s	0.1	1.7	0.1	0.3	0.0	1.8	0.3	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			42.4									
HCM 6th LOS			D									

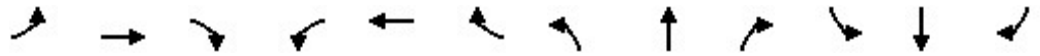
HCM 6th Signalized Intersection Summary
25: Siringo Rd & Alumni Dr

06/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	301	94	487	514	87	92	106	408	110	118	141
Future Volume (veh/h)	122	301	94	487	514	87	92	106	408	110	118	141
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	133	327	102	529	559	95	100	115	443	120	128	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	489	153	581	794	135	219	562	476	239	152	181
Arrive On Green	0.05	0.36	0.36	0.14	0.34	0.34	0.06	0.30	0.30	0.20	0.20	0.20
Sat Flow, veh/h	1781	1367	426	1781	1558	265	1781	1870	1585	851	776	927
Grp Volume(v), veh/h	133	0	429	529	0	654	100	115	443	120	0	281
Grp Sat Flow(s),veh/h/ln	1781	0	1794	1781	0	1823	1781	1870	1585	851	0	1703
Q Serve(g_s), s	4.8	0.0	20.2	16.9	0.0	31.1	4.3	4.6	27.1	13.2	0.0	15.9
Cycle Q Clear(g_c), s	4.8	0.0	20.2	16.9	0.0	31.1	4.3	4.6	27.1	13.2	0.0	15.9
Prop In Lane	1.00		0.24	1.00		0.15	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	316	0	641	581	0	929	219	562	476	239	0	333
V/C Ratio(X)	0.42	0.00	0.67	0.91	0.00	0.70	0.46	0.20	0.93	0.50	0.00	0.84
Avail Cap(c_a), veh/h	316	0	641	720	0	929	299	617	523	239	0	333
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.53	0.00	0.53	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	27.1	19.0	0.0	26.4	29.6	26.1	34.0	37.7	0.0	38.7
Incr Delay (d2), s/veh	0.9	0.0	5.5	8.1	0.0	2.4	1.5	0.2	22.3	1.7	0.0	17.5
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	2.0	0.0	9.4	8.4	0.0	14.7	1.9	2.1	13.1	2.8	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	0.0	32.6	27.1	0.0	28.8	31.0	26.2	56.3	39.3	0.0	56.3
LnGrp LOS	C	A	C	C	A	C	C	C	E	D	A	E
Approach Vol, veh/h		562			1183			658				401
Approach Delay, s/veh		29.9			28.0			47.2				51.2
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	24.2	40.8	10.5	24.6	9.0	55.9		35.1				
Change Period (Y+Rc), s	4.0	5.0	4.5	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	28.0	25.0	10.5	18.0	5.0	48.0		33.0				
Max Q Clear Time (g_c+I1), s	18.9	22.2	6.3	17.9	6.8	33.1		29.1				
Green Ext Time (p_c), s	1.3	0.7	0.1	0.0	0.0	4.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				36.2								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 29: Siringo Rd & 5th St

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	550	18	29	569	37	44	30	70	38	23	70
Future Volume (veh/h)	40	550	18	29	569	37	44	30	70	38	23	70
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	43	598	20	32	618	40	48	33	76	41	25	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	1274	43	690	1221	79	153	61	139	147	49	149
Arrive On Green	0.07	1.00	1.00	0.03	0.70	0.70	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1799	60	1781	1738	112	1294	503	1159	1284	408	1240
Grp Volume(v), veh/h	43	0	618	32	0	658	48	0	109	41	0	101
Grp Sat Flow(s),veh/h/ln	1781	0	1860	1781	0	1850	1294	0	1662	1284	0	1647
Q Serve(g_s), s	0.6	0.0	0.0	0.5	0.0	16.4	3.6	0.0	6.2	3.1	0.0	5.7
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	0.0	16.4	9.4	0.0	6.2	9.3	0.0	5.7
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.70	1.00		0.75
Lane Grp Cap(c), veh/h	552	0	1317	690	0	1300	153	0	200	147	0	198
V/C Ratio(X)	0.08	0.00	0.47	0.05	0.00	0.51	0.31	0.00	0.55	0.28	0.00	0.51
Avail Cap(c_a), veh/h	611	0	1317	741	0	1300	399	0	515	391	0	511
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.91	0.00	0.91	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	3.7	0.0	6.9	45.6	0.0	41.4	45.8	0.0	41.2
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.0	0.0	1.4	1.2	0.0	2.3	1.0	0.0	2.0
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	0.0	0.4	0.2	0.0	6.0	1.2	0.0	2.6	1.0	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	0.0	1.1	3.7	0.0	8.3	46.8	0.0	43.7	46.8	0.0	43.2
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		661			690			157				142
Approach Delay, s/veh		1.3			8.1			44.6				44.3
Approach LOS		A			A			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	75.8		17.0	7.7	75.3		17.0				
Change Period (Y+Rc), s	* 4.2	5.0		5.0	* 4.2	5.0		5.0				
Max Green Setting (Gmax), s	* 5.8	49.0		31.0	* 6.8	48.0		31.0				
Max Q Clear Time (g_c+I1), s	2.5	2.0		11.3	2.6	18.4		11.4				
Green Ext Time (p_c), s	0.0	4.9		0.6	0.0	5.1		0.7				

Intersection Summary

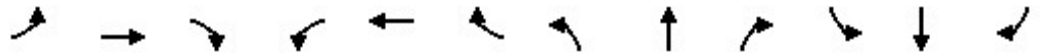
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 33: St Francis Dr & Siringo Rd

06/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖	↑↑↑	↖	↖	↑↑↑	↖
Traffic Volume (veh/h)	75	135	299	130	164	45	200	1012	64	57	1693	126
Future Volume (veh/h)	75	135	299	130	164	45	200	1012	64	57	1693	126
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	84	151	335	146	184	50	224	1133	72	64	1895	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	364	442	179	489	414	233	2142	665	275	1933	
Arrive On Green	0.03	0.19	0.19	0.10	0.26	0.26	0.08	0.42	0.42	0.04	0.38	0.00
Sat Flow, veh/h	3456	1870	1585	1781	1870	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	84	151	335	146	184	50	224	1133	72	64	1895	0
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.2	6.4	17.4	7.2	7.3	2.2	7.1	14.9	2.5	1.9	33.0	0.0
Cycle Q Clear(g_c), s	2.2	6.4	17.4	7.2	7.3	2.2	7.1	14.9	2.5	1.9	33.0	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	115	364	442	179	489	414	233	2142	665	275	1933	
V/C Ratio(X)	0.73	0.42	0.76	0.82	0.38	0.12	0.96	0.53	0.11	0.23	0.98	
Avail Cap(c_a), veh/h	115	364	442	206	522	442	233	2142	665	309	1933	
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(l)	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	43.1	31.8	29.7	39.7	27.2	25.3	22.4	19.5	15.9	16.4	27.6	0.0
Incr Delay (d2), s/veh	20.7	0.8	7.4	19.7	0.5	0.1	47.7	0.9	0.3	0.4	16.3	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	1.2	2.9	7.3	4.1	3.2	0.8	5.8	5.8	0.9	0.8	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	32.5	37.1	59.4	27.7	25.5	70.1	20.4	16.2	16.8	44.0	0.0
LnGrp LOS	E	C	D	E	C	C	E	C	B	B	D	
Approach Vol, veh/h		570			380			1429			1959	A
Approach Delay, s/veh		39.8			39.6			28.0			43.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	44.1	13.0	25.0	11.6	40.4	7.0	31.0				
Change Period (Y+Rc), s	4.0	6.3	4.0	7.5	4.0	* 6.3	4.0	* 7.5				
Max Green Setting (Gmax), s	5.6	34.7	10.4	17.5	7.6	* 33	3.0	* 25				
Max Q Clear Time (g_c+I1), s	3.9	16.9	9.2	19.4	9.1	35.0	4.2	9.3				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	0.0	0.0	1.0				

Intersection Summary

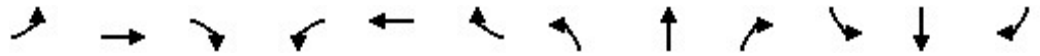
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

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

HCM 6th Signalized Intersection Summary
 52: St Michaels Dr & 5th St

06/17/2022



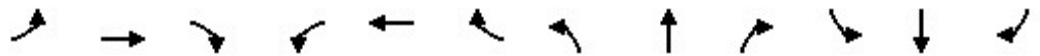
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↖	↖	↖	↖
Traffic Volume (veh/h)	88	1285	53	95	1356	46	71	32	74	99	41	100
Future Volume (veh/h)	88	1285	53	95	1356	46	71	32	74	99	41	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	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	99	1439	59	106	1518	52	79	36	83	111	46	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	2516	103	355	2129	73	302	496	420	391	128	312
Arrive On Green	0.18	0.50	0.50	0.10	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	5031	206	1781	5070	174	1228	1870	1585	1273	483	1176
Grp Volume(v), veh/h	99	974	524	106	1019	551	79	36	83	111	0	158
Grp Sat Flow(s),veh/h/ln	1781	1702	1833	1781	1702	1839	1228	1870	1585	1273	0	1659
Q Serve(g_s), s	2.2	20.0	20.0	3.0	24.8	24.8	5.6	1.4	4.1	7.2	0.0	7.7
Cycle Q Clear(g_c), s	2.2	20.0	20.0	3.0	24.8	24.8	13.3	1.4	4.1	8.6	0.0	7.7
Prop In Lane	1.00		0.11	1.00		0.09	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	449	1702	917	355	1430	772	302	496	420	391	0	440
V/C Ratio(X)	0.22	0.57	0.57	0.30	0.71	0.71	0.26	0.07	0.20	0.28	0.00	0.36
Avail Cap(c_a), veh/h	449	1702	917	355	1430	772	302	496	420	391	0	440
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	12.8	17.5	17.5	13.3	24.0	24.0	35.3	27.5	28.5	30.8	0.0	29.9
Incr Delay (d2), s/veh	1.1	1.4	2.6	2.1	3.1	5.6	2.1	0.3	1.1	1.8	0.0	2.3
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	0.9	7.8	8.7	1.4	10.2	11.6	1.8	0.7	1.7	2.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	18.9	20.1	15.4	27.1	29.6	37.4	27.8	29.6	32.6	0.0	32.1
LnGrp LOS	B	B	C	B	C	C	D	C	C	C	A	C
Approach Vol, veh/h		1597			1676			198			269	
Approach Delay, s/veh		19.0			27.1			32.4			32.3	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	55.0		31.0	22.0	47.0		31.0				
Change Period (Y+Rc), s	4.0	5.0		4.5	4.0	5.0		4.5				
Max Green Setting (Gmax), s	10.0	50.0		26.5	18.0	42.0		26.5				
Max Q Clear Time (g_c+I1), s	5.0	22.0		10.6	4.2	26.8		15.3				
Green Ext Time (p_c), s	0.0	6.3		0.7	0.1	5.6		0.3				

Intersection Summary												
HCM 6th Ctrl Delay				24.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

60: Llano St & St Michaels Dr

06/15/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑			↕	
Traffic Volume (veh/h)	5	1195	187	228	1235	3	245	3	180	4	1	2
Future Volume (veh/h)	5	1195	187	228	1235	3	245	3	180	4	1	2
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	1299	203	248	1342	3	266	3	196	4	1	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1498	234	315	2678	6	602	8	512	281	79	103
Arrive On Green	0.34	0.34	0.34	0.09	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	406	4453	696	1781	5261	12	1414	24	1565	545	242	315
Grp Volume(v), veh/h	5	993	509	248	868	477	266	0	199	7	0	0
Grp Sat Flow(s),veh/h/ln	406	1702	1745	1781	1702	1868	1414	0	1589	1102	0	0
Q Serve(g_s), s	0.5	15.0	15.0	4.8	9.2	9.2	2.9	0.0	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	15.0	15.0	4.8	9.2	9.2	8.2	0.0	5.3	5.3	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.01	1.00		0.98	0.57		0.29
Lane Grp Cap(c), veh/h	267	1145	587	315	1733	951	602	0	520	464	0	0
V/C Ratio(X)	0.02	0.87	0.87	0.79	0.50	0.50	0.44	0.00	0.38	0.02	0.00	0.00
Avail Cap(c_a), veh/h	267	1145	587	315	1733	951	602	0	520	464	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	17.1	17.1	12.9	8.9	8.9	15.2	0.0	14.2	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	8.9	15.8	17.9	1.0	1.9	2.3	0.0	2.1	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	6.5	7.8	3.1	2.9	3.4	2.8	0.0	2.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	26.0	32.9	30.7	9.9	10.8	17.5	0.0	16.4	12.7	0.0	0.0
LnGrp LOS	B	C	C	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		1507			1593			465				7
Approach Delay, s/veh		28.3			13.4			17.0				12.7
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.5	23.0		22.5		32.5		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.8	17.0		7.3		11.2		10.2				
Green Ext Time (p_c), s	0.0	1.2		0.0		8.6		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				20.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

11: Alumni Dr & St Michaels Dr

08/01/2022



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖		↗		↕	
Traffic Volume (veh/h)	14	1143	438	263	1095	6	324	0	309	3	0	19
Future Volume (veh/h)	14	1143	438	263	1095	6	324	0	309	3	0	19
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	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1242	476	286	1190	7	352	0	336	3	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	295	2145	1011	355	2692	16	480	0	0	51	0	0
Arrive On Green	0.02	0.42	0.42	0.11	0.51	0.51	0.22	0.00	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5106	1585	1781	5238	31	1781	352		0	0	0
Grp Volume(v), veh/h	15	1242	476	286	773	424	352	36.1		24	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1865	1781	D		0	0	0
Q Serve(g_s), s	0.4	14.9	12.4	6.8	11.4	11.4	15.4			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	14.9	12.4	6.8	11.4	11.4	15.4			0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00			0.12		0.87
Lane Grp Cap(c), veh/h	295	2145	1011	355	1750	958	480			51	0	0
V/C Ratio(X)	0.05	0.58	0.47	0.81	0.44	0.44	0.73			0.47	0.00	0.00
Avail Cap(c_a), veh/h	375	2145	1011	390	1750	958	482			208	0	0
HCM Platoon Ratio	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	0.00
Uniform Delay (d), s/veh	12.9	17.8	7.5	15.1	12.2	12.2	30.4			38.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.1	1.6	10.9	0.8	1.5	5.7			6.7	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
%ile BackOfQ(50%),veh/ln	0.1	5.7	3.9	3.4	4.1	4.7	7.1			0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	18.9	9.1	26.0	13.0	13.7	36.1			44.8	0.0	0.0
LnGrp LOS	B	B	A	C	B	B	D			D	A	A
Approach Vol, veh/h		1733			1483							24
Approach Delay, s/veh		16.2			15.7							44.8
Approach LOS		B			B							D
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	45.6			13.4	38.1	21.9	6.6				
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	29.0			10.5	23.5	17.5	10.5				
Max Q Clear Time (g_c+I1), s	2.4	13.4			8.8	16.9	17.4	2.1				
Green Ext Time (p_c), s	0.0	7.3			0.2	4.9	0.0	0.0				

Intersection Summary

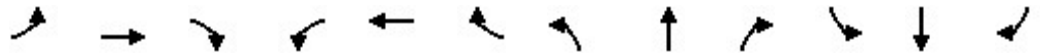
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary
 49: St Francis Dr / Northbound Ramps & St Michaels Dr

07/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑	↑	↑		↑			
Traffic Volume (veh/h)	0	1039	0	0	1194	113	125	0	218	0	0	0
Future Volume (veh/h)	0	1039	0	0	1194	113	125	0	218	0	0	0
Initial Q (Qb), veh	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			
Parking Bus, Adj	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				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	1129	0	0	1298	0	136	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	1644	0	0	2362		557	0				
Arrive On Green	0.00	0.46	0.00	0.00	0.46	0.00	0.31	0.00	0.00			
Sat Flow, veh/h	0	3741	0	0	5274	1585	1781	0	1585			
Grp Volume(v), veh/h	0	1129	0	0	1298	0	136	0	0			
Grp Sat Flow(s),veh/h/ln	0	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	0.0	10.0	0.0	0.0	7.3	0.0	2.3	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	10.0	0.0	0.0	7.3	0.0	2.3	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1644	0	0	2362		557	0				
V/C Ratio(X)	0.00	0.69	0.00	0.00	0.55		0.24	0.00				
Avail Cap(c_a), veh/h	0	1644	0	0	2362		557	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	8.5	0.0	0.0	7.7	0.0	10.2	0.0	0.0			
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.0	0.9	0.0	1.0	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			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	0.0	2.0	0.0	0.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.8	0.0	0.0	8.7	0.0	11.3	0.0	0.0			
LnGrp LOS	A	B	A	A	A		B	A				
Approach Vol, veh/h		1129			1298	A		136	A			
Approach Delay, s/veh		10.8			8.7			11.3				
Approach LOS		B			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		17.0		23.0				23.0				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		12.5		18.5				18.5				
Max Q Clear Time (g_c+I1), s		4.3		12.0				9.3				
Green Ext Time (p_c), s		0.2		3.9				5.7				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

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

Appendix B

Traffic Count Data

**Camino Carlos Rey & Cerrillos Rd.
Santa Fe New Mexico
Tuesday, May 24, 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	
11:00 AM	0	0	0	3	2	3	0	0	489	1	0	490	0	0	0	31	2	31	2	0	395	0	0	397	921
11:15 AM	0	0	0	0	1	0	0	0	476	0	0	476	0	0	0	39	4	39	4	0	456	0	0	460	975
11:30 AM	0	0	0	3	3	3	0	0	443	0	1	443	0	0	0	42	7	42	1	0	431	0	0	432	920
11:45 AM	0	0	0	0	2	0	0	0	456	0	0	456	0	0	0	71	1	71	3	0	433	0	0	436	963
Peak Hour Total	0	0	0	6	8	6	0	0	1864	1	1	1865	0	0	0	183	14	183	10	0	1715	0	0	1725	3779
PHF	0.000	0.000	0.000	0.500	0.667	0.500	0.000	0.000	0.953	0.250	0.250	0.952	0.000	0.000	0.000	0.644	0.500	0.644	0.625	0.000	0.940	0.000	0.000	0.938	0.969

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	
2:30 PM	0	0	0	1	1	1	0	0	469	0	0	469	0	0	0	43	1	43	2	0	400	0	0	402	915
2:45 PM	0	0	0	1	0	1	0	0	458	0	0	458	0	0	0	30	3	30	2	0	433	0	0	435	924
3:00 PM	0	0	0	0	2	0	0	0	519	1	0	520	0	0	0	40	0	40	2	0	418	0	0	420	980
3:15 PM	0	0	0	3	1	3	1	0	536	0	0	537	0	0	0	42	0	42	5	0	408	0	0	413	995
Peak Hour Total	0	0	0	5	4	5	1	0	1982	1	0	1984	0	0	0	155	4	155	11	0	1659	0	0	1670	3814
PHF	0.000	0.000	0.000	0.417	0.500	0.417	0.250	0.000	0.924	0.250	0.000	0.924	0.000	0.000	0.000	0.901	0.333	0.901	0.550	0.000	0.958	0.000	0.000	0.960	0.958

**Cerrillos Rd. & St. Michaels Dr.
Santa Fe New Mexico
Tuesday, May 24, 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	
11:00 AM	0	18	48	11	1	77	1	26	242	6	0	275	0	193	54	23	0	270	0	23	265	137	2	425	1047
11:15 AM	0	17	57	18	2	92	2	34	230	9	0	275	0	174	39	25	2	238	0	19	222	185	0	426	1031
11:30 AM	0	17	54	10	0	81	1	42	234	11	0	288	0	172	50	20	1	242	0	17	245	163	0	425	1036
11:45 AM	0	20	65	19	1	104	2	48	200	7	0	257	0	186	44	28	1	258	0	25	232	186	1	443	1062
Peak Hour Total	0	72	224	58	4	354	6	150	906	33	0	1095	0	725	187	96	4	1008	0	84	964	671	3	1719	4176
PHF	0.000	0.900	0.862	0.763	0.500	0.851	0.750	0.781	0.936	0.750	0.000	0.951	0.000	0.939	0.866	0.857	0.500	0.933	0.000	0.840	0.909	0.902	0.375	0.970	0.983

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	
12:00 PM	0	11	61	18	0	90	2	43	270	8	0	323	0	188	56	45	4	289	0	25	250	163	1	438	1140
12:15 PM	0	18	54	17	1	89	1	34	270	8	0	313	0	169	35	23	0	227	1	28	248	159	0	436	1065
12:30 PM	0	21	48	21	0	90	0	33	214	2	0	249	0	168	47	40	0	255	1	21	243	167	0	432	1026
12:45 PM	0	14	56	15	2	85	0	37	236	5	0	278	0	159	36	23	0	218	1	14	272	179	0	466	1047
Peak Hour Total	0	64	219	71	3	354	3	147	990	23	0	1163	0	684	174	131	4	989	3	88	1013	668	1	1772	4278
PHF	0.000	0.762	0.898	0.845	0.375	0.983	0.375	0.855	0.917	0.719	0.000	0.900	0.000	0.910	0.777	0.728	0.250	0.856	0.750	0.786	0.931	0.933	0.250	0.951	0.938

**St. Michaels Dr. & Llano St.
Santa Fe New Mexico
Tuesday, May 24, 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	
11:00 AM	0	0	0	0	2	0	1	52	265	0	0	318	0	72	1	55	1	128	0	1	191	35	1	227	673
11:15 AM	0	0	0	0	0	0	8	40	233	0	0	281	0	47	0	43	1	90	0	0	235	41	1	276	647
11:30 AM	0	1	0	0	1	1	7	51	254	2	0	314	0	54	0	41	1	95	1	0	208	40	0	249	659
11:45 AM	0	0	0	1	0	1	3	50	273	1	0	327	0	57	0	59	1	116	4	0	236	37	0	277	721
Peak Hour Total	0	1	0	1	3	2	19	193	1025	3	0	1240	0	230	1	198	4	429	5	1	870	153	2	1029	2700
PHF	0.000	0.250	0.000	0.250	0.375	0.500	0.594	0.928	0.939	0.375	0.000	0.948	0.000	0.799	0.250	0.839	1.000	0.838	0.313	0.250	0.922	0.933	0.500	0.929	0.936

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	
12:00 PM	0	0	1	1	0	2	4	67	285	1	0	357	0	60	1	42	1	103	1	2	254	45	0	302	764
12:15 PM	0	1	0	0	2	1	7	58	234	1	0	300	0	60	0	43	1	103	2	2	210	51	1	265	669
12:30 PM	0	3	0	0	0	3	6	45	244	0	0	295	0	51	0	51	1	102	3	1	226	42	0	272	672
12:45 PM	0	0	0	1	0	1	3	51	224	1	0	279	0	67	2	39	0	108	0	0	248	44	0	292	680
Peak Hour Total	0	4	1	2	2	7	20	221	987	3	0	1231	0	238	3	175	3	416	6	5	938	182	1	1131	2785
PHF	0.000	0.333	0.250	0.500	0.250	0.583	0.714	0.825	0.866	0.750	0.000	0.862	0.000	0.888	0.375	0.858	0.750	0.963	0.500	0.625	0.923	0.892	0.250	0.936	0.911

**St. Michaels Dr. & 5th St.
Santa Fe New Mexico
Tuesday, May 10, 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	
11:00 AM	0	27	5	18	0	50	4	25	235	16	0	280	1	10	11	16	1	38	0	7	205	6	0	218	586
11:15 AM	0	12	13	14	0	39	2	29	257	16	0	304	0	16	8	18	0	42	3	11	225	6	0	245	630
11:30 AM	0	24	10	13	0	47	1	18	286	19	0	324	0	6	5	25	3	36	3	17	238	6	1	264	671
11:45 AM	0	22	11	18	2	51	1	19	278	16	0	314	0	11	10	23	0	44	1	14	239	7	1	261	670
Peak Hour Total	0	85	39	63	2	187	8	91	1056	67	0	1222	1	43	34	82	4	160	7	49	907	25	2	988	2557
PHF	0.000	0.787	0.750	0.875	0.250	0.917	0.500	0.784	0.923	0.882	0.000	0.943	0.250	0.672	0.773	0.820	0.333	0.909	0.583	0.721	0.949	0.893	0.500	0.936	0.953

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	
12:00 PM	0	24	8	18	0	50	2	21	311	8	0	342	0	21	8	16	1	45	2	13	233	15	2	263	700
12:15 PM	0	23	10	20	0	53	3	28	310	11	0	352	0	12	6	17	2	35	3	16	271	9	1	299	739
12:30 PM	0	22	9	18	0	49	3	24	270	11	0	308	0	15	5	26	3	46	4	18	277	11	1	310	713
12:45 PM	0	27	13	23	0	63	3	19	241	15	0	278	0	12	12	13	0	37	4	19	273	7	1	303	681
Peak Hour Total	0	96	40	79	0	215	11	92	1132	45	0	1280	0	60	31	72	6	163	13	66	1054	42	5	1175	2833
PHF	0.000	0.889	0.769	0.859	0.000	0.853	0.917	0.821	0.910	0.750	0.000	0.909	0.000	0.714	0.646	0.692	0.500	0.886	0.813	0.868	0.951	0.700	0.625	0.948	0.958

**St. Michaels Dr. & Calle Lorca
Santa Fe New Mexico
Tuesday, May 10, 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	
11:00 AM	0	15	11	32	1	58	3	25	220	18	1	266	0	20	5	5	0	30	2	37	192	7	0	238	592
11:15 AM	0	7	8	22	0	37	2	21	283	25	0	331	0	13	7	14	0	34	0	23	185	13	0	221	623
11:30 AM	0	16	1	29	1	46	1	19	302	22	0	344	0	14	5	12	0	31	0	47	199	16	0	262	683
11:45 AM	0	13	13	32	2	58	7	13	279	21	0	320	0	12	9	9	0	30	1	28	223	13	0	265	673
Peak Hour Total	0	51	33	115	4	199	13	78	1084	86	1	1261	0	59	26	40	0	125	3	135	799	49	0	986	2571
PHF	0.000	0.797	0.635	0.898	0.500	0.858	0.464	0.780	0.897	0.860	0.250	0.916	0.000	0.738	0.722	0.714	0.000	0.919	0.375	0.718	0.896	0.766	0.000	0.930	0.941

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	
12:00 PM	0	11	13	50	0	74	7	25	294	19	0	345	0	13	8	9	1	30	0	25	217	20	2	262	711
12:15 PM	0	11	12	49	0	72	8	22	306	14	1	350	0	16	16	10	0	42	0	44	215	13	0	272	736
12:30 PM	0	13	7	40	0	60	2	20	271	14	0	307	0	15	12	7	0	34	1	27	253	13	0	294	695
12:45 PM	0	21	13	35	0	69	0	22	249	16	0	287	0	16	18	7	0	41	0	30	241	12	0	283	680
Peak Hour Total	0	56	45	174	0	275	17	89	1120	63	1	1289	0	60	54	33	1	147	1	126	926	58	2	1111	2822
PHF	0.000	0.667	0.865	0.870	0.000	0.929	0.531	0.890	0.915	0.829	0.250	0.921	0.000	0.938	0.750	0.825	0.250	0.875	0.250	0.716	0.915	0.725	0.250	0.945	0.959

**St. Michaels Dr. & Pacheco St.
Santa Fe 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	
11:00 AM	0	24	28	32	0	84	1	37	242	34	0	314	0	31	22	25	0	78	0	28	166	17	0	211	687
11:15 AM	0	20	21	34	1	75	0	39	199	29	0	267	0	45	29	31	0	105	2	47	161	17	0	227	674
11:30 AM	0	21	22	33	0	76	1	44	214	23	4	282	0	55	31	24	0	110	1	45	174	16	0	236	704
11:45 AM	0	33	29	31	3	93	1	39	240	33	1	313	0	49	31	30	0	110	2	50	192	22	0	266	782
Peak Hour Total	0	98	100	130	4	328	3	159	895	119	5	1176	0	180	113	110	0	403	5	170	693	72	0	940	2847
PHF	0.000	0.742	0.862	0.956	0.333	0.882	0.750	0.903	0.925	0.875	0.313	0.936	0.000	0.818	0.911	0.887	0.000	0.916	0.625	0.850	0.902	0.818	0.000	0.883	0.910

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	
12:15 PM	0	37	32	44	0	113	0	46	225	40	1	311	0	47	42	25	0	114	2	53	168	16	2	239	777
12:30 PM	0	29	19	36	0	84	1	35	235	25	0	296	0	31	34	32	0	97	0	49	230	26	0	305	782
12:45 PM	0	30	34	34	1	98	0	46	216	25	1	287	0	30	58	34	1	122	1	40	248	29	1	318	825
1:00 PM	0	28	25	36	0	89	1	39	222	30	1	292	0	29	37	35	0	101	1	48	225	22	1	296	778
Peak Hour Total	0	124	110	150	1	384	2	166	898	120	3	1186	0	137	171	126	1	434	4	190	871	93	4	1158	3162
PHF	0.000	0.838	0.809	0.852	0.250	0.850	0.500	0.902	0.955	0.750	0.750	0.953	0.000	0.729	0.737	0.900	0.250	0.889	0.500	0.896	0.878	0.802	0.500	0.910	0.958

**St. Michaels Dr. & St. Francis Dr.
Santa Fe 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	
11:00 AM	0	27	1	87	0	115	1	32	222	0	0	255	0	0	0	0	1	0	0	0	160	51	0	211	581
11:15 AM	0	31	0	71	0	102	2	28	205	0	0	235	0	0	0	0	0	0	0	0	161	50	0	211	548
11:30 AM	0	23	1	56	0	80	0	35	222	0	0	257	0	0	0	0	0	0	0	0	187	35	0	222	559
11:45 AM	0	24	0	77	0	101	1	26	247	0	0	274	0	0	0	0	0	0	0	0	196	55	0	251	626
Peak Hour Total	0	105	2	291	0	398	4	121	896	0	0	1021	0	0	0	0	1	0	0	0	704	191	0	895	2314
PHF	0.000	0.847	0.500	0.836	0.000	0.865	0.500	0.864	0.907	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.898	0.868	0.000	0.891	0.924

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	
12:00 PM	0	31	0	92	2	123	0	35	256	0	0	291	0	0	0	0	0	0	0	0	188	56	0	244	658
12:15 PM	0	25	0	92	0	117	0	38	235	0	0	273	0	0	0	0	0	0	0	0	197	44	0	241	631
12:30 PM	0	25	0	77	0	102	0	29	206	0	0	235	0	0	0	0	0	0	0	0	235	57	0	292	629
12:45 PM	0	27	0	76	0	103	0	30	222	0	0	252	0	0	0	0	0	0	0	0	254	54	0	308	663
Peak Hour Total	0	108	0	337	2	445	0	132	919	0	0	1051	0	0	0	0	0	0	0	0	874	211	0	1085	2581
PHF	0.000	0.871	0.000	0.916	0.250	0.904	0.000	0.868	0.897	0.000	0.000	0.903	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.860	0.925	0.000	0.881	0.973

**St. Michaels Dr. & St. Francis Dr.
Santa Fe 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	
11:00 AM	0	0	0	0	0	0	0	0	274	0	0	274	0	16	0	53	1	69	0	0	167	0	0	167	510
11:15 AM	0	0	0	0	0	0	0	0	257	0	0	257	0	22	0	49	0	71	0	0	182	0	0	182	510
11:30 AM	0	0	0	0	0	0	0	0	284	0	0	284	0	21	0	51	0	72	0	0	184	0	0	184	540
11:45 AM	0	0	0	0	0	0	0	0	287	0	0	287	0	24	0	57	0	81	0	0	200	0	0	200	568
Peak Hour Total	0	0	0	0	0	0	0	0	1102	0	0	1102	0	83	0	210	1	293	0	0	733	0	0	733	2128
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.960	0.000	0.000	0.960	0.000	0.865	0.000	0.921	0.250	0.904	0.000	0.000	0.916	0.000	0.000	0.916	0.937

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	
12:15 PM	0	0	0	0	0	0	0	0	299	0	0	299	0	14	0	47	0	61	1	0	199	0	0	200	560
12:30 PM	0	0	0	0	0	0	0	0	246	0	0	246	0	32	0	56	0	88	0	0	218	0	0	218	552
12:45 PM	0	0	0	0	0	0	0	0	270	0	0	270	0	24	0	58	0	82	0	0	265	0	0	265	617
1:00 PM	0	0	0	0	0	0	0	0	262	0	0	262	0	14	0	51	0	65	0	0	240	0	0	240	567
Peak Hour Total	0	0	0	0	0	0	0	0	1077	0	0	1077	0	84	0	212	0	296	1	0	922	0	0	923	2296
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.901	0.000	0.000	0.901	0.000	0.656	0.000	0.914	0.000	0.841	0.250	0.000	0.870	0.000	0.000	0.871	0.930

Siringo Rd. & Camino Carlos Rey

Santa Fe 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	
7:45 AM	0	40	43	10	1	93	0	8	41	39	0	88	0	12	95	13	0	120	0	13	46	10	2	69	370
8:00 AM	0	28	31	4	0	63	0	8	34	28	0	70	0	8	73	15	0	96	0	12	63	12	0	87	316
8:15 AM	0	26	41	6	0	73	0	5	49	35	0	89	0	8	69	8	0	85	0	14	45	6	1	65	312
8:30 AM	0	39	42	9	1	90	0	14	61	35	0	110	0	5	45	10	0	60	0	8	41	3	0	52	312
Peak Hour Total	0	133	157	29	2	319	0	35	185	137	0	357	0	33	282	46	0	361	0	47	195	31	3	273	1310
PHF	0.000	0.831	0.913	0.725	0.500	0.858	0.000	0.625	0.758	0.878	0.000	0.811	0.000	0.688	0.742	0.767	0.000	0.752	0.000	0.839	0.774	0.646	0.375	0.784	0.885

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	27	71	10	0	108	0	13	76	35	0	124	0	7	55	7	0	69	0	16	42	14	2	72	373
4:45 PM	0	30	52	11	1	93	0	12	75	30	0	117	0	15	56	4	0	75	0	12	41	14	0	67	352
5:00 PM	0	45	87	13	0	145	0	24	82	25	0	131	0	9	33	13	0	55	0	14	55	12	2	81	412
5:15 PM	0	37	67	10	0	114	0	20	90	32	0	142	0	14	63	9	0	86	0	9	51	15	0	75	417
Peak Hour Total	0	139	277	44	1	460	0	69	323	122	0	514	0	45	207	33	0	285	0	51	189	55	4	295	1554
PHF	0.000	0.772	0.796	0.846	0.250	0.793	0.000	0.719	0.897	0.871	0.000	0.905	0.000	0.750	0.821	0.635	0.000	0.828	0.000	0.797	0.859	0.917	0.500	0.910	0.932

**Siringo Rd. & Llano St.
Santa Fe 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	
8:00 AM	0	8	0	56	1	64	0	0	81	16	4	97	0	1	9	11	0	21	0	89	107	0	0	196	
8:15 AM	0	17	0	88	2	105	0	0	81	39	4	120	0	4	11	26	0	41	0	78	79	0	0	157	
8:30 AM	0	14	0	95	1	109	0	0	73	32	12	105	0	11	19	33	0	63	0	69	86	0	0	155	
8:45 AM	0	11	0	56	0	67	0	0	97	20	18	117	0	2	13	11	0	26	0	68	101	0	0	169	
Peak Hour Total	0	50	0	295	4	345	0	0	332	107	38	439	0	18	52	81	0	151	0	304	373	0	0	677	
PHF	0.000	0.735	0.000	0.776	0.500	0.791	0.000	0.000	0.856	0.686	0.528	0.915	0.000	0.409	0.684	0.614	0.000	0.599	0.000	0.854	0.871	0.000	0.000	0.864	

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	
3:30 PM	0	7	0	73	0	80	0	0	121	27	1	148	0	1	7	5	0	13	0	70	103	0	0	173	
3:45 PM	0	30	0	116	2	146	0	0	126	11	13	137	0	7	8	10	0	25	0	57	96	0	0	153	
4:00 PM	0	13	0	107	29	120	0	0	117	13	52	130	0	31	17	29	0	77	0	70	133	0	0	203	
4:15 PM	0	11	0	74	2	85	0	0	133	19	3	152	0	5	9	9	0	23	0	64	85	0	0	149	
Peak Hour Total	0	61	0	370	33	431	0	0	497	70	69	567	0	44	41	53	0	138	0	261	417	0	0	678	
PHF	0.000	0.508	0.000	0.797	0.284	0.738	0.000	0.000	0.934	0.648	0.332	0.933	0.000	0.355	0.603	0.457	0.000	0.448	0.000	0.932	0.784	0.000	0.000	0.835	

**Siringo Rd. & 5th St.
Santa Fe New Mexico
Tuesday, May 17, 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	
7:45 AM	0	6	4	8	2	18	0	7	81	8	0	96	0	0	1	4	2	5	0	15	114	2	0	131	
8:00 AM	0	2	2	1	0	5	0	4	91	7	0	102	0	2	0	4	1	6	0	14	108	1	1	123	
8:15 AM	0	3	10	13	1	26	0	15	97	17	0	129	0	5	7	2	1	14	0	12	108	16	0	136	
8:30 AM	0	5	12	4	1	21	0	15	87	7	1	109	0	5	3	10	2	18	0	9	111	10	0	130	
Peak Hour Total	0	16	28	26	4	70	0	41	356	39	1	436	0	12	11	20	6	43	0	50	441	29	1	520	
PHF	0.000	0.667	0.583	0.500	0.500	0.673	0.000	0.683	0.918	0.574	0.250	0.845	0.000	0.600	0.393	0.500	0.750	0.597	0.000	0.833	0.967	0.453	0.250	0.956	

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	
3:30 PM	0	5	2	22	1	29	0	4	133	8	0	145	0	1	2	1	0	4	0	9	99	2	4	110	
3:45 PM	0	12	9	20	1	41	0	14	126	6	0	146	0	9	4	9	0	22	0	7	95	4	0	106	
4:00 PM	0	7	9	18	1	34	0	8	128	11	0	147	0	14	11	26	0	51	0	12	144	8	3	164	
4:15 PM	0	13	2	8	0	23	0	2	92	11	0	105	0	19	12	32	2	63	0	11	118	3	0	132	
Peak Hour Total	0	37	22	68	3	127	0	28	479	36	0	543	0	43	29	68	2	140	0	39	456	17	7	512	
PHF	0.000	0.712	0.611	0.773	0.750	0.774	0.000	0.500	0.900	0.818	0.000	0.923	0.000	0.566	0.604	0.531	0.250	0.556	0.000	0.813	0.792	0.531	0.438	0.780	

**St. Francis Dr. & Siringo Rd.
Santa Fe New Mexico
Tuesday, May 24, 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	
7:30 AM	0	6	208	10	0	224	0	28	15	21	0	64	0	56	404	24	0	484	0	63	15	29	0	107	879
7:45 AM	0	10	217	17	0	244	0	17	19	18	0	54	0	74	479	52	0	605	0	48	17	25	0	90	993
8:00 AM	0	35	225	18	0	278	0	29	32	26	0	87	0	69	408	82	0	559	0	49	21	18	0	88	1012
8:15 AM	0	42	208	33	0	283	0	39	42	32	0	113	0	67	306	62	1	435	0	35	21	40	0	96	927
Peak Hour Total	0	93	858	78	0	1029	0	113	108	97	0	318	0	266	1597	220	1	2083	0	195	74	112	0	381	3811
PHF	0.000	0.554	0.953	0.591	0.000	0.909	0.000	0.724	0.643	0.758	0.000	0.704	0.000	0.899	0.834	0.671	0.250	0.861	0.000	0.774	0.881	0.700	0.000	0.890	0.941

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	1	9	404	29	0	443	0	24	17	5	0	46	0	43	231	13	0	287	0	14	15	74	0	103	879
4:45 PM	0	11	414	37	0	462	0	33	16	10	0	59	0	58	262	14	0	334	0	17	11	60	0	88	943
5:00 PM	1	17	385	24	0	427	0	36	26	19	0	81	0	43	229	9	0	281	0	27	8	72	0	107	896
5:15 PM	1	18	441	32	0	492	0	33	26	10	0	69	0	50	261	26	0	337	0	15	19	84	0	118	1016
Peak Hour Total	3	55	1644	122	0	1824	0	126	85	44	0	255	0	194	983	62	0	1239	0	73	53	290	0	416	3734
PHF	0.750	0.764	0.932	0.824	0.000	0.927	0.000	0.875	0.817	0.579	0.000	0.787	0.000	0.836	0.938	0.596	0.000	0.919	0.000	0.676	0.697	0.863	0.000	0.881	0.919

**New Site Access to Cerrillos Rd.
Santa Fe New Mexico
Tuesday, May 17, 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	
11:00 AM	0	0	0	2	4	2	0	0	412	1	0	413	0	0	0	5	2	5	6	6	424	10	0	446	866
11:15 AM	0	0	0	2	0	2	0	0	439	2	0	441	0	0	0	2	3	2	3	7	441	13	0	464	909
11:30 AM	0	0	0	5	2	5	0	0	446	1	0	447	0	0	0	4	2	4	10	2	451	11	0	474	930
11:45 AM	0	0	0	2	4	2	0	0	455	2	0	457	0	0	0	6	6	6	10	10	467	16	0	503	968
Peak Hour Total	0	0	0	11	10	11	0	0	1752	6	0	1758	0	0	0	17	13	17	29	25	1783	50	0	1887	3673
PHF	0.000	0.000	0.000	0.550	0.625	0.550	0.000	0.000	0.963	0.750	0.000	0.962	0.000	0.000	0.000	0.708	0.542	0.708	0.725	0.625	0.954	0.781	0.000	0.938	0.949

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	
2:45 PM	0	0	0	5	0	5	0	0	460	0	0	460	0	0	0	3	4	3	11	5	463	18	1	497	965
3:00 PM	0	0	0	5	2	5	0	0	513	1	0	514	0	0	0	2	7	2	9	7	444	9	0	469	990
3:15 PM	0	0	0	5	0	5	0	0	527	4	0	531	0	0	0	3	6	3	4	5	477	12	1	498	1037
3:30 PM	0	0	0	3	0	3	0	0	524	3	0	527	0	0	0	10	2	10	9	8	481	9	1	507	1047
Peak Hour Total	0	0	0	18	2	18	0	0	2024	8	0	2032	0	0	0	18	19	18	33	25	1865	48	3	1971	4039
PHF	0.000	0.000	0.000	0.900	0.250	0.900	0.000	0.000	0.960	0.500	0.000	0.957	0.000	0.000	0.000	0.450	0.679	0.450	0.750	0.781	0.969	0.667	0.750	0.972	0.964

**St. Michaels Dr. & Alumni Dr.
Santa Fe New Mexico
Tuesday, May 17, 2022**

Time	Southbound St. Michaels Dr.						Westbound Alumni Dr.						Northbound St. Michaels Dr.						Eastbound Alumni Dr.						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	54	1	0	56	0	0	0	0	0	0	0	33	0	0	33	0	3	0	0	0	3	92	
6:15 AM	0	0	45	2	0	47	0	0	0	0	0	0	2	43	0	0	45	0	0	2	3	2	2	94	
6:30 AM	0	0	57	2	0	59	0	0	0	0	1	0	4	42	1	0	47	0	2	0	0	2	2	108	
6:45 AM	0	1	116	8	0	125	0	0	0	1	1	1	5	63	0	0	68	0	4	0	0	0	4	198	
Hourly Total	0	2	272	13	0	287	0	0	0	1	2	1	0	11	181	1	0	193	0	9	0	2	5	11	492
7:00 AM	0	2	85	6	0	93	0	0	0	2	0	2	5	54	3	0	62	0	13	0	2	1	15	172	
7:15 AM	0	0	128	6	0	134	0	0	0	1	2	1	3	88	1	0	92	0	8	0	2	1	10	237	
7:30 AM	3	2	187	9	0	201	0	1	0	1	0	2	5	114	1	0	120	0	7	0	3	2	10	333	
7:45 AM	2	0	269	10	0	281	0	0	0	0	1	0	6	148	1	0	155	0	2	0	5	1	7	443	
Hourly Total	5	4	669	31	0	709	0	1	0	4	3	5	0	19	404	6	0	429	0	30	0	12	5	42	1185

Time	Southbound St. Michaels Dr.						Westbound Alumni Dr.						Northbound St. Michaels Dr.						Eastbound Alumni Dr.						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	3	228	14	0	245	0	0	0	0	1	0	0	5	141	2	0	148	0	0	0	2	4	2	395
8:15 AM	2	2	267	11	0	282	0	0	0	4	2	4	0	7	152	3	0	162	0	2	0	6	3	8	456
8:30 AM	1	6	240	11	0	258	0	0	0	1	3	1	0	10	173	5	0	188	0	6	0	4	2	10	457
8:45 AM	0	6	222	15	0	243	0	0	0	0	1	0	0	7	172	6	0	185	0	10	0	6	1	16	444
Hourly Total	3	17	957	51	0	1028	0	0	0	5	7	5	0	29	638	16	0	683	0	18	0	18	10	36	1752
9:00 AM	5	3	192	15	0	215	0	0	0	3	0	3	0	8	181	3	0	192	0	10	0	7	3	17	427
9:15 AM	2	1	221	12	0	236	0	1	0	1	2	2	0	13	162	4	0	179	0	12	0	12	1	24	441
9:30 AM	1	4	216	11	0	232	0	0	0	2	1	2	0	7	191	4	0	202	0	6	0	10	3	16	452
9:45 AM	1	2	244	13	1	260	0	1	0	3	1	4	1	9	216	4	0	230	0	10	0	3	43	13	507
Hourly Total	9	10	873	51	1	943	0	2	0	9	4	11	1	37	750	15	0	803	0	38	0	32	50	70	1827
10:00 AM	5	3	197	8	0	213	0	1	0	3	4	4	0	4	205	2	0	211	0	5	0	9	7	14	442
10:15 AM	3	5	207	9	0	224	0	2	0	2	0	4	0	6	193	5	0	204	0	4	0	5	2	9	441
10:30 AM	4	6	206	8	0	224	0	0	0	5	0	5	1	7	225	4	0	237	0	6	0	9	4	15	481
10:45 AM	2	4	230	10	0	246	0	0	0	6	0	6	2	8	229	2	0	241	0	4	0	10	3	14	507
Hourly Total	14	18	840	35	0	907	0	3	0	16	4	19	3	25	852	13	0	893	0	19	0	33	16	52	1871
11:00 AM	3	4	227	9	0	243	0	1	0	4	1	5	0	8	245	1	0	254	0	4	0	7	2	11	513
11:15 AM	5	0	232	16	0	253	0	1	0	1	1	2	0	14	245	1	0	260	0	12	0	14	2	26	541
11:30 AM	2	2	248	8	0	260	0	1	0	2	1	3	0	9	260	2	0	271	0	10	0	13	4	23	557
11:45 AM	2	5	253	12	0	272	0	0	1	6	0	7	0	8	265	1	1	274	0	5	1	9	1	15	568
Hourly Total	12	11	960	45	0	1028	0	3	1	13	3	17	0	39	1015	5	1	1059	0	31	1	43	9	75	2179
12:00 PM	1	2	286	14	0	303	0	1	0	4	2	5	0	7	294	2	0	303	0	9	0	26	4	35	646
12:15 PM	9	3	255	6	0	273	0	0	0	4	1	4	3	12	252	1	1	268	0	9	0	22	3	31	576
12:30 PM	5	6	276	8	0	295	0	0	0	4	0	4	0	15	270	1	0	286	0	8	0	17	45	25	610
12:45 PM	1	3	293	11	0	308	0	2	0	6	0	8	0	10	247	2	0	259	0	4	0	13	2	17	592
Hourly Total	16	14	1110	39	0	1179	0	3	0	18	3	21	3	44	1063	6	1	1116	0	30	0	78	54	108	2424
1:00 PM	4	5	266	17	0	292	0	0	0	2	0	2	2	8	248	3	0	261	1	6	0	12	1	19	574
1:15 PM	3	5	280	8	0	296	0	0	0	5	0	5	0	8	252	1	0	261	1	10	0	5	4	16	578
1:30 PM	2	5	294	5	0	306	0	1	0	3	0	4	1	5	251	3	0	260	0	2	0	12	3	14	584
1:45 PM	4	3	265	11	0	283	0	0	0	7	1	7	1	12	253	2	0	268	0	2	0	14	2	16	574
Hourly Total	13	18	1105	41	0	1177	0	1	0	17	1	18	4	33	1004	9	0	1050	2	20	0	43	10	65	2310
2:00 PM	3	4	251	7	0	265	0	0	0	3	0	3	1	12	241	2	0	256	0	7	0	13	2	20	544
2:15 PM	8	5	250	5	0	268	0	0	0	7	0	7	0	6	278	3	0	287	0	5	0	5	1	10	572
2:30 PM	9	4	246	8	0	267	0	0	0	5	0	5	0	2	236	1	0	239	0	8	0	6	1	14	525
2:45 PM	3	1	260	6	0	270	0	1	0	4	0	5	1	4	245	6	0	256	0	2	0	5	0	7	538
Hourly Total	23	14	1007	26	0	1070	0	1	0	19	0	20	2	24	1000	12	0	1038	0	22	0	29	4	51	2179
3:00 PM	6	4	275	6	0	291	0	0	0	3	0	3	0	6	282	3	0	291	0	7	0	7	1	14	599
3:15 PM	3	2	284	10	0	299	0	2	0	6	2	8	1	6	262	2	0	271	0	2	0	13	2	15	593
3:30 PM	3	2	256	8	0	269	0	0	0	5	0	5	0	6	265	3	0	274	0	11	0	10	1	21	569
3:45 PM	1	3	278	6	0	288	0	0	0	3	1	3	1	9	295	2	0	307	0	5	0	8	5	13	611
Hourly Total	13	11	1093	30	0	1147	0	2	0	17	3	19	2	27	1104	10	0	1143	0	25	0	38	9	63	2372

**St. Michaels Dr. & Alumni Dr.
Santa Fe New Mexico
Tuesday, May 17, 2022**

Time	Southbound St. Michaels Dr.						Westbound Alumni Dr.						Northbound St. Michaels Dr.						Eastbound Alumni Dr.						B-15	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	8	3	237	9	0	257	0	0	0	10	0	10	0	3	307	1	0	311	0	12	0	9	3	21	599
4:15 PM	4	1	215	3	0	223	0	0	0	1	0	1	1	8	275	4	0	288	0	2	0	10	4	12	524
4:30 PM	6	3	249	7	0	265	0	1	0	3	0	4	0	2	257	3	0	262	0	8	0	8	1	16	547
4:45 PM	1	2	227	3	0	233	0	0	0	2	0	2	0	3	256	3	0	262	0	9	0	10	4	19	516
Hourly Total	19	9	928	22	0	978	0	1	0	16	0	17	1	16	1095	11	0	1123	0	31	0	37	12	68	2186
5:00 PM	4	2	236	10	0	252	0	0	0	5	2	5	1	2	307	2	0	312	1	5	0	20	0	26	595
5:15 PM	6	2	218	4	0	230	0	1	0	5	1	6	0	11	257	1	0	269	0	7	0	5	2	12	517
5:30 PM	9	0	212	4	0	225	0	3	0	4	0	7	0	2	228	2	0	232	0	8	0	5	3	13	477
5:45 PM	2	0	193	5	0	200	0	0	0	3	0	3	1	6	169	0	0	176	0	3	0	3	4	6	385
Hourly Total	21	4	859	23	0	907	0	4	0	17	3	21	2	21	961	5	0	989	1	23	0	33	9	57	1974
6:00 PM	3	0	174	5	0	182	0	1	0	2	0	3	0	2	159	2	2	163	0	7	0	3	5	10	358
6:15 PM	3	1	160	7	0	171	0	0	0	2	1	2	1	0	180	0	0	181	0	2	0	4	4	6	360
6:30 PM	3	0	150	11	0	164	0	1	0	1	0	2	0	2	127	4	1	133	0	3	0	3	4	6	305
6:45 PM	3	1	157	7	0	168	0	2	0	3	4	5	1	1	128	0	0	130	0	3	0	2	2	5	308
Hourly Total	12	2	641	30	0	685	0	4	0	8	5	12	2	5	594	6	3	607	0	15	0	12	15	27	1331
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	160	134	11314	437	1	12045	0	25	1	160	38	186	20	330	10661	115	5	11126	3	311	1	410	208	725	24082
Cars	160	134	11186	424	1	11904	0	25	1	160	30	186	20	327	10524	115	4	10986	3	303	1	405	196	712	23788
Heavy Vehicles	0	0	128	13	0	141	0	0	0	0	8	0	0	3	137	0	1	140	0	8	0	5	12	13	294
Heavy Vehicle %	0.00%	0.00%	1.13%	2.97%	0.00%	1.17%	0.00%	0.00%	0.00%	0.00%	21.05%	0.00%	0.00%	0.91%	1.29%	0.00%	20.00%	1.26%	0.00%	2.57%	0.00%	1.22%	5.77%	1.79%	1.22%

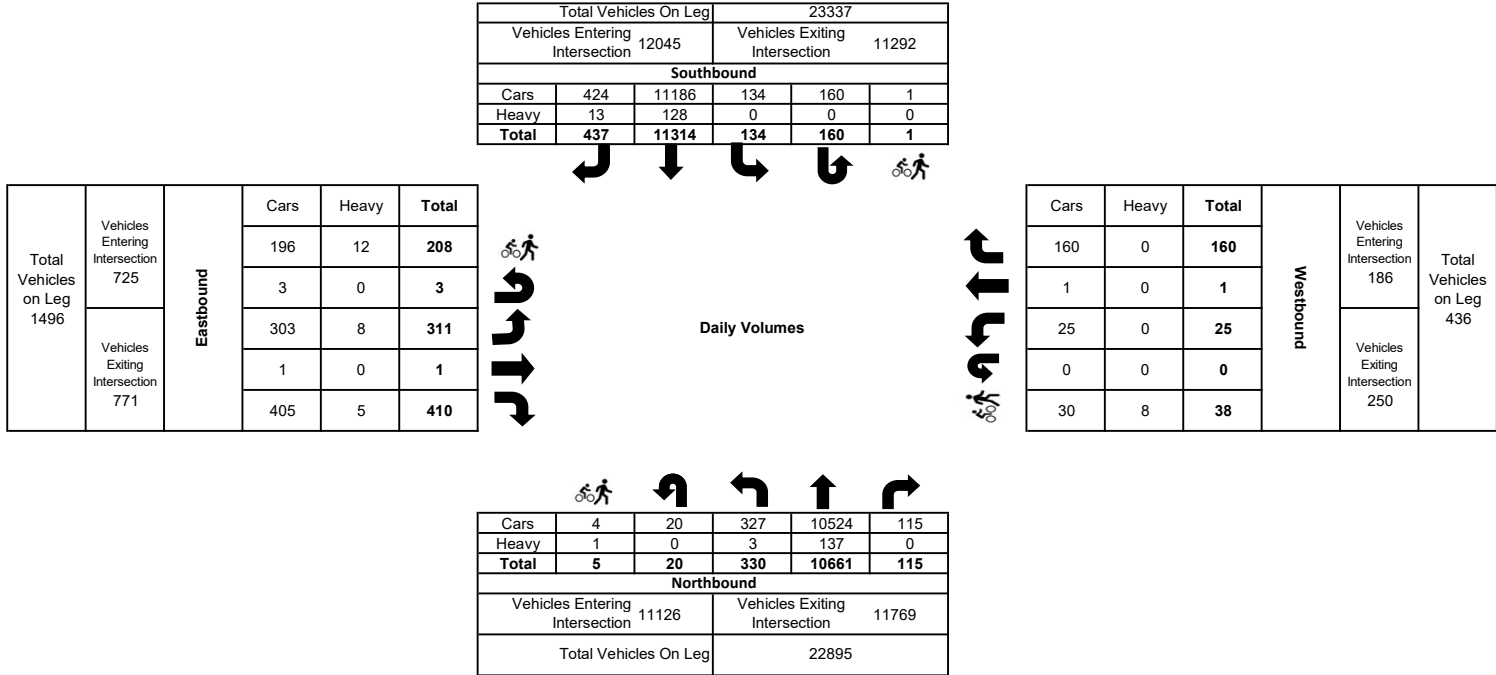
**St. Michaels Dr. & Alumni Dr.
Santa Fe New Mexico
Tuesday, May 17, 2022**

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	
11:00 AM	3	4	227	9	0	243	0	1	0	4	1	5	0	8	245	1	0	254	0	4	0	7	2	11	513
11:15 AM	5	0	232	16	0	253	0	1	0	1	1	2	0	14	245	1	0	260	0	12	0	14	2	26	541
11:30 AM	2	2	248	8	0	260	0	1	0	2	1	3	0	9	260	2	0	271	0	10	0	13	4	23	557

Time	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	VEHICLE TOTAL
11:45 AM	2	5	253	12	0	272	0	0	1	6	0	7	0	8	265	1	1	274	0	5	1	9	1	15	568
Peak Hour Total PHF	0.600	0.550	0.949	0.703	0.000	0.945	0.000	0.750	0.250	0.542	0.750	0.607	0.000	0.39	1015	5	1	1059	0	31	1	43	9	75	2179
																									0.959

PM Peak Hour



**Llano St. New Site Access
Santa Fe New Mexico
Tuesday, May 17, 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	
11:00 AM	0	16	56	0	0	72	0	11	0	16	0	27	0	0	73	14	0	87	0	0	0	0	0	0	186
11:15 AM	0	15	63	0	4	78	0	14	0	15	0	29	1	0	73	11	0	85	0	0	1	0	0	1	193
11:30 AM	0	19	65	0	0	84	0	12	0	12	4	24	0	0	79	15	0	94	0	0	0	0	1	0	202
11:45 AM	0	23	63	0	0	86	0	25	0	11	0	36	0	0	78	6	0	84	0	0	0	0	1	0	206
Peak Hour Total	0	73	247	0	4	320	0	62	0	54	4	116	1	0	303	46	0	350	0	0	1	0	2	1	787
PHF	0.000	0.793	0.950	0.000	0.250	0.930	0.000	0.620	0.000	0.844	0.250	0.806	0.250	0.000	0.959	0.767	0.000	0.931	0.000	0.000	0.250	0.000	0.500	0.250	0.955

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	
3:15 PM	0	15	88	0	0	103	0	19	0	15	0	34	0	1	69	12	0	82	0	0	0	0	0	0	219
3:30 PM	0	22	91	3	1	116	0	13	0	13	2	26	1	0	64	8	0	73	0	1	0	0	7	1	216
3:45 PM	1	13	82	1	1	97	0	21	0	10	1	31	1	1	97	18	0	117	0	0	0	0	8	0	245
4:00 PM	0	18	84	0	0	102	0	14	0	16	0	30	0	0	96	12	0	108	0	0	0	0	2	0	240
Peak Hour Total	1	68	345	4	2	418	0	67	0	54	3	121	2	2	326	50	0	380	0	1	0	0	17	1	920
PHF	0.250	0.773	0.948	0.333	0.500	0.901	0.000	0.798	0.000	0.844	0.375	0.890	0.500	0.500	0.840	0.694	0.000	0.812	0.000	0.250	0.000	0.000	0.531	0.250	0.939

**Camino Carlos Rey & Calle De Oriente E
Santa Fe New Mexico
Tuesday, May 17, 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	
7:45 AM	0	27	70	1	0	98	0	3	0	3	1	6	0	0	134	24	0	158	0	2	0	3	2	5	267
8:00 AM	0	28	60	0	0	88	0	3	0	3	0	6	0	0	128	18	0	146	0	1	0	1	0	2	242
8:15 AM	0	9	56	1	1	66	0	4	0	3	2	7	0	1	80	6	0	87	0	2	0	0	0	2	162
8:30 AM	0	5	83	1	2	89	0	2	0	4	1	6	0	0	117	8	1	125	0	2	0	0	1	2	222
Peak Hour Total	0	69	269	3	3	341	0	12	0	13	4	25	0	1	459	56	1	516	0	7	0	4	3	11	893
PHF	0.000	0.616	0.810	0.750	0.375	0.870	0.000	0.750	0.000	0.813	0.500	0.893	0.000	0.250	0.856	0.583	0.250	0.816	0.000	0.875	0.000	0.333	0.375	0.550	0.836

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	
4:45 PM	2	3	94	4	1	103	0	9	0	12	1	21	0	1	77	1	2	79	0	1	0	0	0	1	204
5:00 PM	0	4	135	4	0	143	0	33	0	36	1	69	0	0	87	1	1	88	0	1	0	0	0	1	301
5:15 PM	0	2	117	2	2	121	0	9	0	1	2	10	0	3	67	1	3	71	0	2	0	0	1	2	204
5:30 PM	0	2	96	7	0	105	0	3	0	3	2	6	0	3	78	1	0	82	0	2	0	1	0	3	196
Peak Hour Total	2	11	442	17	3	472	0	54	0	52	6	106	0	7	309	4	6	320	0	6	0	1	1	7	905
PHF	0.250	0.688	0.819	0.607	0.375	0.825	0.000	0.409	0.000	0.361	0.750	0.384	0.000	0.583	0.888	1.000	0.500	0.909	0.000	0.750	0.000	0.250	0.250	0.583	0.752

**Siringo Rd. & Alamosa Pl.
Santa Fe 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	
7:45 AM	0	0	0	0	2	0	0	1	73	13	0	87	0	0	1	13	0	14	0	33	89	0	0	122	223
8:00 AM	0	0	0	0	0	0	0	0	65	1	0	66	0	0	0	7	0	7	0	6	84	0	0	90	163
8:15 AM	0	0	0	0	1	0	0	1	86	2	0	89	0	0	0	6	0	6	0	2	105	1	0	108	203
8:30 AM	0	0	0	0	0	0	0	0	102	5	0	107	0	1	0	2	0	3	0	2	111	1	0	114	224
Peak Hour Total	0	0	0	0	3	0	0	2	347	0	0	349	0	2	0	28	0	30	0	0	432	2	0	434	813
PHF	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.500	0.850	0.000	0.000	0.815	0.000	0.500	0.000	0.538	0.000	0.536	0.000	0.000	0.973	0.500	0.000	0.889	0.907

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	
3:30 PM	0	1	0	1	1	2	0	0	112	2	0	114	0	1	0	3	1	4	0	1	108	0	0	109	229
3:45 PM	0	0	0	0	5	0	0	3	128	1	0	132	0	0	0	1	0	1	0	0	96	2	0	98	231
4:00 PM	0	0	0	0	4	0	0	4	181	1	0	186	0	1	0	9	3	10	0	1	82	1	0	84	280
4:15 PM	0	0	0	0	1	0	0	4	149	1	0	154	0	0	0	4	0	4	0	0	74	0	0	74	232
Peak Hour Total	0	0	0	0	11	0	0	11	575	0	0	586	0	2	0	17	4	19	0	0	362	3	0	365	972
PHF	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.688	0.794	0.000	0.000	0.788	0.000	0.500	0.000	0.472	0.333	0.475	0.000	0.000	0.838	0.375	0.000	0.837	0.868

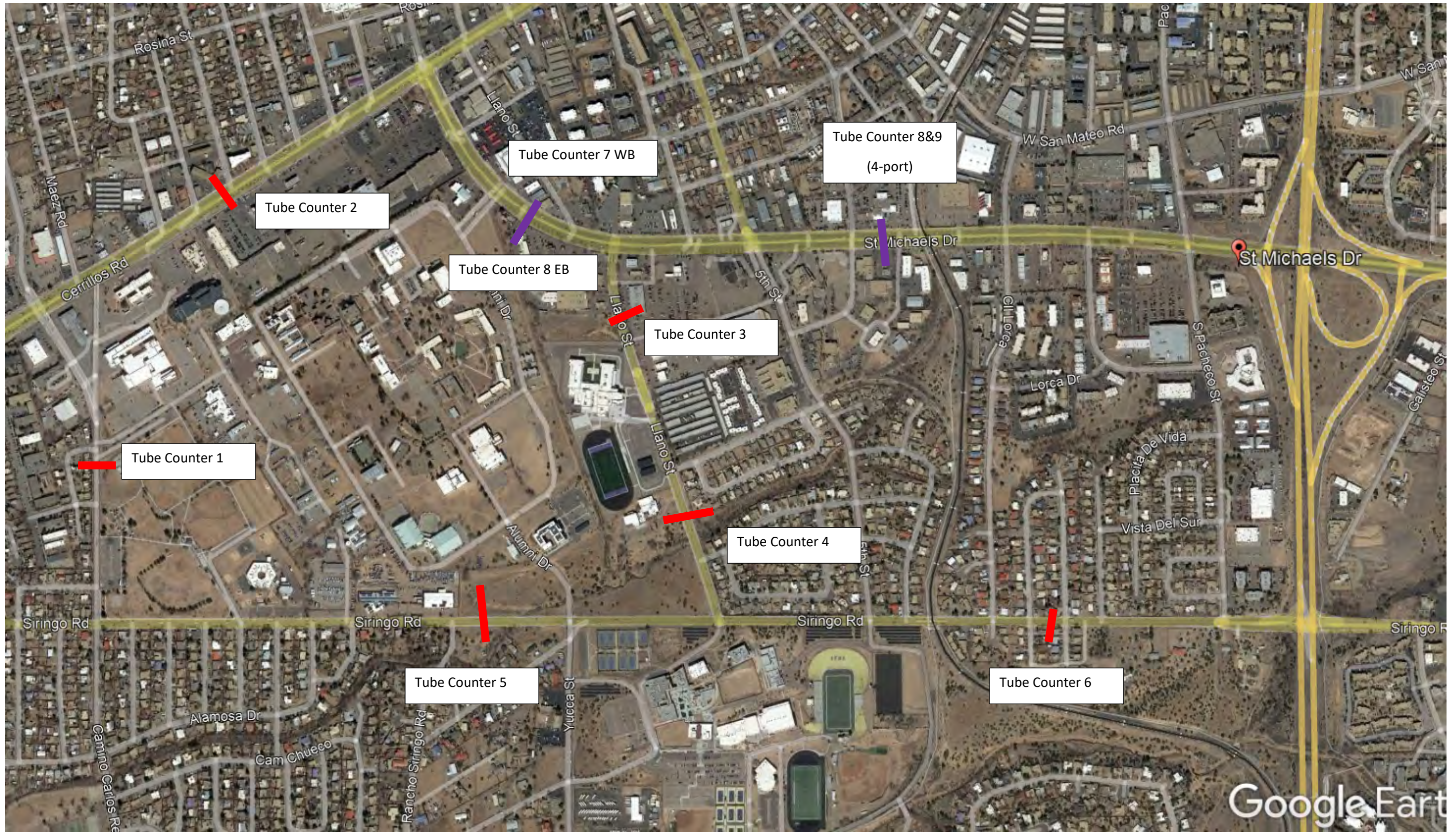
**Sirongo Rd. & Yucca St.
Santa Fe New Mexico
Thursday, May 19, 2022**

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	
7:45 AM	0	4	0	1	0	5	0	66	68	14	0	148	0	15	7	99	0	121	0	2	84	24	0	110	384
8:00 AM	0	2	2	1	0	5	0	75	54	9	0	138	0	19	8	104	0	131	0	1	68	20	1	89	363
8:15 AM	0	3	1	1	1	5	0	94	61	6	0	161	0	25	4	90	0	119	0	3	80	29	0	112	397
8:30 AM	0	3	4	0	1	7	0	98	79	7	2	184	0	31	4	110	1	145	0	2	78	44	0	124	460
Peak Hour Total	0	12	7	3	2	22	0	333	262	36	2	631	0	90	23	403	1	516	0	8	310	117	1	435	1604
PHF	0.000	0.750	0.438	0.750	0.500	0.786	0.000	0.849	0.829	0.643	0.250	0.857	0.000	0.726	0.719	0.916	0.250	0.890	0.000	0.667	0.923	0.665	0.250	0.877	0.872

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	
3:30 PM	0	7	6	4	0	17	0	100	102	3	2	205	0	14	4	92	1	110	0	1	81	31	0	113	445
3:45 PM	0	4	4	4	0	12	1	123	125	4	2	253	0	6	1	90	0	97	0	1	70	23	4	94	456
4:00 PM	0	12	3	9	1	24	0	123	153	3	6	279	0	43	3	117	3	163	0	6	78	20	2	104	570
4:15 PM	0	6	5	4	0	15	0	127	119	1	0	247	0	26	3	97	0	126	0	0	63	17	0	80	468
Peak Hour Total	0	29	18	21	1	68	1	473	499	11	10	984	0	89	11	396	4	496	0	8	292	91	6	391	1939
PHF	0.000	0.604	0.750	0.583	0.250	0.708	0.250	0.931	0.815	0.688	0.417	0.882	0.000	0.517	0.688	0.846	0.333	0.761	0.000	0.333	0.901	0.734	0.375	0.865	0.850



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: 3Cc
Station ID:
Location 1:
Location 2:
Latitude: 35.655060
Longitude: -105.984890

File Name: untitled_0
Date Printed: 5/26/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

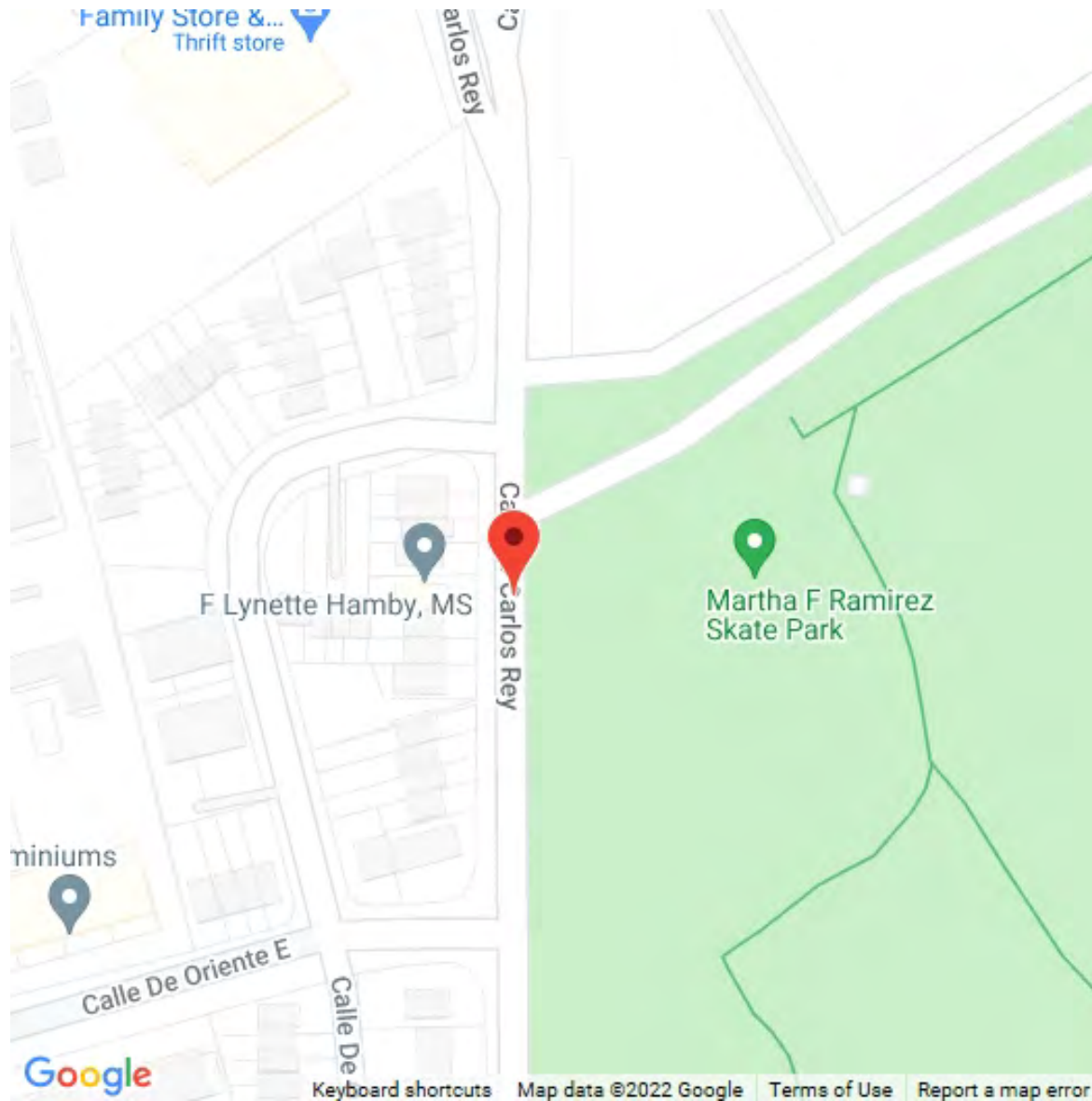
5/23/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB	A to B, NB	B to A, SB
12:00 AM	*	*	12	19	9	18	*	*	*	*	*	*	*	*	10	18
1:00	*	*	7	7	9	7	*	*	*	*	*	*	*	*	8	7
2:00	*	*	6	10	6	2	*	*	*	*	*	*	*	*	6	6
3:00	*	*	6	2	8	3	*	*	*	*	*	*	*	*	7	2
4:00	*	*	14	6	14	6	*	*	*	*	*	*	*	*	14	6
5:00	*	*	57	16	47	16	*	*	*	*	*	*	*	*	52	16
6:00	*	*	122	40	103	49	*	*	*	*	*	*	*	*	112	44
7:00	*	*	357	156	377	135	*	*	*	*	*	*	*	*	367	146
8:00	*	*	445	228	371	213	*	*	*	*	*	*	*	*	408	220
9:00	*	*	282	177	279	188	*	*	*	*	*	*	*	*	280	182
10:00	*	*	318	206	342	231	*	*	*	*	*	*	*	*	330	218
11:00	*	*	346	282	361	279	*	*	*	*	*	*	*	*	354	280
12:00 PM	*	*	299	282	349	291	*	*	*	*	*	*	*	*	324	286
1:00	*	*	369	308	359	273	*	*	*	*	*	*	*	*	364	290
2:00	*	*	294	294	326	188	*	*	*	*	*	*	*	*	310	241
3:00	*	*	350	311	319	227	*	*	*	*	*	*	*	*	334	269
4:00	*	*	312	356	341	360	*	*	*	*	*	*	*	*	326	358
5:00	*	*	286	434	334	384	*	*	*	*	*	*	*	*	310	409
6:00	*	*	239	260	273	15	*	*	*	*	*	*	*	*	256	138
7:00	*	*	214	163	222	8	*	*	*	*	*	*	*	*	218	86
8:00	*	*	129	150	147	5	*	*	*	*	*	*	*	*	138	78
9:00	*	*	93	107	96	0	*	*	*	*	*	*	*	*	94	54
10:00	*	*	58	76	47	2	*	*	*	*	*	*	*	*	52	39
11:00	*	*	25	41	31	0	*	*	*	*	*	*	*	*	28	20
Total	0	0	4640	3931	4770	2900	0	0	0	0	0	0	0	0	4702	3413
Day	0	0	8571		7670		0	0	0	0	0	0	0	0	8115	
AM Peak			8:00	11:00	7:00	11:00									8:00	11:00
Volume			445	282	377	279									408	280
PM Peak			1:00	5:00	1:00	5:00									1:00	5:00
Volume			369	434	359	384									364	409
Comb Total	0		8571		7670		0	0	0	0	0	0	0		8115	
ADT	ADT: 8,120		AADT: 8,120													

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: 3Cc
Station ID:
Location 1:
Location 2:
Latitude: 35.655060
Longitude: -105.984890

File Name: untitled_0
Date Printed: 5/26/2022
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

File Name: Tube Counter 2 Cerrillos Rd

Date Printed: 5/12/2022

Start Date: 5/10/2022

End Date: 5/11/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.660231
Longitude: -105.981953

5/9/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB	A to B, EB	C to D, WB
12:00 AM	*	*	61	105	83	112	*	*	*	*	*	*	*	*	72	108
1:00	*	*	34	62	38	60	*	*	*	*	*	*	*	*	36	61
2:00	*	*	36	35	38	40	*	*	*	*	*	*	*	*	37	38
3:00	*	*	37	28	47	37	*	*	*	*	*	*	*	*	42	32
4:00	*	*	87	68	73	52	*	*	*	*	*	*	*	*	80	60
5:00	*	*	266	120	232	122	*	*	*	*	*	*	*	*	249	121
6:00	*	*	541	278	521	263	*	*	*	*	*	*	*	*	531	270
7:00	*	*	1055	670	996	691	*	*	*	*	*	*	*	*	1026	680
8:00	*	*	1147	888	1146	855	*	*	*	*	*	*	*	*	1146	872
9:00	*	*	1067	1091	1055	1082	*	*	*	*	*	*	*	*	1061	1086
10:00	*	*	1057	1152	1039	1098	*	*	*	*	*	*	*	*	1048	1125
11:00	*	*	1129	1317	1088	1286	*	*	*	*	*	*	*	*	1108	1302
12:00 PM	*	*	1102	1268	1065	1254	*	*	*	*	*	*	*	*	1084	1261
1:00	*	*	1104	1201	1132	1319	*	*	*	*	*	*	*	*	1118	1260
2:00	*	*	1143	1378	1080	1375	*	*	*	*	*	*	*	*	1112	1376
3:00	*	*	1147	1451	1099	1413	*	*	*	*	*	*	*	*	1123	1432
4:00	*	*	1038	1541	1116	1411	*	*	*	*	*	*	*	*	1077	1476
5:00	*	*	1024	1482	1036	1452	*	*	*	*	*	*	*	*	1030	1467
6:00	*	*	934	1133	914	1083	*	*	*	*	*	*	*	*	924	1108
7:00	*	*	866	943	827	1036	*	*	*	*	*	*	*	*	846	990
8:00	*	*	685	854	696	853	*	*	*	*	*	*	*	*	690	854
9:00	*	*	444	692	483	679	*	*	*	*	*	*	*	*	464	686
10:00	*	*	285	499	250	491	*	*	*	*	*	*	*	*	268	495
11:00	*	*	166	242	124	264	*	*	*	*	*	*	*	*	145	253
Total	0	0	16455	18498	16178	18328	0	0	0	0	0	0	0	0	16317	18413
Day	0		34953		34506		0		0		0		0		34730	
AM Peak			8:00	11:00	8:00	11:00									8:00	11:00
Volume			1147	1317	1146	1286									1146	1302
PM Peak			3:00	4:00	1:00	5:00									3:00	4:00
Volume			1147	1541	1132	1452									1123	1476
Comb Total	0		34953		34506		0		0		0		0		34730	
ADT	ADT: 34,730		AADT: 34,730													

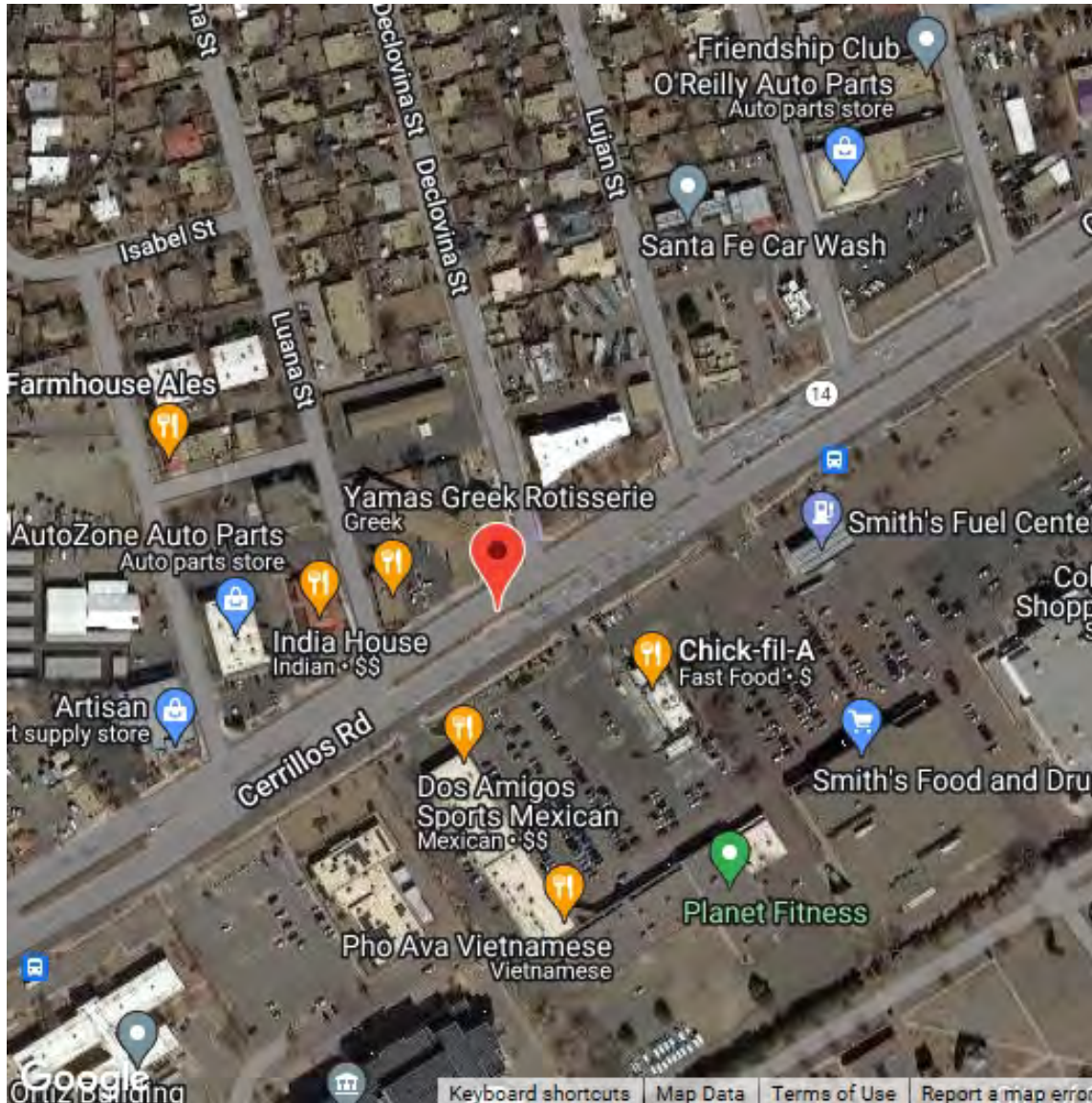


Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 2 Cerrillos Rd
Date Printed: 5/12/2022
Start Date: 5/10/2022
End Date: 5/11/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.660231
Longitude: -105.981953





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 3 Llano St

Date Printed: 5/12/2022

Start Date: 5/10/2022

End Date: 5/11/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.657743
Longitude: -105.972599

5/9/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	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	*	*	7	5	11	10	*	*	*	*	*	*	*	*	9	8
1:00	*	*	6	7	2	2	*	*	*	*	*	*	*	*	4	4
2:00	*	*	3	2	4	3	*	*	*	*	*	*	*	*	4	2
3:00	*	*	2	9	3	3	*	*	*	*	*	*	*	*	2	6
4:00	*	*	2	7	4	8	*	*	*	*	*	*	*	*	3	8
5:00	*	*	17	15	13	18	*	*	*	*	*	*	*	*	15	16
6:00	*	*	43	62	37	46	*	*	*	*	*	*	*	*	40	54
7:00	*	*	153	195	125	207	*	*	*	*	*	*	*	*	139	201
8:00	*	*	303	344	319	349	*	*	*	*	*	*	*	*	311	346
9:00	*	*	222	251	228	244	*	*	*	*	*	*	*	*	225	248
10:00	*	*	254	242	277	249	*	*	*	*	*	*	*	*	266	246
11:00	*	*	311	282	295	283	*	*	*	*	*	*	*	*	303	282
12:00 PM	*	*	414	342	350	341	*	*	*	*	*	*	*	*	382	342
1:00	*	*	347	301	352	255	*	*	*	*	*	*	*	*	350	278
2:00	*	*	348	292	335	287	*	*	*	*	*	*	*	*	342	290
3:00	*	*	411	312	401	318	*	*	*	*	*	*	*	*	406	315
4:00	*	*	373	373	381	388	*	*	*	*	*	*	*	*	377	380
5:00	*	*	436	249	407	246	*	*	*	*	*	*	*	*	422	248
6:00	*	*	265	186	264	178	*	*	*	*	*	*	*	*	264	182
7:00	*	*	182	175	175	164	*	*	*	*	*	*	*	*	178	170
8:00	*	*	109	89	144	117	*	*	*	*	*	*	*	*	126	103
9:00	*	*	81	76	66	55	*	*	*	*	*	*	*	*	74	66
10:00	*	*	43	26	29	35	*	*	*	*	*	*	*	*	36	30
11:00	*	*	18	17	17	10	*	*	*	*	*	*	*	*	18	14
Total Day	0	0	4350	3859	4239	3816	0	0	0	0	0	0	0	0	4296	3839
AM Peak Volume			11:00 311	8:00 344	8:00 319	8:00 349									8:00 311	8:00 346
PM Peak Volume			5:00 436	4:00 373	5:00 407	4:00 388									5:00 422	4:00 380
Comb Total ADT	0	0	8209	8209	8055	8055	0	0	0	0	0	0	0	0	8135	8135



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.657743
Longitude: -105.972599

File Name: Tube Counter 3 Llano St
Date Printed: 5/12/2022
Start Date: 5/10/2022
End Date: 5/11/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 4 Llano St

Date Printed: 5/12/2022

Start Date: 5/10/2022

End Date: 5/11/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.653525
Longitude: -105.970806

5/9/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	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	*	*	9	5	13	12	*	*	*	*	*	*	*	*	11	8
1:00	*	*	6	8	2	2	*	*	*	*	*	*	*	*	4	5
2:00	*	*	2	4	4	4	*	*	*	*	*	*	*	*	3	4
3:00	*	*	2	7	2	4	*	*	*	*	*	*	*	*	2	6
4:00	*	*	3	7	5	8	*	*	*	*	*	*	*	*	4	8
5:00	*	*	17	23	14	22	*	*	*	*	*	*	*	*	16	22
6:00	*	*	43	76	32	54	*	*	*	*	*	*	*	*	38	65
7:00	*	*	127	225	113	250	*	*	*	*	*	*	*	*	120	238
8:00	*	*	325	465	335	470	*	*	*	*	*	*	*	*	330	468
9:00	*	*	217	242	225	246	*	*	*	*	*	*	*	*	221	244
10:00	*	*	257	272	248	237	*	*	*	*	*	*	*	*	252	254
11:00	*	*	295	302	266	268	*	*	*	*	*	*	*	*	280	285
12:00 PM	*	*	387	327	315	319	*	*	*	*	*	*	*	*	351	323
1:00	*	*	339	324	342	252	*	*	*	*	*	*	*	*	340	288
2:00	*	*	354	269	328	279	*	*	*	*	*	*	*	*	341	274
3:00	*	*	392	354	379	326	*	*	*	*	*	*	*	*	386	340
4:00	*	*	414	328	417	354	*	*	*	*	*	*	*	*	416	341
5:00	*	*	438	287	425	232	*	*	*	*	*	*	*	*	432	260
6:00	*	*	297	188	294	198	*	*	*	*	*	*	*	*	296	193
7:00	*	*	231	160	192	174	*	*	*	*	*	*	*	*	212	167
8:00	*	*	122	82	155	103	*	*	*	*	*	*	*	*	138	92
9:00	*	*	80	66	80	57	*	*	*	*	*	*	*	*	80	62
10:00	*	*	45	27	30	34	*	*	*	*	*	*	*	*	38	30
11:00	*	*	18	15	16	10	*	*	*	*	*	*	*	*	17	12
Total Day	0	0	4420	4063	4232	3915	0	0	0	0	0	0	0	0	4328	3989
AM Peak Volume			8:00 325	8:00 465	8:00 335	8:00 470									8:00 330	8:00 468
PM Peak Volume			5:00 438	3:00 354	5:00 425	4:00 354									5:00 432	4:00 341
Comb Total ADT	0	0	8483	8483	8147	8147	0	0	0	0	0	0	0	0	8317	8317



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.653525
Longitude: -105.970806

File Name: Tube Counter 4 Llano St
Date Printed: 5/12/2022
Start Date: 5/10/2022
End Date: 5/11/2022
GPS Accuracy: 0 ft
Location Verified: No





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 5 Siringo Rd

Date Printed: 5/12/2022

Start Date: 5/10/2022

End Date: 5/11/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.652110
Longitude: -105.976250

5/9/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB
12:00 AM	*	*	10	13	8	14	*	*	*	*	*	*	*	*	9	14
1:00	*	*	9	7	6	5	*	*	*	*	*	*	*	*	8	6
2:00	*	*	6	5	7	3	*	*	*	*	*	*	*	*	6	4
3:00	*	*	8	5	9	7	*	*	*	*	*	*	*	*	8	6
4:00	*	*	9	6	12	22	*	*	*	*	*	*	*	*	10	14
5:00	*	*	35	25	35	18	*	*	*	*	*	*	*	*	35	22
6:00	*	*	87	63	85	79	*	*	*	*	*	*	*	*	86	71
7:00	*	*	272	198	303	207	*	*	*	*	*	*	*	*	288	202
8:00	*	*	424	337	411	359	*	*	*	*	*	*	*	*	418	348
9:00	*	*	275	284	302	296	*	*	*	*	*	*	*	*	288	290
10:00	*	*	295	332	282	304	*	*	*	*	*	*	*	*	288	318
11:00	*	*	345	359	281	396	*	*	*	*	*	*	*	*	313	378
12:00 PM	*	*	379	437	365	384	*	*	*	*	*	*	*	*	372	410
1:00	*	*	358	373	362	345	*	*	*	*	*	*	*	*	360	359
2:00	*	*	347	381	323	391	*	*	*	*	*	*	*	*	335	386
3:00	*	*	426	454	353	413	*	*	*	*	*	*	*	*	390	434
4:00	*	*	368	571	352	531	*	*	*	*	*	*	*	*	360	551
5:00	*	*	387	506	371	489	*	*	*	*	*	*	*	*	379	498
6:00	*	*	255	311	237	300	*	*	*	*	*	*	*	*	246	306
7:00	*	*	187	234	198	251	*	*	*	*	*	*	*	*	192	242
8:00	*	*	140	175	163	174	*	*	*	*	*	*	*	*	152	174
9:00	*	*	81	121	65	117	*	*	*	*	*	*	*	*	73	119
10:00	*	*	51	61	38	58	*	*	*	*	*	*	*	*	44	60
11:00	*	*	24	31	20	30	*	*	*	*	*	*	*	*	22	30
Total	0	0	4778	5289	4588	5193	0	0	0	0	0	0	0	0	4682	5242
Day	0		10067		9781		0		0		0		0		9924	
AM Peak			8:00	11:00	8:00	11:00									8:00	11:00
Volume			424	359	411	396									418	378
PM Peak			3:00	4:00	5:00	4:00									3:00	4:00
Volume			426	571	371	531									390	551
Comb Total	0		10067		9781		0		0		0		0		9924	
ADT	ADT: 9,924		AADT: 9,924													



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 5 Siringo Rd
Date Printed: 5/12/2022
Start Date: 5/10/2022
End Date: 5/11/2022
GPS Accuracy: 0 ft
Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.652110
Longitude: -105.976250





Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

File Name: Tube Counter 6 Siringo Rd

Date Printed: 5/12/2022

Start Date: 5/10/2022

End Date: 5/11/2022

GPS Accuracy: 0 ft

Location Verified: No

Station ID:
Location 1:
Location 2:
Latitude: 35.652136
Longitude: -105.962399

5/9/2022 Time	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB	A to B, EB	B to A, WB
12:00 AM	*	*	0	11	0	10	*	*	*	*	*	*	*	*	0	10
1:00	*	*	0	11	0	6	*	*	*	*	*	*	*	*	0	8
2:00	*	*	0	8	0	11	*	*	*	*	*	*	*	*	0	10
3:00	*	*	0	5	0	9	*	*	*	*	*	*	*	*	0	7
4:00	*	*	0	13	1	18	*	*	*	*	*	*	*	*	0	16
5:00	*	*	0	41	0	42	*	*	*	*	*	*	*	*	0	42
6:00	*	*	0	98	2	88	*	*	*	*	*	*	*	*	1	93
7:00	*	*	7	327	21	304	*	*	*	*	*	*	*	*	14	316
8:00	*	*	32	405	25	387	*	*	*	*	*	*	*	*	28	396
9:00	*	*	18	287	23	317	*	*	*	*	*	*	*	*	20	302
10:00	*	*	15	292	21	272	*	*	*	*	*	*	*	*	18	282
11:00	*	*	24	292	14	259	*	*	*	*	*	*	*	*	19	276
12:00 PM	*	*	43	337	26	338	*	*	*	*	*	*	*	*	34	338
1:00	*	*	39	331	28	326	*	*	*	*	*	*	*	*	34	328
2:00	*	*	32	349	34	332	*	*	*	*	*	*	*	*	33	340
3:00	*	*	42	353	52	309	*	*	*	*	*	*	*	*	47	331
4:00	*	*	59	476	41	440	*	*	*	*	*	*	*	*	50	458
5:00	*	*	42	318	32	364	*	*	*	*	*	*	*	*	37	341
6:00	*	*	9	255	6	255	*	*	*	*	*	*	*	*	8	255
7:00	*	*	9	210	12	200	*	*	*	*	*	*	*	*	10	205
8:00	*	*	2	136	1	184	*	*	*	*	*	*	*	*	2	160
9:00	*	*	4	108	0	62	*	*	*	*	*	*	*	*	2	85
10:00	*	*	0	45	0	54	*	*	*	*	*	*	*	*	0	50
11:00	*	*	0	23	0	22	*	*	*	*	*	*	*	*	0	22
Total Day	0	0	377	4731	339	4609	0	0	0	0	0	0	0	0	357	4671
AM Peak Volume			8:00 32	8:00 405	8:00 25	8:00 387									8:00 28	8:00 396
PM Peak Volume			4:00 59	4:00 476	3:00 52	4:00 440									4:00 50	4:00 458
Comb Total ADT	0	0	5108	5108	4948	4948	0	0	0	0	0	0	0	0	5028	5028



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Station ID:
Location 1:
Location 2:
Latitude: 35.652136
Longitude: -105.962399

File Name: Tube Counter 6 Siringo Rd
Date Printed: 5/12/2022
Start Date: 5/10/2022
End Date: 5/11/2022
GPS Accuracy: 0 ft
Location Verified: No



Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: STM 2
Station ID:
Location 1:
Location 2:
Latitude: 35.659912
Longitude: -105.974718

File Name: untitled_0
Date Printed: 5/26/2022
Start Date: 5/24/2022
End Date: 5/25/2022
GPS Accuracy: 0 ft
Location Verified: No

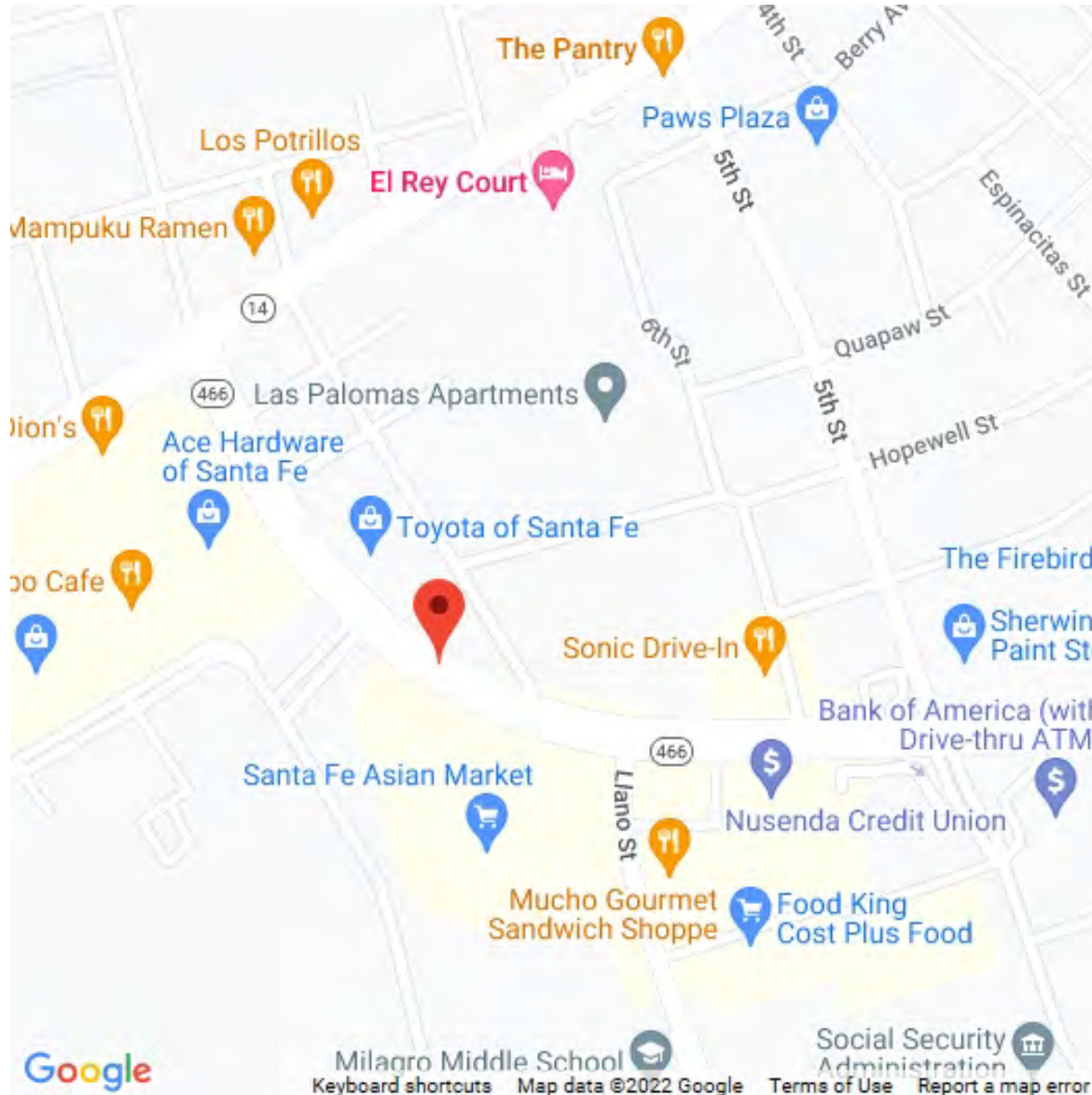
5/23/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	A to B, WB		A to B, WB		A to B, WB		A to B, WB		A to B, WB		A to B, WB		A to B, WB		B to A, WB	
12:00 AM	*		31		42		*		*		*		*		36	
1:00	*		17		26		*		*		*		*		22	
2:00	*		17		16		*		*		*		*		16	
3:00	*		15		16		*		*		*		*		16	
4:00	*		30		30		*		*		*		*		30	
5:00	*		62		65		*		*		*		*		64	
6:00	*		162		191		*		*		*		*		176	
7:00	*		382		409		*		*		*		*		396	
8:00	*		657		567		*		*		*		*		612	
9:00	*		705		711		*		*		*		*		708	
10:00	*		816		819		*		*		*		*		818	
11:00	*		1000		792		*		*		*		*		896	
12:00 PM	*		959		188		*		*		*		*		574	
1:00	*		920		348		*		*		*		*		634	
2:00	*		849		216		*		*		*		*		532	
3:00	*		879		203		*		*		*		*		541	
4:00	*		887		271		*		*		*		*		579	
5:00	*		836		215		*		*		*		*		526	
6:00	*		499		79		*		*		*		*		289	
7:00	*		438		66		*		*		*		*		252	
8:00	*		323		39		*		*		*		*		181	
9:00	*		206		19		*		*		*		*		112	
10:00	*		103		7		*		*		*		*		55	
11:00	*		59		1		*		*		*		*		30	
Total Day	0	0	0	10852	0	5336	0	0	0	0	0	0	0	0	8095	
AM Peak Volume			11:00	1000	10:00	819									11:00	896
PM Peak Volume			12:00 PM	959	1:00	348									1:00	634
Comb Total ADT	0	ADT: 10,144	10852	AADT: 10,144	5336		0		0		0		0		8095	

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: STM 2
Station ID:
Location 1:
Location 2:
Latitude: 35.659912
Longitude: -105.974718

File Name: untitled_0
Date Printed: 5/26/2022
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

Site Code: STM 1
Station ID:
Location 1:
Location 2:
Latitude: 35.660505
Longitude: -105.975662

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 Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Average
	A to B, EB	A to B, EB	A to B, EB	A to B, EB	A to B, EB	A to B, EB	A to B, EB	B to A, WB
12:00 AM	*	34	42	*	*	*	*	38
1:00	*	18	22	*	*	*	*	20
2:00	*	12	15	*	*	*	*	14
3:00	*	21	13	*	*	*	*	17
4:00	*	39	42	*	*	*	*	40
5:00	*	100	94	*	*	*	*	97
6:00	*	233	254	*	*	*	*	244
7:00	*	657	617	*	*	*	*	637
8:00	*	865	833	*	*	*	*	849
9:00	*	799	808	*	*	*	*	804
10:00	*	831	812	*	*	*	*	822
11:00	*	1003	933	*	*	*	*	968
12:00 PM	*	1057	1008	*	*	*	*	1032
1:00	*	1008	1046	*	*	*	*	1027
2:00	*	943	974	*	*	*	*	958
3:00	*	943	900	*	*	*	*	922
4:00	*	818	863	*	*	*	*	840
5:00	*	779	785	*	*	*	*	782
6:00	*	568	614	*	*	*	*	591
7:00	*	435	419	*	*	*	*	427
8:00	*	316	330	*	*	*	*	323
9:00	*	225	254	*	*	*	*	240
10:00	*	146	147	*	*	*	*	146
11:00	*	69	75	*	*	*	*	72
Total Day	0	0	0	0	0	0	0	0
	0	11919	11900	0	0	0	0	11910
AM Peak Volume		11:00 1003	11:00 933					11:00 968
PM Peak Volume		12:00 PM 1057	1:00 1046					12:00 PM 1032
Comb Total ADT	0 ADT: 11,921	11919 AADT: 11,921	11900	0	0	0	0	11910

Wilson & Company

4401 Masthead Street NE, Suite 150
Albuquerque, NM 87109

Site Code: STM 1
Station ID:
Location 1:
Location 2:
Latitude: 35.660505
Longitude: -105.975662

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



Appendix C

Crash Data

Crash Type	Fatal Crashes	Serious Injury Crash	Fatal+SI Crash
Other Vehicle - From Same Direction/Rear End Collision	0	3	3
Other Vehicle - From Opposite Direction/Sideswipe Collision	0	0	0
Fixed Object - Median Raised Or Curb	0	1	1
Other Vehicle - One Left Turn/Entering At Angle	3	4	7
Pedestrian Collision - Vehicle Going Straight	2	2	4
Pedestrian Collision - Vehicle Turning Left	1	1	2
Pedestrian Collision - Vehicle Turning Right	0	2	2
Vehicle Struck Pedalcyclist From Behind	1	0	1
Other Vehicle - From Opposite Direction/One Left Turn	1	2	3
Other Vehicle - Both Going Straight/Entering At Angle	0	3	3
Other Vehicle - From Same Direction/Sideswipe Collision	0	1	1
Fixed Object - Unknown/Not Stated	0	1	1
Other Vehicle - One Stopped/Entering At Angle	0	2	2
Vehicle Struck Pedalcyclist Head On	0	1	1
Non-Collision - All Other/Not Stated	0	1	1
Fixed Object - Traffic Signal Standard	0	1	1
Other Vehicle - From Same Direction/One Right Turn	0	1	1
Other Vehicle - From Opposite Direction/Both Going Straight	0	1	1
Other Vehicle - From Opposite Direction	0	2	2
Total	8	29	37

Crashes Near Study Intersections

Location	Fatal Crashes	Suspected Injury
CERRILLOS RD & CAMINO CARLOS REY	3	2
ST MICHAELS DR & CERRILLOS RD	1	4
ST MICHAELS DR & PACHECO ST	1	2
SIRINGO RD & CAMINO CARLOS REY	0	1
SIRINGO RD & LLANOS ST	1	2
ST MICHAELS & LLANOS ST	1	1
ST FRANCIS DR & SIRINGO	1	4
ST FRANCIS DR & 5TH ST	0	0
SIRINGO & 5TH ST	0	2
ST MICHAELS & CALLE LORCA	0	1
ST MICHAELS & SB RAMPS	0	1

Summary of Collision Types

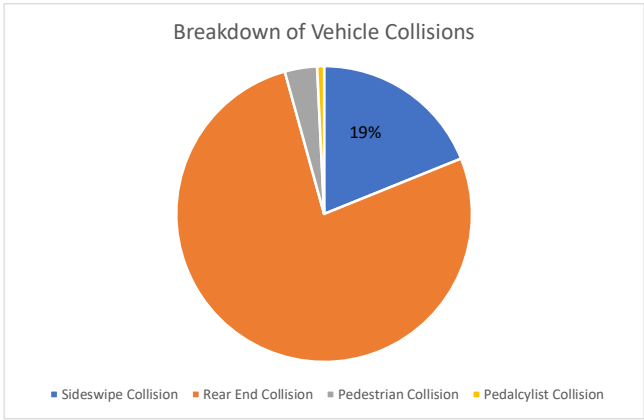
Year	Other Vehicle - From Same Direction/Sideswipe Collision	Other Vehicle	Other Vehicle	Pedestrian Collision - Vehicle Going Straight	Pedestrian Collision	Pedestrian Collision	Pedacyclist Struck
2010	17	10	50	2	0	0	1
2011	17	10	49	2	0	0	0
2012	14	4	86	2	1	2	2
2013	17	3	78	2	0	1	0
2014	14	1	84	1	1	3	0
2015	16	2	107	3	1	0	0
2016	16	3	100	0	0	0	2
2017	18	1	108	4	1	1	1
2018	19	7	99	2	2	1	1
2019	15	7	120	1	1	2	2
2020	12	1	30	3	1	2	0
11-yr Total	175	49	911	22	8	12	9
Annual average	15.9	4.5	82.8	2.0	0.7	1.1	0.8

Pedestrian Related Statistics

Total pedestrian+ cyclist related crashes	81
# of pedestrian + cyclist related crashes within 100ft of intersection of concern	40
# of pedestrian related fatalities	1
# of pedestrian relation SI	4
# of pedestrian related crashes along St. Michaels and Cerrillos	61

Pedestrian and Pedacyclist Fatal & Suspected Injury Crashes

Crash Severity	Pedestrian Related	Pedacyclist Related
Fatal	3	1
Suspected Serious Injury	5	1
Suspected Minor Injury	8	2



Summary of Vehicle Violations

Year	Failed to Yield Right	Speed Too Fast for	Made Improper	Drove Left of Center	Improper Lane	Following Too	Driver Inattention	Other Improper	None
2010	40	2	5	2	7	70	33	7	4
2011	44	2	8	2	6	79	41	5	15
2012	47	2	10	1	6	62	29	15	23
2013	43	4	6	0	9	56	27	6	12
2014	37	1	3	1	6	89	31	6	12
2015	45	4	9	1	12	90	35	8	14
2016	42	2	9	0	14	96	34	7	17
2017	52	7	10	2	14	98	31	15	12
2018	44	5	8	1	14	90	34	7	16
2019	38	5	6	1	13	106	46	13	11
10-yr Total	432	34	74	11	101	836	341	89	136
Annual average	43.2	3.4	7.4	1.1	10.1	83.6	34.1	8.9	13.6