

APPENDIX A

TRAFFIC DATA



All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SAWMILL&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 1

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SAWMILL Westbound				ST FRANCIS Northbound				SAWMILL Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	3	26	8	0	3	2	5	0	9	112	0	0	16	1	7	0	192
06:15 AM	0	58	8	0	1	3	14	0	22	95	1	0	24	2	15	0	243
06:30 AM	2	56	22	0	2	2	8	0	24	152	0	0	31	1	14	0	314
06:45 AM	3	77	21	0	2	4	23	0	47	249	1	0	44	0	11	0	482
Total	8	217	59	0	8	11	50	0	102	608	2	0	115	4	47	0	1231
07:00 AM	12	99	24	0	2	7	19	0	38	237	0	0	49	4	14	0	505
07:15 AM	4	119	25	0	0	10	30	0	55	309	0	0	58	2	27	0	639
07:30 AM	9	119	24	0	4	18	46	0	69	408	2	0	109	5	22	0	835
07:45 AM	12	137	26	0	4	11	36	0	91	504	1	0	112	4	19	1	958
Total	37	474	99	0	10	46	131	0	253	1458	3	0	328	15	82	1	2937
08:00 AM	11	120	63	0	5	8	32	1	57	453	3	0	102	4	30	0	889
08:15 AM	10	119	52	1	6	5	35	0	53	351	1	0	99	5	49	0	786
08:30 AM	9	148	56	0	2	9	25	0	48	309	0	0	70	4	23	0	703
08:45 AM	8	142	58	0	3	3	29	0	38	273	1	0	53	18	27	0	653
Total	38	529	229	1	16	25	121	1	196	1386	5	0	324	31	129	0	3031
09:00 AM	10	131	47	0	2	5	19	0	28	237	0	0	52	2	19	0	552
09:15 AM	12	126	50	0	2	1	22	0	27	224	2	0	77	2	16	0	561
09:30 AM	9	112	51	0	1	5	22	0	27	207	2	0	60	3	29	0	528
09:45 AM	10	141	55	0	0	5	22	0	37	259	3	0	84	4	29	0	649
Total	41	510	203	0	5	16	85	0	119	927	7	0	273	11	93	0	2290
10:00 AM	8	135	59	0	1	3	6	0	31	169	1	0	80	3	27	0	523
10:15 AM	10	123	60	0	1	3	15	0	31	181	2	0	52	3	30	0	511
10:30 AM	9	139	48	0	2	4	17	0	22	158	3	0	58	1	19	0	480
10:45 AM	10	118	77	0	0	3	25	0	26	158	3	0	57	5	36	0	518
Total	37	515	244	0	4	13	63	0	110	666	9	0	247	12	112	0	2032
11:00 AM	19	146	60	1	2	4	17	0	38	144	2	0	78	4	28	0	543
11:15 AM	12	145	62	0	0	3	9	0	19	135	1	0	72	2	23	0	483
11:30 AM	11	130	78	0	0	1	6	0	18	150	1	0	59	2	22	0	478
11:45 AM	17	139	93	0	1	11	16	0	29	162	2	0	70	6	38	0	584
Total	59	560	293	1	3	19	48	0	104	591	6	0	279	14	111	0	2088
12:00 PM	25	185	86	0	1	5	16	0	28	144	1	0	73	5	25	0	594
12:15 PM	26	154	87	0	2	8	13	0	22	147	2	0	81	6	28	0	576
12:30 PM	24	175	84	0	2	3	10	0	23	167	5	0	80	6	37	0	616
12:45 PM	20	145	79	0	0	10	17	0	29	162	0	0	83	5	29	0	579
Total	95	659	336	0	5	26	56	0	102	620	8	0	317	22	119	0	2365
01:00 PM	15	139	89	0	7	16	15	0	23	158	2	0	91	9	32	0	596
01:15 PM	20	172	76	0	5	6	22	0	29	157	1	0	75	8	36	0	607
01:30 PM	19	156	71	0	5	5	14	0	24	159	1	0	68	9	38	0	569
01:45 PM	15	134	69	0	8	4	12	0	22	141	2	0	75	11	41	0	534
Total	69	601	305	0	25	31	63	0	98	615	6	0	309	37	147	0	2306
02:00 PM	24	173	67	0	5	3	15	0	34	134	0	0	84	11	36	0	586
02:15 PM	11	180	73	0	6	5	24	0	25	142	1	0	87	8	31	0	593
02:30 PM	20	177	84	0	8	2	21	0	16	132	1	0	69	5	37	0	572
02:45 PM	20	190	75	0	5	8	13	0	29	151	1	0	68	2	41	0	603
Total	75	720	299	0	24	18	73	0	104	559	3	0	308	26	145	0	2354
03:00 PM	19	211	62	0	5	4	11	0	25	159	2	0	59	2	35	0	594
03:15 PM	22	219	99	0	6	5	21	0	22	166	2	0	67	2	26	0	657
03:30 PM	25	214	94	0	2	4	20	0	15	129	2	0	91	4	52	0	652
03:45 PM	18	301	78	0	1	4	14	0	22	183	1	0	88	5	42	0	757
Total	84	945	333	0	14	17	66	0	84	637	7	0	305	13	155	0	2660

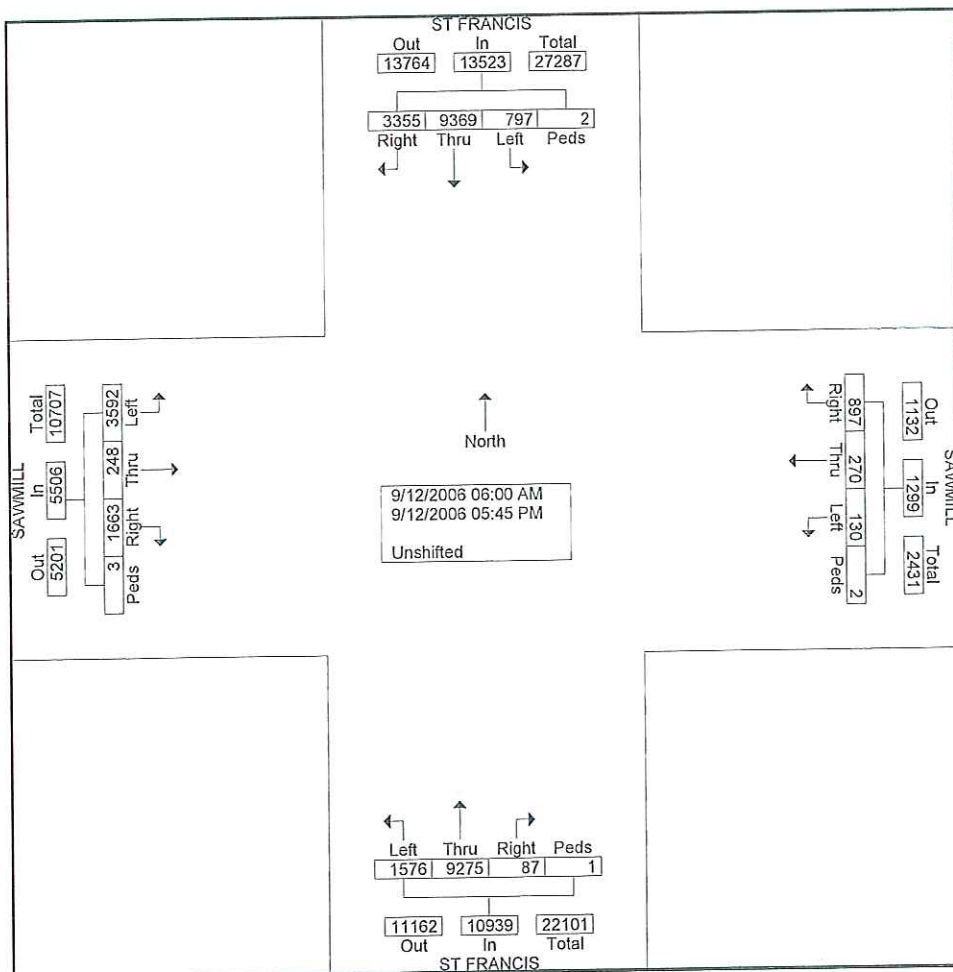


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SAWMILL&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SAWMILL Westbound				ST FRANCIS Northbound				SAWMILL Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	32	425	108	0	1	5	15	0	23	173	1	0	86	8	36	0	913
04:15 PM	48	429	99	0	2	5	12	0	24	171	2	0	75	10	55	2	934
04:30 PM	45	463	104	0	2	3	11	0	25	163	5	0	86	11	59	0	977
04:45 PM	32	482	132	0	2	6	11	0	39	151	4	0	100	7	68	0	1034
Total	157	1799	443	0	7	19	49	0	111	658	12	0	347	36	218	2	3858
05:00 PM	22	489	128	0	4	7	15	1	58	113	5	0	134	6	89	0	1071
05:15 PM	19	509	155	0	3	6	21	0	51	155	5	1	124	8	76	0	1133
05:30 PM	25	509	129	0	1	8	35	0	50	118	5	0	99	5	78	0	1062
05:45 PM	31	333	100	0	1	8	21	0	34	164	4	0	83	8	62	0	849
Total	97	1840	512	0	9	29	92	1	193	550	19	1	440	27	305	0	4115
Grand Total	797	9369	3355	2	130	270	897	2	1576	9275	87	1	3592	248	1663	3	31267
Apprch %	5.9	69.3	24.8	0	10	20.8	69.1	0.2	14.4	84.8	0.8	0	65.2	4.5	30.2	0.1	
Total %	2.5	30	10.7	0	0.4	0.9	2.9	0	5	29.7	0.3	0	11.5	0.8	5.3	0	

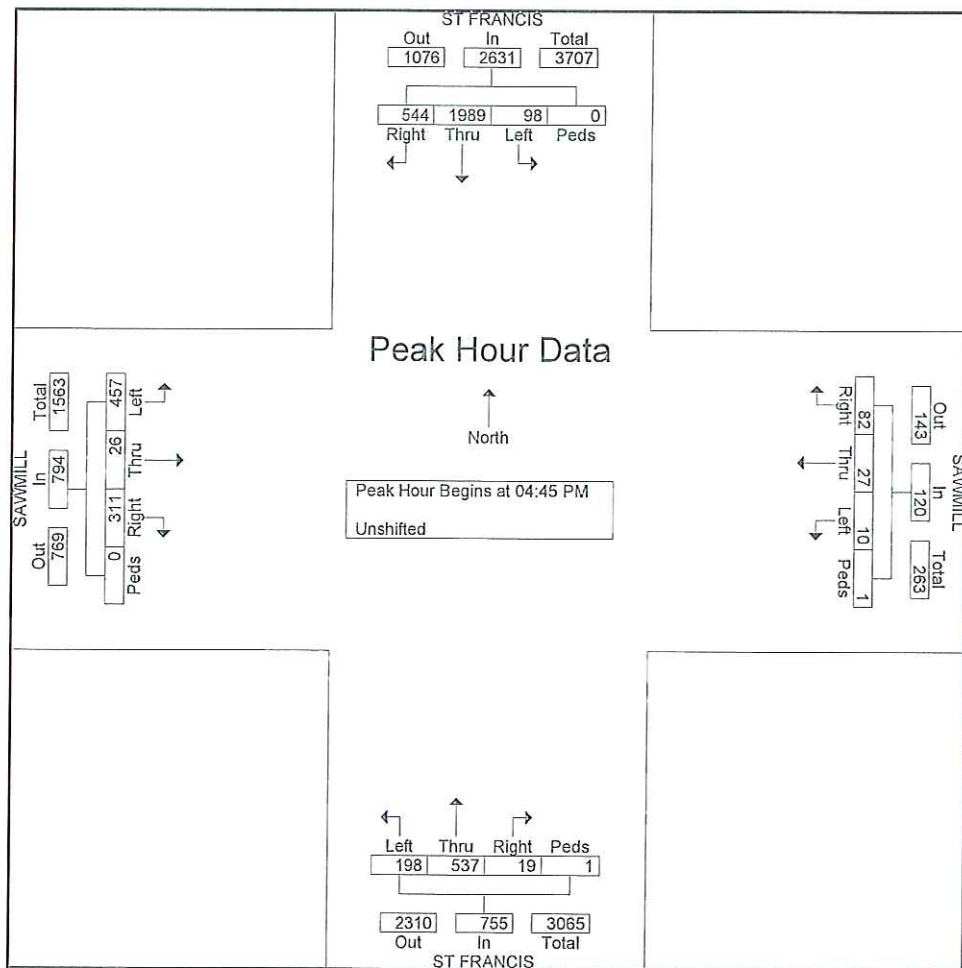




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SAWMILL&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					SAWMILL Westbound					ST FRANCIS Northbound					SAWMILL Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	32	482	132	0	646	2	6	11	0	19	39	151	4	0	194	100	7	68	0	175	1034
05:00 PM	22	489	128	0	639	4	7	15	1	27	58	113	5	0	176	134	6	89	0	229	1071
05:15 PM	19	509	155	0	683	3	6	21	0	30	51	155	5	1	212	124	8	76	0	208	1133
05:30 PM	25	509	129	0	663	1	8	35	0	44	50	118	5	0	173	99	5	78	0	182	1062
Total Volume	98	1989	544	0	2631	10	27	82	1	120	198	537	19	1	755	457	26	311	0	794	4300
% App. Total	3.7	75.6	20.7	0		8.3	22.5	68.3	0.8		26.2	71.1	2.5	0.1		57.6	3.3	39.2	0		
PHF	.766	.977	.877	.000	.963	.625	.844	.586	.250	.682	.853	.866	.950	.250	.890	.853	.813	.874	.000	.867	.949



Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

File Name : St Francis@Zia
Site Code : 00000000
Start Date : 3/12/2009
Page No : 1

Collected By: DJ, RB

Groups Printed- Cars - Trucks

Start Time	Zia Rd Eastbound				Zia Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	89	16	5	110	6	5	8	19	13	268	13	294	9	92	32	133	556
07:15	123	32	5	160	5	17	24	46	5	440	34	479	19	120	46	185	870
07:30	100	62	21	183	14	22	52	88	18	515	49	582	32	153	66	251	1104
07:45	158	98	11	267	45	44	61	150	25	529	73	627	65	205	78	348	1392
Total	470	208	42	720	70	88	145	303	61	1752	169	1982	125	570	222	917	3922
08:00	141	92	12	245	34	41	72	147	24	401	76	501	70	187	79	336	1229
08:15	113	85	8	206	49	53	88	190	24	423	71	518	39	152	67	258	1172
08:30	141	40	8	189	16	31	50	97	54	327	25	406	32	179	74	285	977
08:45	132	31	13	176	20	15	35	70	14	320	20	354	31	162	68	261	861
Total	527	248	41	816	119	140	245	504	116	1471	192	1779	172	680	288	1140	4239
09:00	111	27	8	146	23	13	27	63	6	313	23	342	38	205	65	308	859
09:15	103	20	6	129	28	17	27	72	6	252	21	279	17	174	69	260	740
09:30	94	15	8	117	21	20	43	84	7	250	23	280	33	184	73	290	771
09:45	108	31	9	148	13	21	33	67	15	279	23	317	30	208	85	323	855
Total	416	93	31	540	85	71	130	286	34	1094	90	1218	118	771	292	1181	3225
*** BREAK ***																	
11:00	74	29	3	106	27	29	49	105	6	239	25	270	36	200	90	326	807
11:15	98	23	5	126	34	29	45	108	4	265	24	293	61	203	71	335	862
11:30	80	31	9	120	29	34	39	102	8	196	25	229	67	199	121	387	838
11:45	95	20	4	119	37	40	53	130	8	241	20	269	47	235	106	388	906
Total	347	103	21	471	127	132	186	445	26	941	94	1061	211	837	388	1436	3413
12:00	95	24	12	131	29	31	48	108	5	217	25	247	55	241	119	415	901
12:15	72	30	10	112	46	42	30	118	9	212	21	242	72	240	99	411	883
12:30	88	21	8	117	38	27	38	103	14	205	24	243	49	214	79	342	805
12:45	117	35	7	159	32	29	44	105	9	251	26	286	45	219	93	357	907
Total	372	110	37	519	145	129	160	434	37	885	96	1018	221	914	390	1525	3496
13:00	111	37	7	155	50	30	38	118	6	201	34	241	47	256	86	389	903
13:15	109	30	6	145	33	26	34	93	3	234	30	267	63	236	91	390	895
13:30	102	37	11	150	33	32	33	98	9	221	30	260	54	209	97	360	868
13:45	122	38	4	164	38	20	49	107	5	247	28	280	58	238	95	391	942
Total	444	142	28	614	154	108	154	416	23	903	122	1048	222	939	369	1530	3608
*** BREAK ***																	
15:00	106	75	12	193	22	33	84	139	4	242	45	291	102	280	139	521	1144
15:15	120	70	14	204	44	54	66	164	10	245	32	287	91	313	148	552	1207
15:30	99	60	20	179	81	91	89	261	25	203	43	271	85	332	154	571	1282
15:45	116	44	14	174	71	79	101	251	20	214	32	266	74	338	129	541	1232
Total	441	249	60	750	218	257	340	815	59	904	152	1115	352	1263	570	2185	4865
16:00	92	57	28	177	75	55	46	176	14	202	37	253	55	447	160	662	1268
16:15	131	32	11	174	59	42	59	160	16	230	22	268	69	358	164	591	1193
16:30	107	35	20	162	83	46	48	177	16	240	31	287	70	429	157	656	1282
16:45	110	45	16	171	75	39	42	156	5	213	27	245	67	399	140	606	1178
Total	440	169	75	684	292	182	195	669	51	885	117	1053	261	1633	621	2515	4921
17:00	84	46	22	152	112	79	49	240	16	237	32	285	76	515	198	789	1466
17:15	96	17	14	127	104	83	46	233	13	232	25	270	67	512	219	798	1428
17:30	94	36	22	152	76	67	40	183	6	205	24	235	61	488	187	736	1306
17:45	90	36	21	147	57	34	31	122	7	183	27	217	63	391	148	602	1088
Total	364	135	79	578	349	263	166	778	42	857	108	1007	267	1906	752	2925	5288
Grand Total	3821	1457	414	5692	1559	1370	1721	4650	449	9692	1140	11281	1949	9513	3892	15354	36977
Apprch %	67.1	25.6	7.3		33.5	29.5	37		4	85.9	10.1		12.7	62	25.3		
Total %	10.3	3.9	1.1	15.4	4.2	3.7	4.7	12.6	1.2	26.2	3.1	30.5	5.3	25.7	10.5	41.5	
Cars	3788	1439	399	5626	1530	1347	1701	4578	422	9395	1101	10918	1932	9314	3853	15099	36221
% Cars	99.1	98.8	96.4	98.8	98.1	98.3	98.8	98.5	94	96.9	96.6	96.8	99.1	97.9	99	98.3	98
Trucks	33	18	15	66	29	23	20	72	27	297	39	363	17	199	39	255	756
% Trucks	0.9	1.2	3.6	1.2	1.9	1.7	1.2	1.5	6	3.1	3.4	3.2	0.9	2.1	1	1.7	2

Start Time	Zia Rd Eastbound				Zia Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	100	62	21	183	14	22	52	88	18	515	49	582	32	153	66	251	1104
07:45	158	98	11	267	45	44	61	150	25	529	73	627	65	205	78	348	1392
08:00	141	92	12	245	34	41	72	147	24	401	76	501	70	187	79	336	1229
08:15	113	85	8	206	49	53	88	190	24	423	71	518	39	152	67	258	1172
Total Volume	512	337	52	901	142	160	273	575	91	1868	269	2228	206	697	290	1193	4897
% App. Total	56.8	37.4	5.8		24.7	27.8	47.5		4.1	83.8	12.1		17.3	58.4	24.3		
PHF	.810	.860	.619	.844	.724	.755	.776	.757	.910	.883	.885	.888	.736	.850	.918	.857	.879
Cars	511	336	51	898	138	149	269	556	84	1814	257	2155	205	680	283	1168	4777
% Cars	99.8	99.7	98.1	99.7	97.2	93.1	98.5	96.7	92.3	97.1	95.5	96.7	99.5	97.6	97.6	97.9	97.5
Trucks	1	1	1	3	4	11	4	19	7	54	12	73	1	17	7	25	120
% Trucks	0.2	0.3	1.9	0.3	2.8	6.9	1.5	3.3	7.7	2.9	4.5	3.3	0.5	2.4	2.4	2.1	2.5

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 13:00

13:00	111	37	7	155	50	30	38	118	6	201	34	241	47	256	86	389	903
13:15	109	30	6	145	33	26	34	93	3	234	30	267	63	236	91	390	895
13:30	102	37	11	150	33	32	33	98	9	221	30	260	54	209	97	360	868
13:45	122	38	4	164	38	20	49	107	5	247	28	280	58	238	95	391	942
Total Volume	444	142	28	614	154	108	154	416	23	903	122	1048	222	939	369	1530	3608
% App. Total	72.3	23.1	4.6		37	26	37		2.2	86.2	11.6		14.5	61.4	24.1		
PHF	.910	.934	.636	.936	.770	.844	.786	.881	.639	.914	.897	.936	.881	.917	.951	.978	.958
Cars	440	140	27	607	151	107	153	411	22	878	120	1020	220	905	367	1492	3530
% Cars	99.1	98.6	96.4	98.9	98.1	99.1	99.4	98.8	95.7	97.2	98.4	97.3	99.1	96.4	99.5	97.5	97.8
Trucks	4	2	1	7	3	1	1	5	1	25	2	28	2	34	2	38	78
% Trucks	0.9	1.4	3.6	1.1	1.9	0.9	0.6	1.2	4.3	2.8	1.6	2.7	0.9	3.6	0.5	2.5	2.2

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	110	45	16	171	75	39	42	156	5	213	27	245	67	399	140	606	1178
17:00	84	46	22	152	112	79	49	240	16	237	32	285	76	515	198	789	1466
17:15	96	17	14	127	104	83	46	233	13	232	25	270	67	512	219	798	1428
17:30	94	36	22	152	76	67	40	183	6	205	24	235	61	488	187	736	1306
Total Volume	384	144	74	602	367	268	177	812	40	887	108	1035	271	1914	744	2929	5378
% App. Total	63.8	23.9	12.3		45.2	33	21.8		3.9	85.7	10.4		9.3	65.3	25.4		
PHF	.873	.783	.841	.880	.819	.807	.903	.846	.625	.936	.844	.908	.891	.929	.849	.918	.917
Cars	381	143	74	598	366	266	176	808	35	866	107	1008	270	1893	739	2902	5316
% Cars	99.2	99.3	100	99.3	99.7	99.3	99.4	99.5	87.5	97.6	99.1	97.4	99.6	98.9	99.3	99.1	98.8
Trucks	3	1	0	4	1	2	1	4	5	21	1	27	1	21	5	27	62
% Trucks	0.8	0.7	0	0.7	0.3	0.7	0.6	0.5	12.5	2.4	0.9	2.6	0.4	1.1	0.7	0.9	1.2



All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SIRINGO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/13/2006
 Page No : 1

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SIRINGO RD Westbound				ST FRANCIS Northbound				SIRINGO RD Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	1	40	9	0	3	0	3	0	14	143	9	0	10	1	2	0	235
06:15 AM	0	63	7	0	2	2	0	0	20	148	14	0	18	1	10	0	285
06:30 AM	2	84	20	0	2	0	3	0	21	209	18	0	15	0	6	0	380
06:45 AM	1	129	15	0	5	6	4	0	32	299	14	0	26	7	7	0	545
Total	4	316	51	0	12	8	10	0	87	799	55	0	69	9	25	0	1445
07:00 AM	2	135	11	0	8	9	2	0	49	319	23	0	31	6	8	0	603
07:15 AM	6	141	12	0	9	9	2	0	59	418	20	0	25	9	11	0	721
07:30 AM	3	174	21	0	12	7	1	0	64	640	14	0	24	12	12	0	984
07:45 AM	5	229	11	0	11	15	1	0	71	700	18	0	35	11	15	0	1122
Total	16	679	55	0	40	40	6	0	243	2077	75	0	115	38	46	0	3430
08:00 AM	8	216	17	0	18	11	1	0	64	681	23	0	42	18	25	0	1124
08:15 AM	9	213	13	0	19	18	2	0	67	530	20	0	39	21	34	0	985
08:30 AM	12	278	18	0	21	16	1	0	58	467	32	0	46	22	22	0	993
08:45 AM	10	248	18	0	23	22	3	0	48	389	37	0	51	31	32	0	912
Total	39	955	66	0	81	67	7	0	237	2067	112	0	178	92	113	0	4014
09:00 AM	13	210	20	0	22	15	4	0	51	417	30	0	38	17	34	0	871
09:15 AM	17	208	24	0	29	19	8	0	47	356	37	0	26	15	26	0	812
09:30 AM	33	170	26	0	26	36	11	1	43	306	57	0	34	39	34	1	817
09:45 AM	39	210	18	0	27	51	22	0	43	341	91	0	42	38	28	0	950
Total	102	798	88	0	104	121	45	1	184	1420	215	0	140	109	122	1	3450
10:00 AM	42	189	40	0	35	41	30	0	51	301	63	0	30	20	23	0	865
10:15 AM	24	209	53	0	6	20	16	0	49	270	37	0	29	12	43	0	768
10:30 AM	28	204	37	0	20	26	12	0	45	264	30	0	26	10	35	0	737
10:45 AM	24	202	33	0	12	30	4	0	31	264	19	1	28	15	39	0	702
Total	118	804	163	0	73	117	62	0	176	1099	149	1	113	57	140	0	3072
11:00 AM	26	217	40	0	6	27	16	0	42	302	33	0	26	21	32	0	788
11:15 AM	20	223	53	0	24	36	11	0	37	278	23	0	30	17	24	0	776
11:30 AM	30	228	40	0	15	22	12	0	47	252	28	0	31	18	29	0	752
11:45 AM	33	280	35	0	15	20	9	0	41	306	23	0	27	8	48	0	845
Total	109	948	168	0	60	105	48	0	167	1138	107	0	114	64	133	0	3161
12:00 PM	26	336	44	0	20	21	18	0	37	276	20	0	24	5	40	0	867
12:15 PM	22	259	35	0	17	23	12	0	45	273	20	0	17	14	39	0	776
12:30 PM	18	272	57	0	17	27	12	0	42	310	23	0	20	20	46	0	864
12:45 PM	27	240	42	0	22	29	25	0	53	293	32	0	32	15	50	0	860
Total	93	1107	178	0	76	100	67	0	177	1152	95	0	93	54	175	0	3367
01:00 PM	33	246	53	0	28	23	16	0	39	338	37	0	35	18	36	0	902
01:15 PM	33	323	55	0	20	19	18	0	39	310	46	0	30	19	40	0	952
01:30 PM	21	229	51	0	24	22	13	0	47	304	37	0	41	11	46	0	846
01:45 PM	28	243	51	0	22	23	13	0	48	279	32	0	33	16	38	0	826
Total	115	1041	210	0	94	87	60	0	173	1231	152	0	139	64	160	0	3526
02:00 PM	24	266	59	0	27	20	13	0	37	306	30	0	25	15	30	0	852
02:15 PM	30	286	57	0	34	25	17	0	31	319	25	0	33	21	42	0	920
02:30 PM	36	291	44	0	20	35	14	0	38	266	37	0	34	17	55	0	887
02:45 PM	46	267	53	0	26	46	12	0	29	301	67	0	27	35	53	0	962
Total	136	1110	213	0	107	126	56	0	135	1192	159	0	119	88	180	0	3621
03:00 PM	68	259	64	0	70	53	34	0	44	272	46	0	16	28	35	0	989
03:15 PM	42	289	59	0	55	46	36	0	50	304	39	0	34	25	36	0	1015
03:30 PM	38	385	57	0	48	24	21	0	45	290	44	0	29	23	47	0	1051
03:45 PM	51	397	66	0	43	29	16	0	48	354	39	0	50	20	58	0	1171
Total	199	1330	246	0	216	152	107	0	187	1220	168	0	129	96	176	0	4226

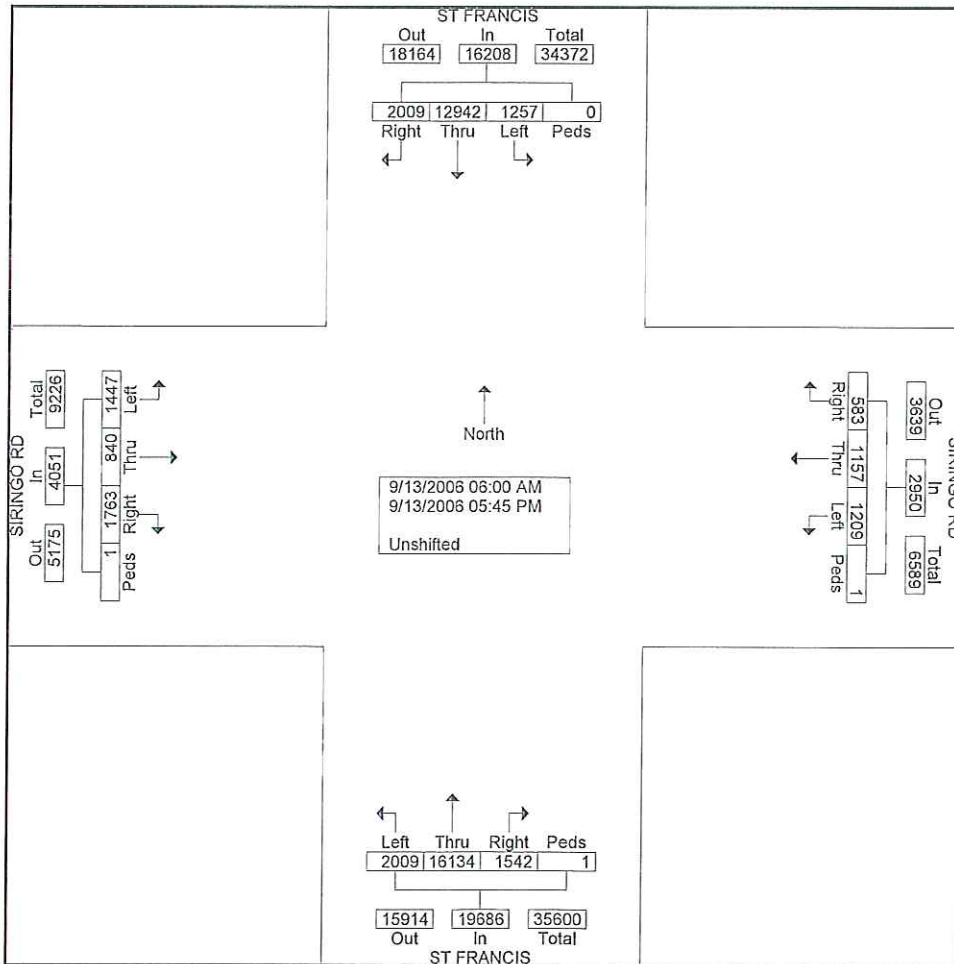


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SIRINGO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/13/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SIRINGO RD Westbound				ST FRANCIS Northbound				SIRINGO RD Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	51	539	84	0	41	27	10	0	28	374	24	0	42	31	54	0	1305
04:15 PM	38	474	51	0	38	21	20	0	29	344	30	0	33	27	60	0	1165
04:30 PM	44	500	62	0	32	30	14	0	31	271	28	0	24	13	52	0	1101
04:45 PM	39	502	97	0	37	34	18	0	22	319	35	0	17	19	61	0	1200
Total	172	2015	294	0	148	112	62	0	110	1308	117	0	116	90	227	0	4771
05:00 PM	34	470	77	0	52	26	11	0	30	361	32	0	32	21	57	0	1203
05:15 PM	32	496	79	0	65	33	14	0	27	368	37	0	34	21	65	0	1271
05:30 PM	46	481	75	0	42	36	12	0	38	363	30	0	33	19	72	0	1247
05:45 PM	42	392	46	0	39	27	16	0	38	339	39	0	23	18	72	0	1091
Total	154	1839	277	0	198	122	53	0	133	1431	138	0	122	79	266	0	4812
Grand Total	1257	12942	2009	0	1209	1157	583	1	2009	16134	1542	1	1447	840	1763	1	42895
Apprch %	7.8	79.8	12.4	0	4.1	39.2	19.8	0	10.2	82	7.8	0	35.7	20.7	43.5	0	
Total %	2.9	30.2	4.7	0	2.8	2.7	1.4	0	4.7	37.6	3.6	0	3.4	2	4.1	0	

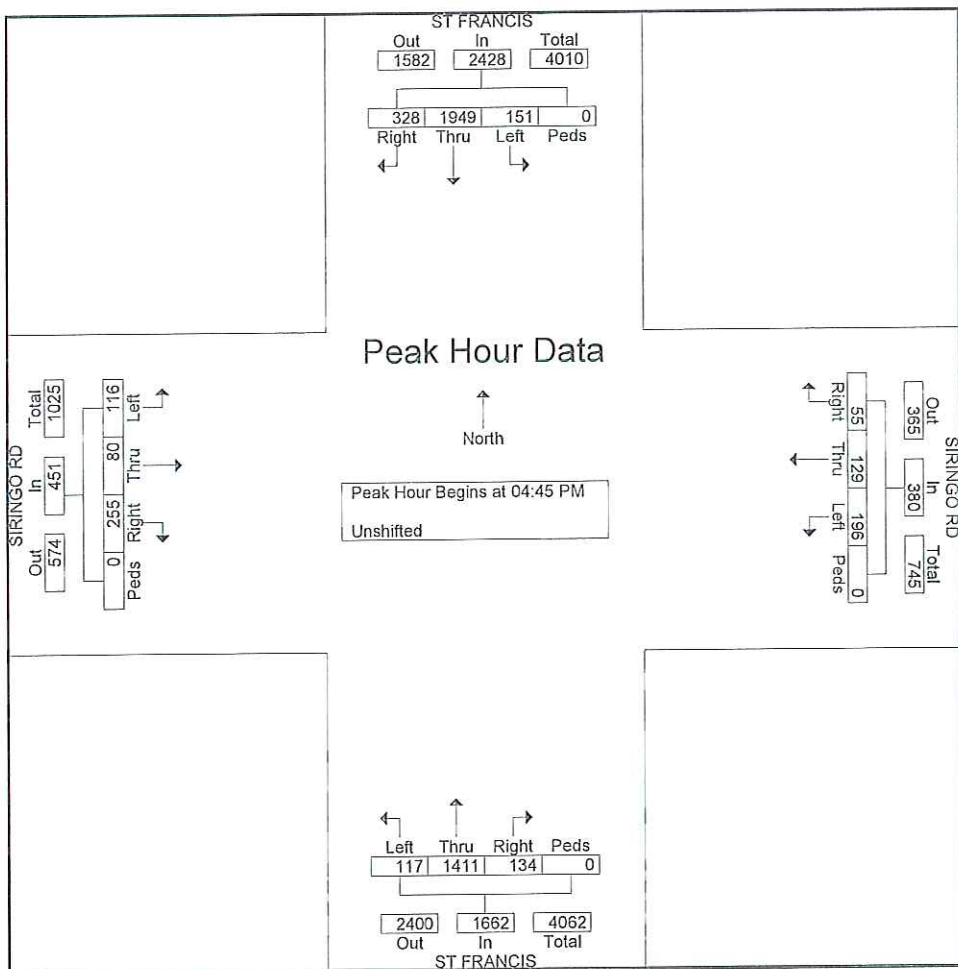




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SIRINGO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/13/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					SIRINGO RD Westbound					ST FRANCIS Northbound					SIRINGO RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	39	502	97	0	638	37	34	18	0	89	22	319	35	0	376	17	19	61	0	97	1200
05:00 PM	34	470	77	0	581	52	26	11	0	89	30	361	32	0	423	32	21	57	0	110	1203
05:15 PM	32	496	79	0	607	65	33	14	0	112	27	368	37	0	432	34	21	65	0	120	1271
05:30 PM	46	481	75	0	602	42	36	12	0	90	38	363	30	0	431	33	19	72	0	124	1247
Total Volume	151	1949	328	0	2428	196	129	55	0	380	117	1411	134	0	1662	116	80	255	0	451	4921
% App. Total	6.2	80.3	13.5	0		51.6	33.9	14.5	0		7	84.9	8.1	0		25.7	17.7	56.5	0		
PHF	.821	.971	.845	.000	.951	.754	.896	.764	.000	.848	.770	.959	.905	.000	.962	.853	.952	.885	.000	.909	.968





All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(E)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 1

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ST MICHAELS RD EAST Westbound				ST FRANCIS Northbound				ST MICHAELS RD EAST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	0	0	0	0	0	38	0	0	5	0	21	0	0	18	0	0	82
06:15 AM	0	0	0	0	0	56	0	0	7	0	35	0	0	20	0	0	118
06:30 AM	0	0	0	0	0	71	0	0	7	0	39	0	0	42	0	0	159
06:45 AM	0	0	0	0	0	127	0	0	13	0	79	0	0	88	0	0	307
Total	0	0	0	0	0	292	0	0	32	0	174	0	0	168	0	0	666
07:00 AM	0	0	0	0	0	150	0	0	8	0	86	0	0	95	0	0	339
07:15 AM	0	0	0	0	0	167	0	0	20	0	79	0	0	145	0	0	411
07:30 AM	0	0	0	0	0	224	0	0	21	0	91	0	0	170	0	0	506
07:45 AM	0	0	0	0	0	269	0	0	39	0	112	0	0	224	0	0	644
Total	0	0	0	0	0	810	0	0	88	0	368	0	0	634	0	0	1900
08:00 AM	0	0	0	0	0	285	0	0	42	0	111	0	0	220	0	0	658
08:15 AM	0	0	0	0	0	269	0	0	41	0	114	0	0	239	0	0	663
08:30 AM	0	0	0	0	0	257	0	0	22	0	121	0	0	227	0	0	627
08:45 AM	0	0	0	0	0	282	0	0	24	0	127	0	0	181	0	0	614
Total	0	0	0	0	0	1093	0	0	129	0	473	0	0	867	0	0	2562
09:00 AM	0	0	0	0	0	242	0	0	23	0	97	0	0	220	0	1	583
09:15 AM	0	0	0	0	0	231	0	0	27	0	82	0	0	213	0	0	553
09:30 AM	0	0	0	0	0	242	0	0	20	0	60	0	0	182	0	0	504
09:45 AM	0	0	0	0	0	264	0	0	31	0	104	0	0	245	0	2	646
Total	0	0	0	0	0	979	0	0	101	0	343	0	0	860	0	3	2286
10:00 AM	0	0	0	0	0	268	0	0	28	0	62	0	0	186	0	0	544
10:15 AM	0	0	0	0	0	246	0	0	11	0	56	0	0	235	0	0	548
10:30 AM	0	0	0	0	0	236	0	0	21	0	65	0	0	231	0	0	553
10:45 AM	0	0	0	0	0	253	0	0	19	0	80	0	0	220	0	0	572
Total	0	0	0	0	0	1003	0	0	79	0	263	0	0	872	0	0	2217
11:00 AM	0	0	0	0	0	252	0	0	19	0	77	0	0	187	0	0	535
11:15 AM	0	0	0	0	0	267	0	0	18	0	46	0	0	162	0	0	493
11:30 AM	0	0	0	0	0	342	0	0	15	0	59	0	0	183	0	0	599
11:45 AM	0	0	0	0	0	314	0	0	34	0	52	0	0	226	0	1	627
Total	0	0	0	0	0	1175	0	0	86	0	234	0	0	758	0	1	2254
12:00 PM	0	0	0	0	0	384	0	0	20	0	58	0	0	247	0	0	709
12:15 PM	0	0	0	0	0	315	0	0	27	0	63	0	0	245	0	0	650
12:30 PM	0	0	0	0	0	293	0	0	24	0	64	0	0	301	0	0	682
12:45 PM	0	0	0	0	0	257	0	0	21	0	65	0	0	323	0	0	666
Total	0	0	0	0	0	1249	0	0	92	0	250	0	0	1116	0	0	2707
01:00 PM	0	0	0	0	0	289	0	0	22	0	91	0	0	300	0	3	705
01:15 PM	0	0	0	0	0	265	0	0	16	0	90	0	0	294	0	0	665
01:30 PM	0	0	0	0	0	297	0	0	17	0	83	0	0	249	0	0	646
01:45 PM	0	0	0	0	0	266	0	0	23	0	106	0	0	280	0	1	676
Total	0	0	0	0	0	1117	0	0	78	0	370	0	0	1123	0	4	2692
02:00 PM	0	0	0	0	0	281	0	0	17	0	73	0	0	299	0	0	670
02:15 PM	0	0	0	0	0	268	0	0	25	0	67	0	0	272	0	2	634
02:30 PM	0	0	0	0	0	275	0	0	22	0	70	0	0	244	0	0	611
02:45 PM	0	0	0	0	0	296	0	0	22	0	74	0	0	300	0	0	692
Total	0	0	0	0	0	1120	0	0	86	0	284	0	0	1115	0	2	2607
03:00 PM	0	0	0	0	0	314	0	0	24	0	78	0	0	291	0	0	707
03:15 PM	0	0	0	0	0	308	0	0	34	0	74	0	0	266	0	0	682
03:30 PM	0	0	0	0	0	296	0	0	14	0	58	0	0	265	0	0	633
03:45 PM	0	0	0	0	0	353	0	0	29	0	79	0	0	234	0	0	695
Total	0	0	0	0	0	1271	0	0	101	0	289	0	0	1056	0	0	2717

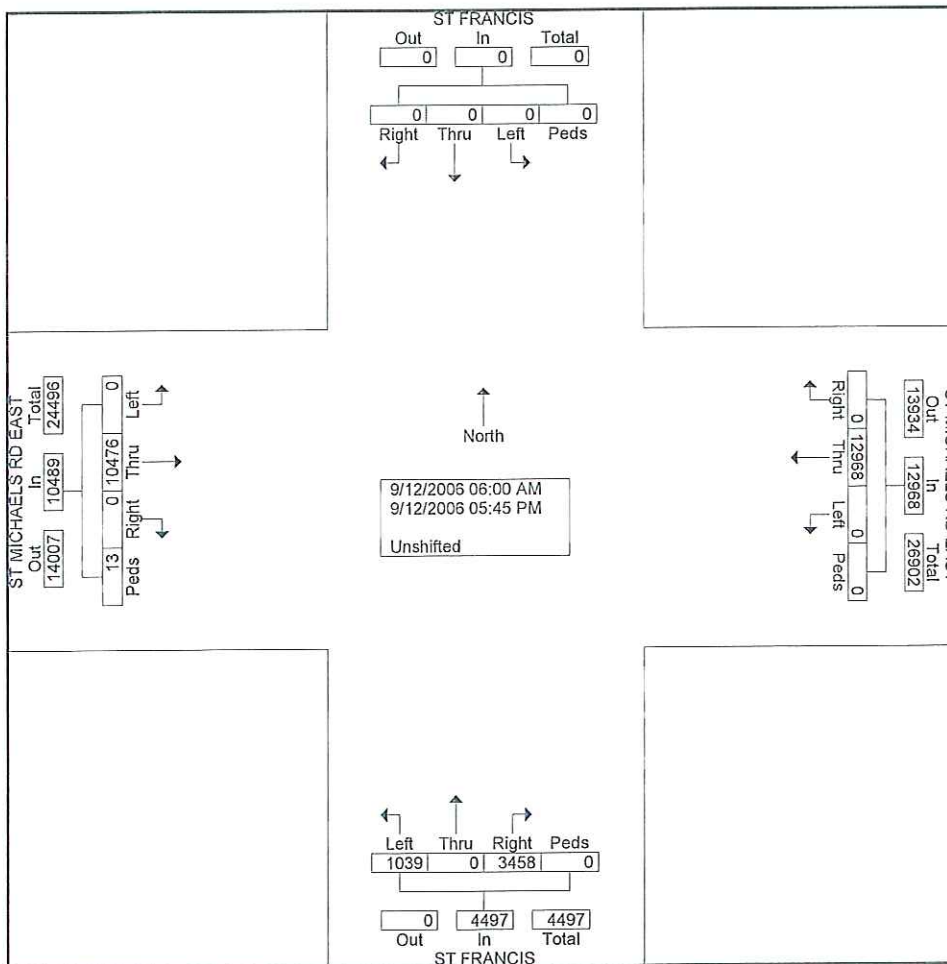


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(E)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ST MICHAELS RD EAST Westbound				ST FRANCIS Northbound				ST MICHAELS RD EAST Eastbound			Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right		Peds
04:00 PM	0	0	0	0	0	344	0	0	16	0	85	0	0	279	0	0	724
04:15 PM	0	0	0	0	0	374	0	0	27	0	55	0	0	267	0	1	724
04:30 PM	0	0	0	0	0	389	0	0	24	0	51	0	0	240	0	0	704
04:45 PM	0	0	0	0	0	387	0	0	18	0	55	0	0	205	0	0	665
Total	0	0	0	0	0	1494	0	0	85	0	246	0	0	991	0	1	2817
05:00 PM	0	0	0	0	0	406	0	0	14	0	46	0	0	246	0	0	712
05:15 PM	0	0	0	0	0	411	0	0	32	0	38	0	0	220	0	2	703
05:30 PM	0	0	0	0	0	284	0	0	16	0	47	0	0	221	0	0	568
05:45 PM	0	0	0	0	0	264	0	0	20	0	33	0	0	229	0	0	546
Total	0	0	0	0	0	1365	0	0	82	0	164	0	0	916	0	2	2529
Grand Total	0	0	0	0	0	12968	0	0	1039	0	3458	0	0	10476	0	13	27954
Apprch %	0	0	0	0	0	100	0	0	23.1	0	76.9	0	0	99.9	0	0.1	
Total %	0	0	0	0	0	46.4	0	0	3.7	0	12.4	0	0	37.5	0	0	

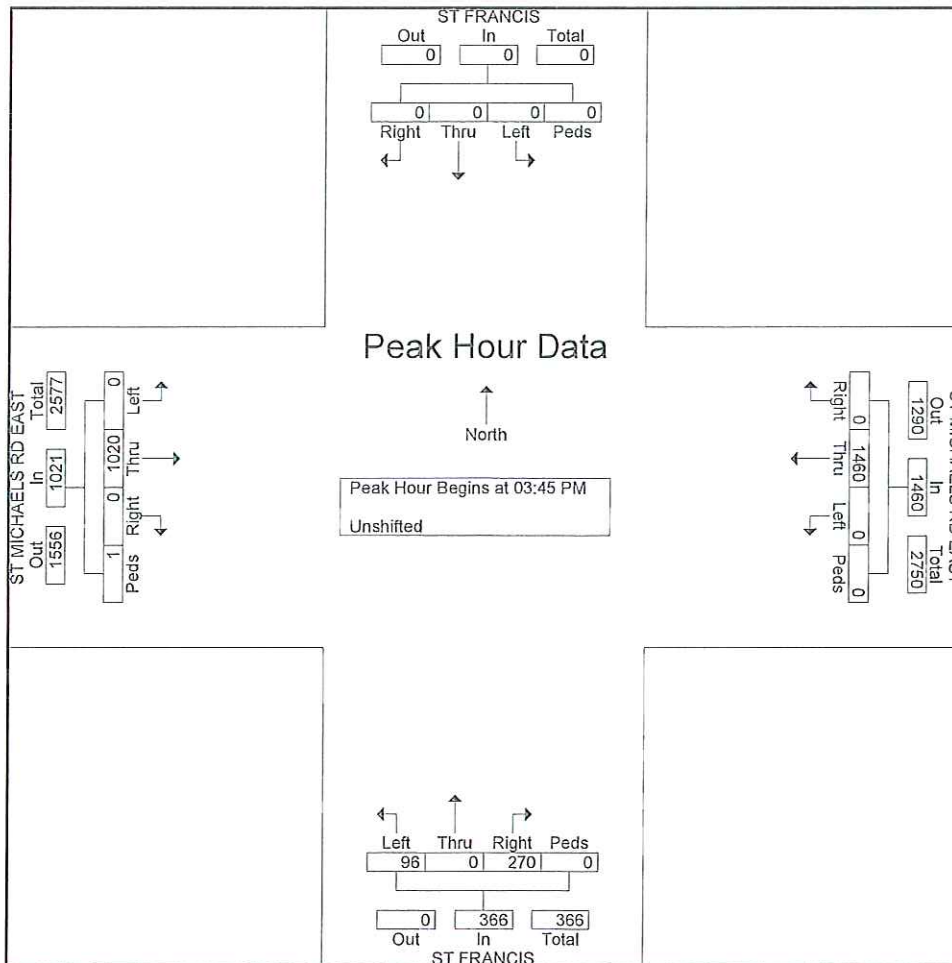




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(E)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					ST MICHAELS RD EAST Westbound					ST FRANCIS Northbound					ST MICHAELS RD EAST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	353	0	0	353	29	0	79	0	108	0	234	0	0	234	695
04:00 PM	0	0	0	0	0	0	344	0	0	344	16	0	85	0	101	0	279	0	0	279	724
04:15 PM	0	0	0	0	0	0	374	0	0	374	27	0	55	0	82	0	267	0	1	268	724
04:30 PM	0	0	0	0	0	0	389	0	0	389	24	0	51	0	75	0	240	0	0	240	704
Total Volume	0	0	0	0	0	0	1460	0	0	1460	96	0	270	0	366	0	1020	0	1	1021	2847
% App. Total	0	0	0	0	0	0	100	0	0	100	26.2	0	73.8	0		0	99.9	0	0.1		
PHF	.000	.000	.000	.000	.000	.000	.938	.000	.000	.938	.828	.000	.794	.000	.847	.000	.914	.000	.250	.915	.983





All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(W)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 1

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ST MICHAELS RD WEST Westbound				ST FRANCIS Northbound				ST MICHAELS RD WEST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	6	0	11	0	5	20	0	0	0	0	0	0	0	33	5	0	80
06:15 AM	5	0	9	0	9	35	0	0	0	0	0	0	0	33	8	0	99
06:30 AM	7	0	12	0	10	50	0	0	0	0	0	0	0	41	12	0	132
06:45 AM	13	1	24	0	12	93	0	0	0	0	0	0	0	96	18	0	257
Total	31	1	56	0	36	198	0	0	0	0	0	0	0	203	43	0	568
07:00 AM	12	0	23	0	11	105	0	0	0	0	0	0	0	93	29	0	273
07:15 AM	18	1	34	0	18	131	0	0	0	0	0	0	0	111	26	0	339
07:30 AM	26	0	49	0	24	180	0	0	0	0	0	0	0	181	26	0	486
07:45 AM	37	0	69	0	22	230	0	0	0	0	0	0	0	244	36	0	638
Total	93	1	175	0	75	646	0	0	0	0	0	0	0	629	117	0	1736
08:00 AM	40	0	74	0	25	245	0	0	0	0	0	0	0	283	28	0	695
08:15 AM	39	1	72	0	35	217	0	0	0	0	0	0	0	251	43	0	658
08:30 AM	33	0	61	0	32	192	0	0	0	0	0	0	0	227	33	0	578
08:45 AM	35	0	69	0	31	229	0	0	0	0	0	0	0	222	50	0	636
Total	147	1	276	0	123	883	0	0	0	0	0	0	0	983	154	0	2567
09:00 AM	39	1	75	0	29	191	0	0	0	0	0	0	0	245	46	0	626
09:15 AM	32	0	55	0	23	217	0	0	0	0	0	0	0	248	41	0	616
09:30 AM	39	0	74	0	42	209	0	0	0	0	0	0	0	234	36	0	634
09:45 AM	26	0	55	0	36	268	0	0	0	0	0	0	0	248	45	0	678
Total	136	1	259	0	130	885	0	0	0	0	0	0	0	975	168	0	2554
10:00 AM	26	0	75	0	33	264	0	1	0	0	0	0	0	235	34	0	668
10:15 AM	18	1	57	0	43	202	0	0	0	0	0	0	0	221	55	0	597
10:30 AM	41	1	67	0	35	215	0	0	0	0	0	0	0	258	38	0	655
10:45 AM	27	0	94	0	39	228	0	0	0	0	0	0	0	264	38	0	690
Total	112	2	293	0	150	909	0	1	0	0	0	0	0	978	165	0	2610
11:00 AM	28	0	78	0	39	229	0	0	0	0	0	0	0	272	43	0	689
11:15 AM	19	1	88	0	45	217	0	0	0	0	0	0	0	265	44	0	679
11:30 AM	19	0	89	0	55	235	0	0	0	0	0	0	0	302	38	0	738
11:45 AM	13	1	86	0	58	200	0	0	0	0	0	0	0	311	51	0	720
Total	79	2	341	0	197	881	0	0	0	0	0	0	0	1150	176	0	2826
12:00 PM	29	0	82	0	53	257	0	0	0	0	0	0	0	337	57	0	815
12:15 PM	30	1	76	0	49	206	0	0	0	0	0	0	0	294	52	0	708
12:30 PM	24	0	90	0	41	186	0	0	0	0	0	0	0	291	65	0	697
12:45 PM	29	3	99	0	37	196	0	0	0	0	0	0	0	281	55	0	700
Total	112	4	347	0	180	845	0	0	0	0	0	0	0	1203	229	0	2920
01:00 PM	30	1	88	0	49	205	0	0	0	0	0	0	0	236	64	0	673
01:15 PM	22	1	94	0	45	174	0	0	0	0	0	0	0	254	52	0	642
01:30 PM	29	0	70	0	49	188	0	0	0	0	0	0	0	253	53	0	642
01:45 PM	28	1	82	0	30	176	0	0	0	0	0	0	0	250	44	0	611
Total	109	3	334	0	173	743	0	0	0	0	0	0	0	993	213	0	2568
02:00 PM	23	0	94	0	52	196	0	0	0	0	0	0	0	278	53	0	696
02:15 PM	23	0	77	0	41	181	0	1	0	0	0	0	0	262	54	0	639
02:30 PM	32	1	72	0	55	179	0	0	0	0	0	0	0	218	62	0	619
02:45 PM	34	2	51	0	59	208	0	0	0	0	0	0	0	220	62	0	636
Total	112	3	294	0	207	764	0	1	0	0	0	0	0	978	231	0	2590
03:00 PM	42	1	68	0	77	188	0	0	0	0	0	0	0	242	70	0	688
03:15 PM	30	2	98	0	60	226	0	0	0	0	0	0	0	316	58	0	790
03:30 PM	29	0	75	0	76	209	0	1	0	0	0	0	0	250	78	0	718
03:45 PM	34	1	53	0	150	216	0	0	0	0	0	0	0	248	66	0	768
Total	135	4	294	0	363	839	0	1	0	0	0	0	0	1056	272	0	2964

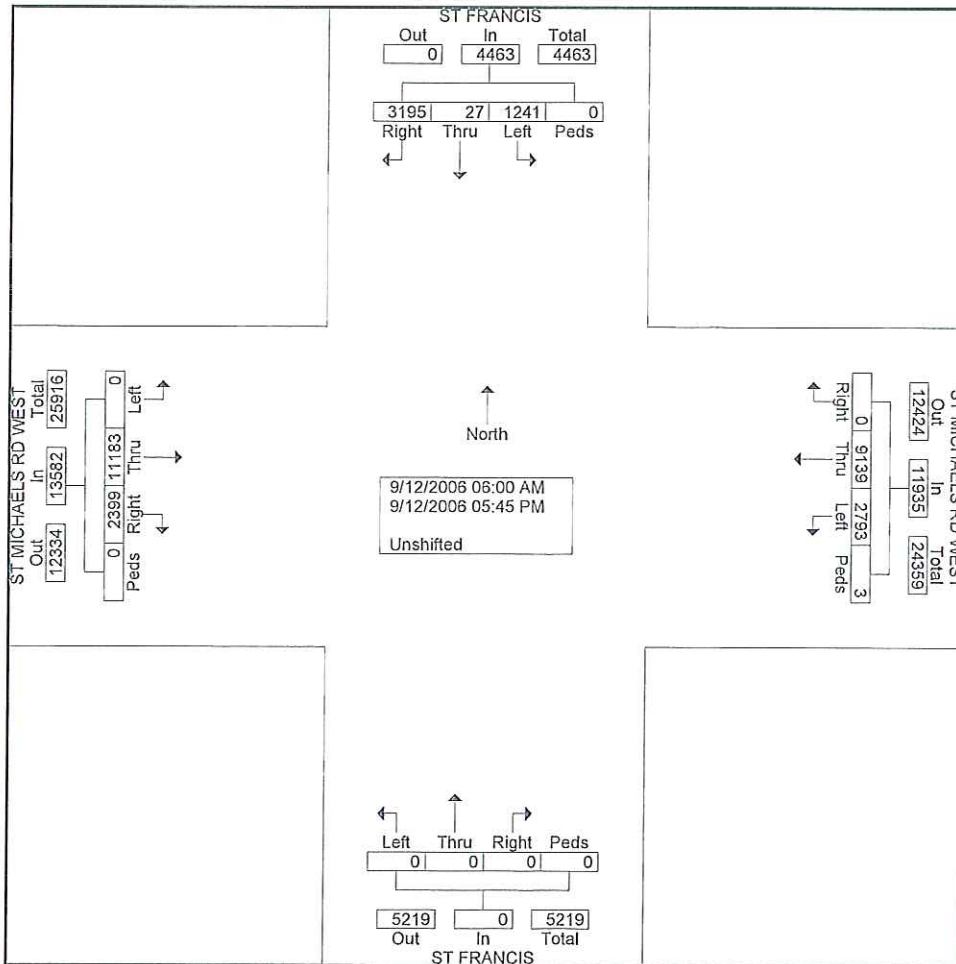


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(W)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ST MICHAELS RD WEST Westbound				ST FRANCIS Northbound				ST MICHAELS RD WEST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	31	2	69	0	132	210	0	0	0	0	0	0	0	240	72	0	756
04:15 PM	28	0	63	0	169	201	0	0	0	0	0	0	0	268	71	0	800
04:30 PM	19	1	76	0	163	217	0	0	0	0	0	0	0	280	86	0	842
04:45 PM	20	0	69	0	191	154	0	0	0	0	0	0	0	264	86	0	784
Total	98	3	277	0	655	782	0	0	0	0	0	0	0	1052	315	0	3182
05:00 PM	18	0	46	0	199	217	0	0	0	0	0	0	0	263	93	0	836
05:15 PM	15	0	65	0	172	193	0	0	0	0	0	0	0	308	73	0	826
05:30 PM	15	2	82	0	75	171	0	0	0	0	0	0	0	241	79	0	665
05:45 PM	29	0	56	0	58	183	0	0	0	0	0	0	0	171	71	0	568
Total	77	2	249	0	504	764	0	0	0	0	0	0	0	983	316	0	2895
Grand Total	1241	27	3195	0	2793	9139	0	3	0	0	0	0	0	11183	2399	0	29980
Apprch %	27.8	0.6	71.6	0	23.4	76.6	0	0	0	0	0	0	0	82.3	17.7	0	
Total %	4.1	0.1	10.7	0	9.3	30.5	0	0	0	0	0	0	0	37.3	8	0	

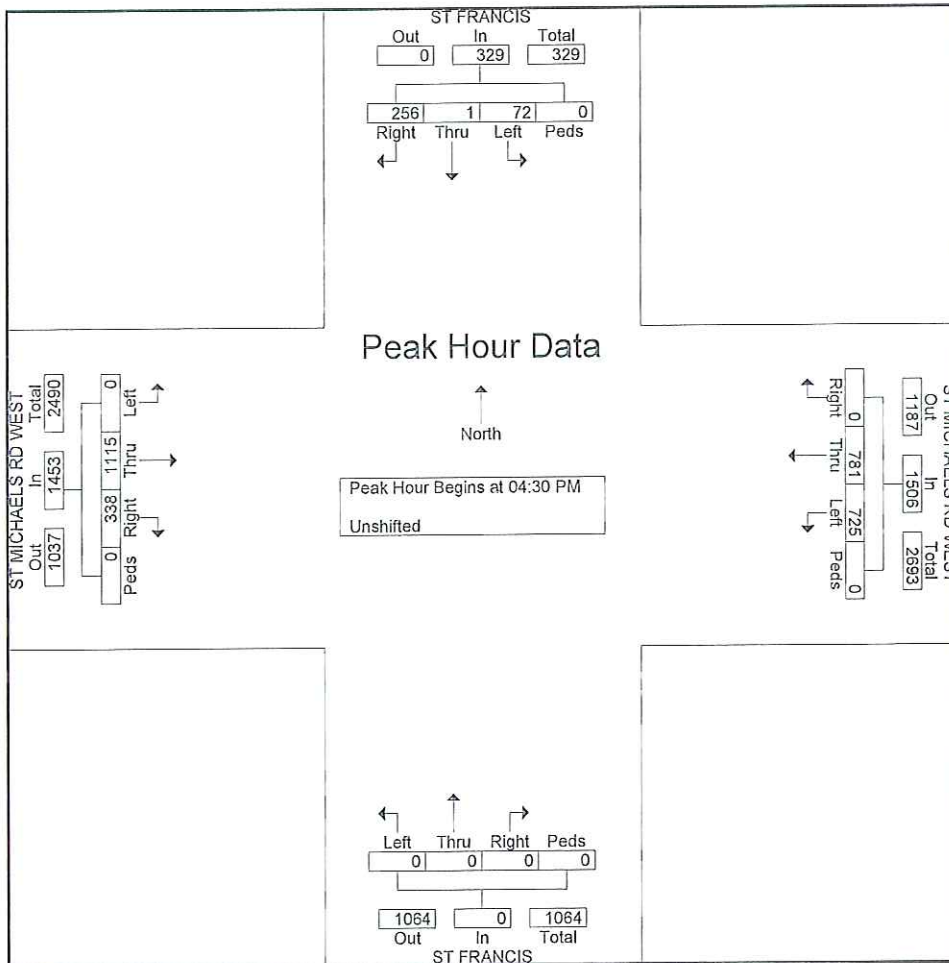




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : STMICHAELS(W)&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					ST MICHAELS RD WEST Westbound					ST FRANCIS Northbound					ST MICHAELS RD WEST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	19	1	76	0	96	163	217	0	0	380	0	0	0	0	0	0	280	86	0	366	842
04:45 PM	20	0	69	0	89	191	154	0	0	345	0	0	0	0	0	0	264	86	0	350	784
05:00 PM	18	0	46	0	64	199	217	0	0	416	0	0	0	0	0	0	263	93	0	356	836
05:15 PM	15	0	65	0	80	172	193	0	0	365	0	0	0	0	0	0	308	73	0	381	826
Total Volume	72	1	256	0	329	725	781	0	0	1506	0	0	0	0	0	0	1115	338	0	1453	3288
% App. Total	21.9	0.3	77.8	0		48.1	51.9	0	0		0	0	0	0	0	0	76.7	23.3	0		
PHF	.900	.250	.842	.000	.857	.911	.900	.000	.000	.905	.000	.000	.000	.000	.000	.000	.905	.909	.000	.953	.976





All Traffic Data Services, Inc.
 9660 W. 44th Ave.
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File Name : SANMATEO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SAN MATEO Westbound				ST FRANCIS Northbound				SAN MATEO Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	7	59	3	0	4	0	3	0	8	150	2	0	6	0	0	0	242
06:15 AM	8	46	7	0	5	0	4	0	15	148	6	0	17	3	6	0	265
06:30 AM	28	71	13	0	6	5	1	0	17	186	4	0	11	5	3	1	351
06:45 AM	13	160	17	0	2	6	3	1	31	299	7	0	19	10	7	0	575
Total	56	336	40	0	17	11	11	1	71	783	19	0	53	18	16	1	1433
07:00 AM	13	116	23	0	10	10	1	0	47	299	7	0	19	13	8	0	566
07:15 AM	17	172	15	0	18	13	2	0	41	378	11	0	28	18	6	0	719
07:30 AM	29	184	26	0	35	29	10	0	57	527	17	0	44	17	14	0	989
07:45 AM	21	289	31	0	39	29	17	0	45	681	13	0	35	29	11	0	1240
Total	80	761	95	0	102	81	30	0	190	1885	48	0	126	77	39	0	3514
08:00 AM	11	319	37	0	26	19	9	0	35	674	15	0	40	16	15	0	1216
08:15 AM	34	324	31	0	17	15	5	0	53	528	11	0	29	15	13	2	1077
08:30 AM	25	313	34	0	10	15	5	0	32	519	16	0	42	26	12	0	1049
08:45 AM	30	261	26	0	14	21	8	0	41	457	13	0	35	21	7	0	934
Total	100	1217	128	0	67	70	27	0	161	2178	55	0	146	78	47	2	4276
09:00 AM	19	278	25	0	10	15	8	0	30	383	20	0	52	25	10	0	875
09:15 AM	21	258	21	0	10	19	16	0	33	349	16	0	43	24	14	0	824
09:30 AM	26	255	30	0	16	22	5	0	20	371	19	0	51	26	11	0	852
09:45 AM	23	319	33	0	13	26	16	0	37	356	23	0	60	19	12	0	937
Total	89	1110	109	0	49	82	45	0	120	1459	78	0	206	94	47	0	3488
10:00 AM	30	285	27	0	15	20	13	2	30	390	14	0	36	30	19	0	911
10:15 AM	30	239	29	0	8	23	6	0	21	293	15	0	40	30	11	0	745
10:30 AM	32	253	40	0	15	28	10	2	21	288	20	0	54	20	11	0	794
10:45 AM	16	292	36	0	14	23	21	0	27	280	20	0	54	13	9	0	805
Total	108	1069	132	0	52	94	50	4	99	1251	69	0	184	93	50	0	3255
11:00 AM	25	261	34	0	15	19	10	0	26	308	14	0	38	25	16	1	792
11:15 AM	15	257	31	0	20	29	11	0	23	273	19	0	49	29	13	1	770
11:30 AM	24	306	37	0	19	22	14	0	22	288	19	0	50	23	23	1	848
11:45 AM	19	320	34	0	31	24	13	0	22	272	19	0	50	17	19	0	840
Total	83	1144	136	0	85	94	48	0	93	1141	71	0	187	94	71	3	3250
12:00 PM	21	313	37	0	17	25	16	0	29	270	16	0	42	33	24	0	843
12:15 PM	21	300	32	0	16	34	9	0	22	319	14	0	37	22	21	2	849
12:30 PM	24	281	25	0	11	17	14	0	32	286	23	0	61	29	19	1	823
12:45 PM	27	186	39	0	20	20	9	0	23	367	20	0	53	31	13	0	808
Total	93	1080	133	0	64	96	48	0	106	1242	73	0	193	115	77	3	3323
01:00 PM	34	260	29	0	14	28	23	0	23	333	18	0	48	24	23	0	857
01:15 PM	32	221	34	0	14	16	14	0	35	297	25	0	65	31	5	0	789
01:30 PM	33	311	23	0	16	25	13	0	21	334	20	0	52	27	19	0	894
01:45 PM	23	264	30	0	24	21	9	0	26	313	16	0	42	22	21	1	812
Total	122	1056	116	0	68	90	59	0	105	1277	79	0	207	104	68	1	3352
02:00 PM	18	303	31	0	16	16	8	0	29	308	18	0	48	26	20	1	842
02:15 PM	25	265	31	0	12	15	12	0	16	291	20	0	53	25	20	1	786
02:30 PM	31	285	30	0	18	19	12	0	16	254	23	0	61	32	19	1	801
02:45 PM	28	304	32	0	42	11	12	0	16	312	17	0	44	20	17	0	855
Total	102	1157	124	0	88	61	44	0	77	1165	78	0	206	103	76	3	3284
03:00 PM	30	323	33	0	44	34	12	0	32	315	17	0	45	21	14	0	920
03:15 PM	18	256	32	0	23	20	16	0	27	327	19	0	49	19	30	1	837
03:30 PM	23	279	46	0	31	28	11	0	24	318	17	0	45	20	19	0	861
03:45 PM	17	357	32	0	23	26	15	1	25	389	20	5	52	26	28	0	1016
Total	88	1215	143	0	121	108	54	1	108	1349	73	5	191	86	91	1	3634

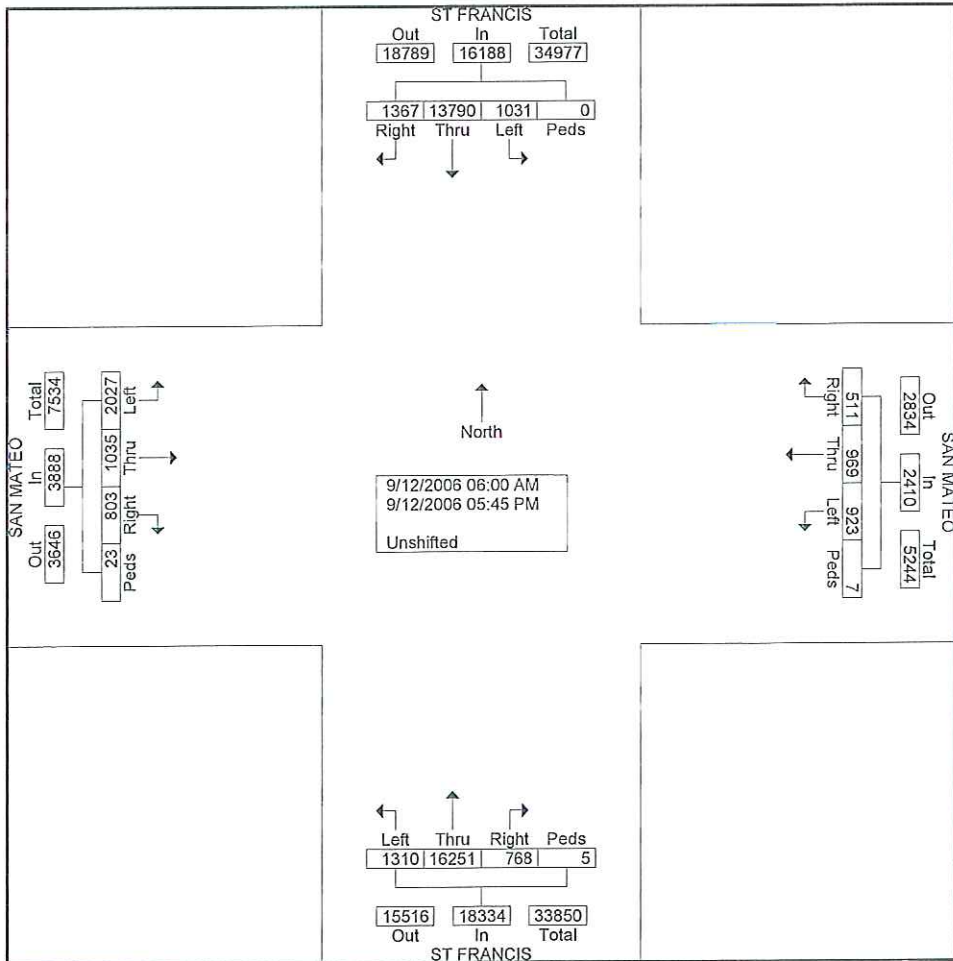


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SANMATEO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				SAN MATEO Westbound				ST FRANCIS Northbound				SAN MATEO Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	14	426	35	0	21	22	18	0	23	368	15	0	39	21	32	1	1035
04:15 PM	17	374	25	0	23	19	12	1	23	323	19	0	50	26	35	1	948
04:30 PM	14	471	30	0	27	33	10	0	21	304	18	0	47	26	33	1	1035
04:45 PM	15	420	36	0	28	31	18	0	22	297	17	0	44	28	32	1	989
Total	60	1691	126	0	99	105	58	1	89	1292	69	0	180	101	132	4	4007
05:00 PM	13	538	24	0	45	29	15	0	27	274	16	0	42	20	24	1	1068
05:15 PM	11	529	27	0	31	19	14	0	23	324	16	0	42	20	28	3	1087
05:30 PM	16	463	19	0	20	17	5	0	27	297	15	0	40	15	19	1	954
05:45 PM	10	424	15	0	15	12	3	0	14	334	9	0	24	17	18	0	895
Total	50	1954	85	0	111	77	37	0	91	1229	56	0	148	72	89	5	4004
Grand Total	1031	13790	1367	0	923	969	511	7	1310	16251	768	5	2027	1035	803	23	40820
Apprch %	6.4	85.2	8.4	0	38.3	40.2	21.2	0.3	7.1	88.6	4.2	0	52.1	26.6	20.7	0.6	
Total %	2.5	33.8	3.3	0	2.3	2.4	1.3	0	3.2	39.8	1.9	0	5	2.5	2	0.1	

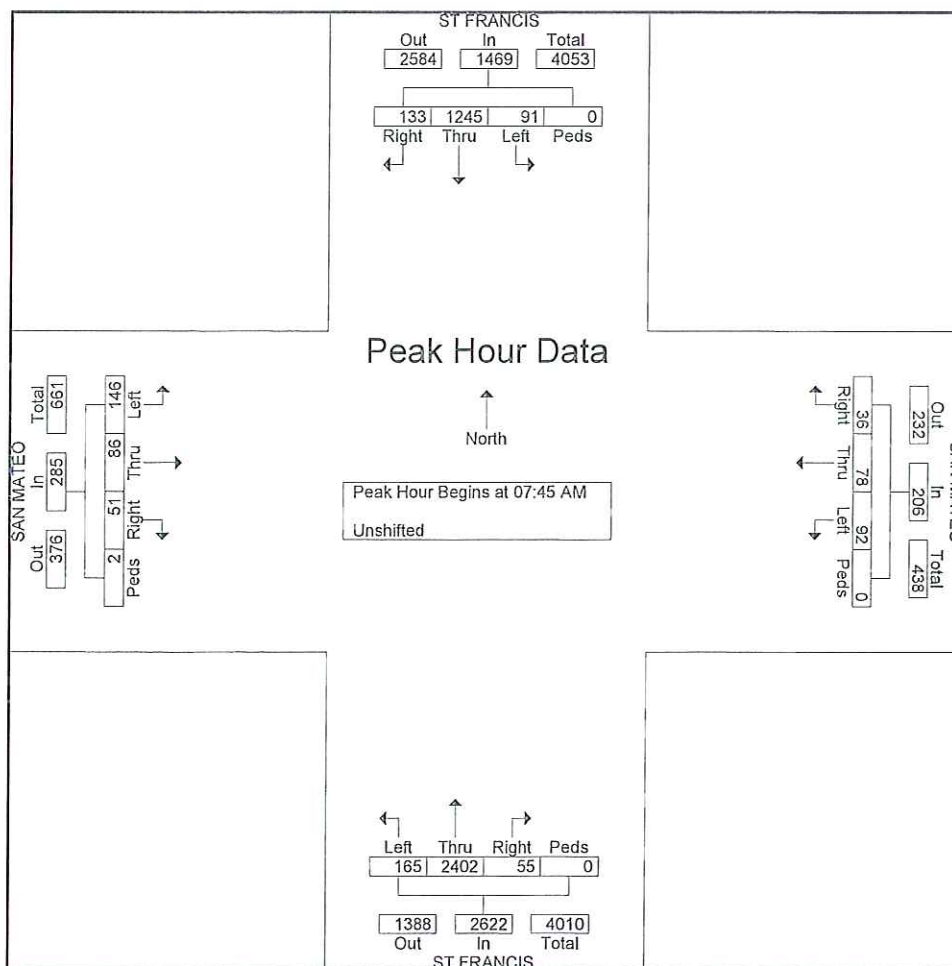




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : SANMATEO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
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Start Time	ST FRANCIS Southbound					SAN MATEO Westbound					ST FRANCIS Northbound					SAN MATEO Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	21	289	31	0	341	39	29	17	0	85	45	681	13	0	739	35	29	11	0	75	1240
08:00 AM	11	319	37	0	367	26	19	9	0	54	35	674	15	0	724	40	16	15	0	71	1216
08:15 AM	34	324	31	0	389	17	15	5	0	37	53	528	11	0	592	29	15	13	2	59	1077
08:30 AM	25	313	34	0	372	10	15	5	0	30	32	519	16	0	567	42	26	12	0	80	1049
Total Volume	91	1245	133	0	1469	92	78	36	0	206	165	2402	55	0	2622	146	86	51	2	285	4582
% App. Total	6.2	84.8	9.1	0		44.7	37.9	17.5	0		6.3	91.6	2.1	0		51.2	30.2	17.9	0.7		
PHF	.669	.961	.899	.000	.944	.590	.672	.529	.000	.606	.778	.882	.859	.000	.887	.869	.741	.850	.250	.891	.924





All Traffic Data Services, Inc.
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File Name : ALTAVISTA&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALTA VISTA Westbound				ST FRANCIS Northbound				ALTA VISTA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	3	63	5	0	2	0	3	0	11	129	2	0	1	3	1	0	223
06:15 AM	7	66	6	0	3	0	1	0	20	128	6	0	3	3	7	0	250
06:30 AM	7	103	9	0	4	1	5	0	30	113	25	1	6	2	7	1	314
06:45 AM	8	183	18	0	4	3	4	1	37	181	13	0	8	5	5	0	470
Total	25	415	38	0	13	4	13	1	98	551	46	1	18	13	20	1	1257
07:00 AM	10	153	21	0	6	5	10	0	42	172	13	0	9	12	15	0	468
07:15 AM	10	217	13	0	11	8	7	0	61	212	18	0	12	16	15	5	605
07:30 AM	24	261	17	0	19	1	9	0	54	299	38	2	9	17	15	0	765
07:45 AM	27	361	9	0	28	18	8	1	41	462	28	0	14	24	15	0	1036
Total	71	992	60	0	64	32	34	1	198	1145	97	2	44	69	60	5	2874
08:00 AM	14	395	8	0	16	4	5	0	33	433	21	0	13	15	13	0	970
08:15 AM	20	408	14	0	19	6	9	0	18	414	21	0	11	9	17	0	966
08:30 AM	20	367	6	0	15	10	15	1	13	405	9	0	13	23	16	1	914
08:45 AM	13	323	14	0	20	11	7	2	16	369	20	0	20	14	10	0	839
Total	67	1493	42	0	70	31	36	3	80	1621	71	0	57	61	56	1	3689
09:00 AM	15	325	6	0	23	4	6	0	17	319	14	0	14	13	15	1	772
09:15 AM	20	295	9	0	17	8	20	2	20	300	20	0	18	13	14	0	756
09:30 AM	55	272	5	0	24	7	13	1	18	305	22	0	16	13	12	0	763
09:45 AM	22	347	14	0	19	8	11	2	18	337	12	0	15	24	11	0	840
Total	112	1239	34	0	83	27	50	5	73	1261	68	0	63	63	52	1	3131
10:00 AM	15	326	10	0	31	5	16	0	13	356	17	0	32	12	13	0	846
10:15 AM	21	276	10	0	28	11	13	1	12	299	20	0	26	16	8	0	741
10:30 AM	13	313	16	0	21	6	17	0	17	294	13	0	15	17	15	0	757
10:45 AM	20	336	6	0	41	6	21	3	16	309	20	0	39	23	20	0	860
Total	69	1251	42	0	121	28	67	4	58	1258	70	0	112	68	56	0	3204
11:00 AM	11	341	9	1	35	11	19	2	9	307	21	0	36	20	31	2	855
11:15 AM	24	298	10	0	30	16	14	0	13	353	23	2	28	34	19	0	864
11:30 AM	20	329	9	1	37	7	30	4	11	371	21	0	31	18	24	0	913
11:45 AM	45	317	16	0	35	11	15	0	17	352	18	0	20	13	14	1	874
Total	100	1285	44	2	137	45	78	6	50	1383	83	2	115	85	88	3	3506
12:00 PM	17	358	21	0	44	15	27	0	25	363	15	2	23	23	13	0	946
12:15 PM	17	364	14	3	41	19	14	0	26	333	28	0	14	21	14	2	910
12:30 PM	22	391	13	1	51	20	15	0	16	308	28	2	21	13	20	1	922
12:45 PM	24	383	14	6	37	5	12	0	14	352	28	4	36	14	13	2	944
Total	80	1496	62	10	173	59	68	0	81	1356	99	8	94	71	60	5	3722
01:00 PM	25	366	13	0	53	8	20	0	19	336	21	1	27	7	17	0	913
01:15 PM	27	365	26	0	36	11	13	0	12	361	14	0	25	21	19	1	931
01:30 PM	20	350	32	1	39	5	12	0	14	336	14	0	26	13	9	0	871
01:45 PM	25	388	18	0	32	4	10	0	12	310	20	0	21	14	11	0	865
Total	97	1469	89	1	160	28	55	0	57	1343	69	1	99	55	56	1	3580
02:00 PM	21	389	16	0	43	8	14	0	11	340	12	0	22	18	17	1	912
02:15 PM	14	394	16	1	28	8	20	0	16	301	15	6	29	17	29	0	894
02:30 PM	13	369	16	0	40	8	16	0	19	310	25	0	17	23	21	0	877
02:45 PM	18	378	17	0	39	14	11	0	14	342	13	3	22	20	28	1	920
Total	66	1530	65	1	150	38	61	0	60	1293	65	9	90	78	95	2	3603
03:00 PM	13	427	5	1	40	22	9	0	11	338	29	0	26	21	23	0	965
03:15 PM	13	463	8	0	35	8	13	0	21	313	31	0	28	31	24	3	991
03:30 PM	34	410	9	0	38	9	15	0	19	370	22	0	32	16	26	0	1000
03:45 PM	18	438	8	0	43	13	7	0	8	413	22	0	25	23	61	0	1079
Total	78	1738	30	1	156	52	44	0	59	1434	104	0	111	91	134	3	4035

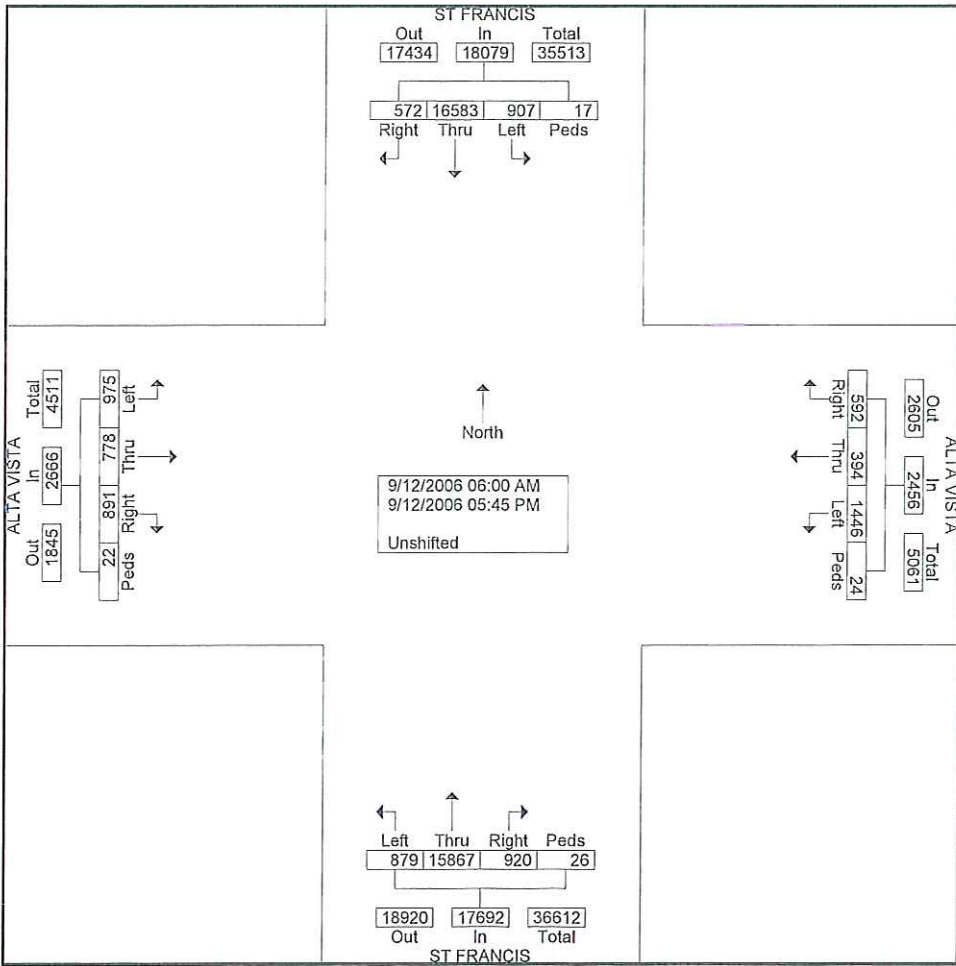


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : ALTAVISTA&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALTA VISTA Westbound				ST FRANCIS Northbound				ALTA VISTA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	17	443	9	0	34	7	9	0	14	435	19	2	28	16	37	0	1070
04:15 PM	14	433	6	0	48	6	17	2	14	380	15	0	25	19	41	0	1020
04:30 PM	24	441	10	0	69	9	12	2	14	392	26	0	37	24	42	0	1102
04:45 PM	22	456	16	0	45	10	12	0	5	357	25	0	29	14	36	0	1027
Total	77	1773	41	0	196	32	50	4	47	1564	85	2	119	73	156	0	4219
05:00 PM	27	504	5	0	40	7	15	0	11	400	23	0	21	8	19	0	1080
05:15 PM	11	516	6	2	36	4	5	0	0	466	14	0	13	20	12	0	1105
05:30 PM	10	455	6	0	23	5	11	0	6	429	15	0	12	15	15	0	1002
05:45 PM	17	427	8	0	24	2	5	0	1	363	11	1	7	8	12	0	886
Total	65	1902	25	2	123	18	36	0	18	1658	63	1	53	51	58	0	4073
Grand Total	907	16583	572	17	1446	394	592	24	879	15867	920	26	975	778	891	22	40893
Apprch %	5	91.7	3.2	0.1	58.9	16	24.1	1	5	89.7	5.2	0.1	36.6	29.2	33.4	0.8	
Total %	2.2	40.6	1.4	0	3.5	1	1.4	0.1	2.1	38.8	2.2	0.1	2.4	1.9	2.2	0.1	

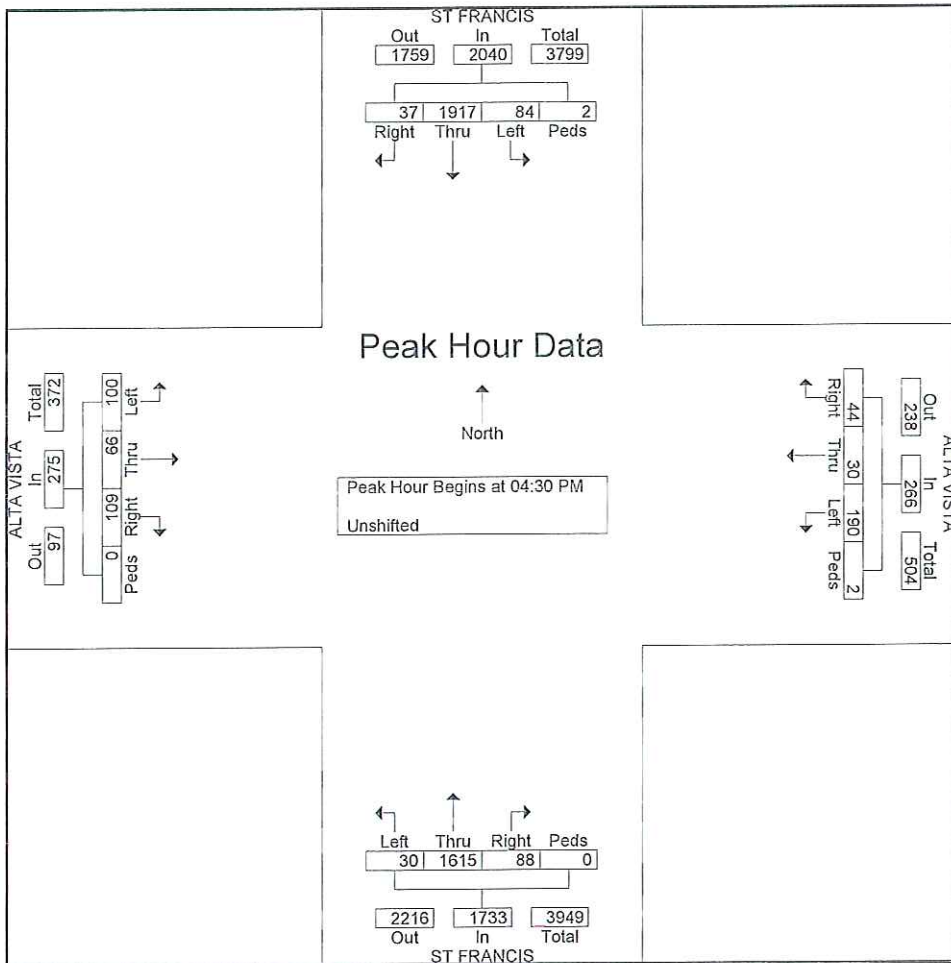




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File Name : ALTAVISTA&STFRANCIS
 Site Code : 00000000
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Start Time	ST FRANCIS Southbound					ALTA VISTA Westbound					ST FRANCIS Northbound					ALTA VISTA Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	24	441	10	0	475	69	9	12	2	92	14	392	26	0	432	37	24	42	0	103	1102
04:45 PM	22	456	16	0	494	45	10	12	0	67	5	357	25	0	387	29	14	36	0	79	1027
05:00 PM	27	504	5	0	536	40	7	15	0	62	11	400	23	0	434	21	8	19	0	48	1080
05:15 PM	11	516	6	2	535	36	4	5	0	45	0	466	14	0	480	13	20	12	0	45	1105
Total Volume	84	1917	37	2	2040	190	30	44	2	266	30	1615	88	0	1733	100	66	109	0	275	4314
% App. Total	4.1	94	1.8	0.1		71.4	11.3	16.5	0.8		1.7	93.2	5.1	0		36.4	24	39.6	0		
PHF	.778	.929	.578	.250	.951	.688	.750	.733	.250	.723	.536	.866	.846	.000	.903	.676	.688	.649	.000	.667	.976





All Traffic Data Services, Inc.
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File Name : CORDOVA&STFRANCIS
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				W CORDOVA Westbound				ST FRANCIS Northbound				W CORDOVA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	12	61	7	0	6	16	12	0	8	123	5	0	3	9	12	0	274
06:15 AM	13	47	10	0	12	7	11	0	17	123	9	0	4	13	15	0	281
06:30 AM	15	99	10	0	12	16	10	0	16	138	8	1	4	14	21	0	364
06:45 AM	9	184	20	0	8	16	5	0	39	177	7	0	15	12	18	0	510
Total	49	391	47	0	38	55	38	0	80	561	29	1	26	48	66	0	1429
07:00 AM	32	124	19	2	21	34	16	0	31	171	18	1	23	31	16	0	539
07:15 AM	35	164	27	3	36	58	20	0	45	214	23	0	17	46	22	0	710
07:30 AM	35	255	22	3	43	52	19	0	55	308	14	4	19	43	21	0	893
07:45 AM	38	348	16	2	40	52	17	0	39	458	14	2	20	39	27	0	1112
Total	140	891	84	10	140	196	72	0	170	1151	69	7	79	159	86	0	3254
08:00 AM	32	367	13	1	36	51	20	0	43	409	18	2	18	42	27	0	1079
08:15 AM	44	346	14	1	38	32	20	0	34	385	18	0	36	50	24	0	1042
08:30 AM	27	359	12	1	49	48	17	0	29	357	28	0	19	42	15	0	1003
08:45 AM	37	290	16	1	32	51	20	0	29	340	22	1	15	31	36	0	921
Total	140	1362	55	4	155	182	77	0	135	1491	86	3	88	165	102	0	4045
09:00 AM	50	261	9	1	44	47	27	0	19	290	29	0	18	49	39	0	883
09:15 AM	48	228	13	0	45	63	32	0	34	277	17	2	20	42	36	0	857
09:30 AM	50	250	14	1	60	41	18	0	36	274	23	0	20	47	27	0	861
09:45 AM	39	322	14	6	35	56	32	0	21	319	13	2	22	42	18	0	941
Total	187	1061	50	8	184	207	109	0	110	1160	82	4	80	180	120	0	3542
10:00 AM	43	279	12	0	59	54	37	0	30	319	24	1	14	41	27	0	940
10:15 AM	32	268	12	0	50	47	38	0	15	279	25	1	27	39	39	0	872
10:30 AM	46	245	13	0	57	42	34	0	22	265	27	1	21	50	36	0	859
10:45 AM	39	280	17	1	59	56	32	0	21	280	33	0	25	36	45	0	924
Total	160	1072	54	1	225	199	141	0	88	1143	109	3	87	166	147	0	3595
11:00 AM	43	255	20	0	55	57	35	0	26	280	20	2	49	49	36	0	927
11:15 AM	41	255	22	0	55	64	39	0	24	330	21	1	30	55	54	0	991
11:30 AM	36	268	22	0	69	76	39	0	25	344	19	13	29	61	42	0	1043
11:45 AM	49	263	24	0	48	64	26	0	34	323	17	1	30	52	36	0	967
Total	169	1041	88	0	227	261	139	0	109	1277	77	17	138	217	168	0	3928
12:00 PM	50	274	22	0	82	68	48	0	36	343	10	2	23	57	48	0	1063
12:15 PM	47	317	18	9	70	66	45	0	35	315	24	1	19	51	51	0	1068
12:30 PM	47	294	23	0	59	62	37	0	37	282	22	0	23	41	39	0	966
12:45 PM	47	281	31	2	49	52	33	0	45	317	20	1	18	52	33	0	981
Total	191	1166	94	11	260	248	163	0	153	1257	76	4	83	201	171	0	4078
01:00 PM	36	337	15	2	66	63	41	0	41	313	9	0	29	63	33	0	1048
01:15 PM	44	327	20	0	62	56	29	0	29	321	24	2	30	63	42	0	1049
01:30 PM	39	320	21	3	66	64	27	0	35	300	17	1	22	44	48	0	1007
01:45 PM	41	330	15	0	64	64	55	0	31	282	18	2	11	60	27	0	1000
Total	160	1314	71	5	258	247	152	0	136	1216	68	5	92	230	150	0	4104
02:00 PM	47	318	11	2	76	66	41	0	18	315	18	1	25	62	30	0	1030
02:15 PM	50	313	9	1	68	58	28	0	33	270	18	1	29	46	30	0	954
02:30 PM	39	312	18	1	69	94	36	0	25	292	25	0	9	50	45	0	1015
02:45 PM	44	316	11	2	80	87	34	0	33	306	19	1	25	63	42	0	1063
Total	180	1259	49	6	293	305	139	0	109	1183	80	3	88	221	147	0	4062
03:00 PM	48	346	10	0	69	72	31	0	31	324	9	0	28	59	51	0	1078
03:15 PM	38	399	10	1	62	51	44	0	37	301	15	2	17	43	54	0	1074
03:30 PM	45	324	11	0	54	62	26	0	30	358	8	0	39	53	36	4	1050
03:45 PM	28	377	18	1	72	56	22	0	25	389	13	0	39	48	48	0	1136
Total	159	1446	49	2	257	241	123	0	123	1372	45	2	123	203	189	4	4338

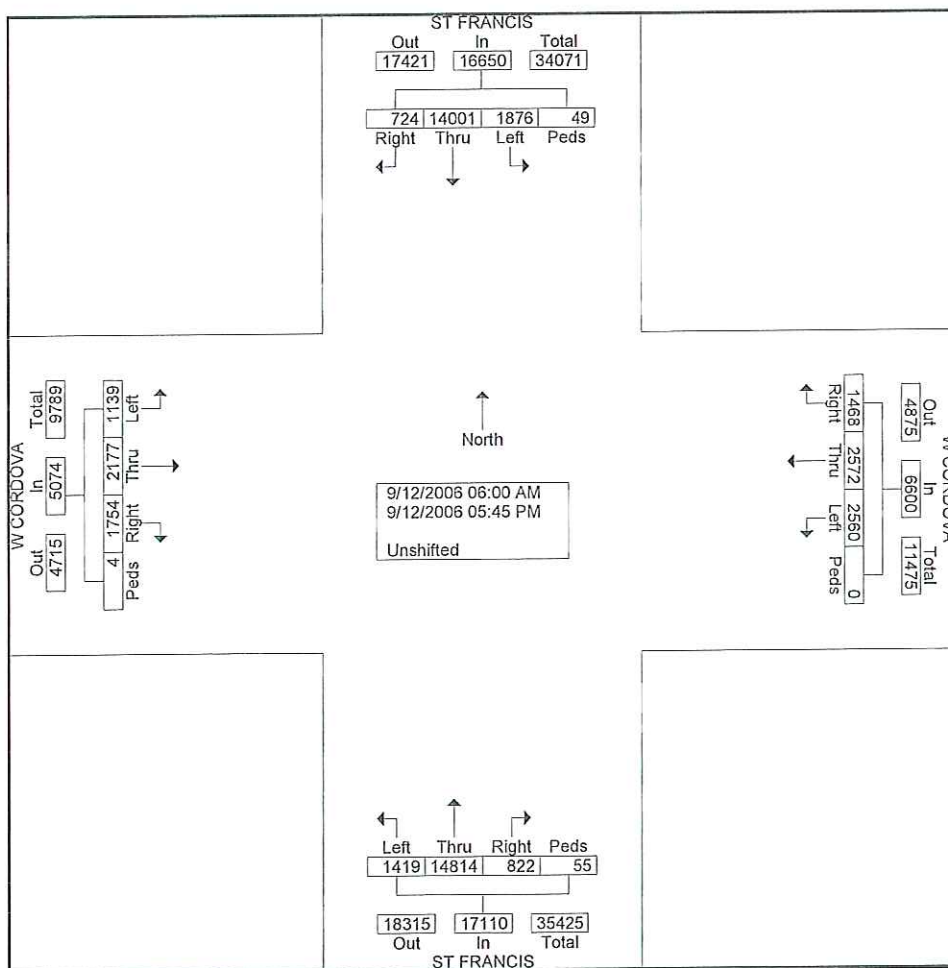


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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				W CORDOVA Westbound				ST FRANCIS Northbound				W CORDOVA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	51	360	11	0	64	62	33	0	29	409	13	0	37	36	45	0	1150
04:15 PM	51	347	10	0	73	54	44	0	32	352	11	0	32	51	39	0	1096
04:30 PM	31	361	9	0	80	63	57	0	29	379	8	3	55	61	54	0	1190
04:45 PM	46	366	6	1	71	60	38	0	24	335	14	0	36	56	63	0	1116
Total	179	1434	36	1	288	239	172	0	114	1475	46	3	160	204	201	0	4552
05:00 PM	35	408	12	0	62	53	50	0	31	376	11	0	25	51	63	0	1177
05:15 PM	50	418	8	0	66	55	26	0	27	424	11	1	30	42	60	0	1218
05:30 PM	41	389	12	1	50	48	36	0	19	392	23	2	20	52	36	0	1121
05:45 PM	36	349	15	0	57	36	31	0	15	336	10	0	20	38	48	0	991
Total	162	1564	47	1	235	192	143	0	92	1528	55	3	95	183	207	0	4507
Grand Total	1876	14001	724	49	2560	2572	1468	0	1419	14814	822	55	1139	2177	1754	4	45434
Apprch %	11.3	84.1	4.3	0.3	38.8	39	22.2	0	8.3	86.6	4.8	0.3	22.4	42.9	34.6	0.1	
Total %	4.1	30.8	1.6	0.1	5.6	5.7	3.2	0	3.1	32.6	1.8	0.1	2.5	4.8	3.9	0	

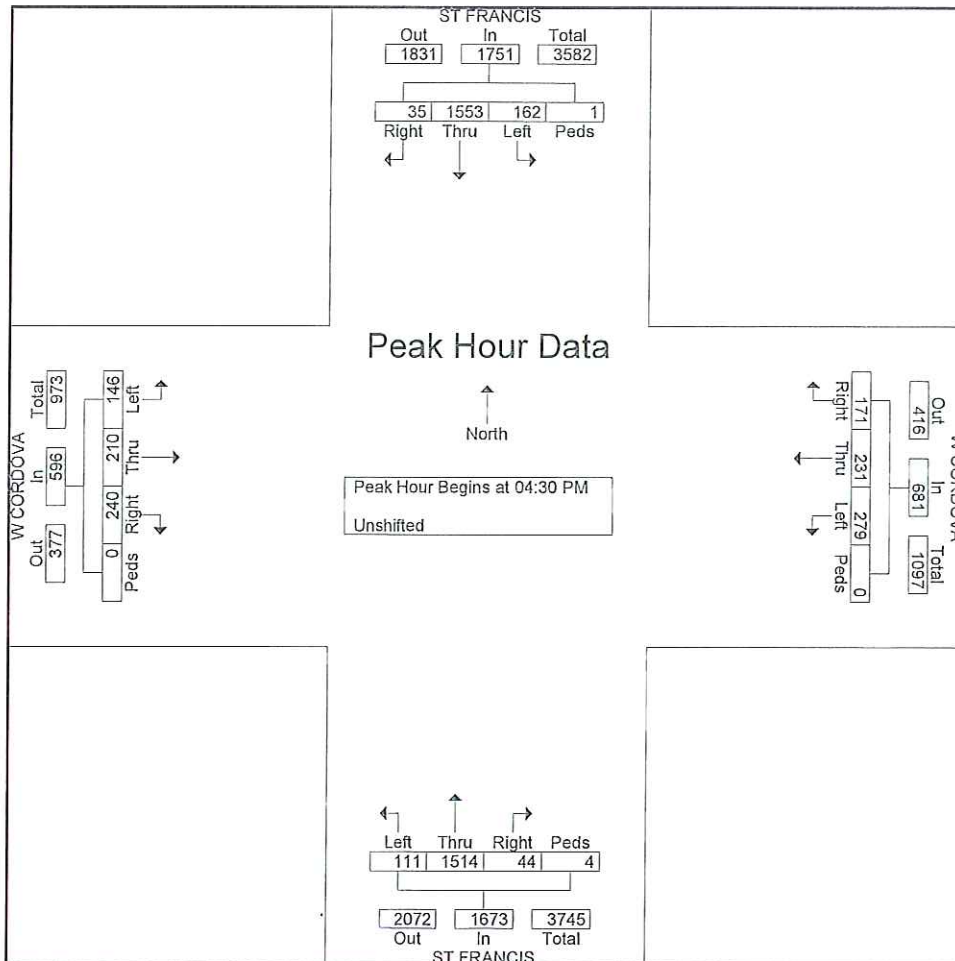




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 9660 W. 44th Ave.
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File Name : CORDOVA&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
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Start Time	ST FRANCIS Southbound					W CORDOVA Westbound					ST FRANCIS Northbound					W CORDOVA Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	31	361	9	0	401	80	63	57	0	200	29	379	8	3	419	55	61	54	0	170	1190
04:45 PM	46	366	6	1	419	71	60	38	0	169	24	335	14	0	373	36	56	63	0	155	1116
05:00 PM	35	408	12	0	455	62	53	50	0	165	31	376	11	0	418	25	51	63	0	139	1177
05:15 PM	50	418	8	0	476	66	55	26	0	147	27	424	11	1	463	30	42	60	0	132	1218
Total Volume	162	1553	35	1	1751	279	231	171	0	681	111	1514	44	4	1673	146	210	240	0	596	4701
% App. Total	9.3	88.7	2	0.1		41	33.9	25.1	0		6.6	90.5	2.6	0.2		24.5	35.2	40.3	0		
PHF	.810	.929	.729	.250	.920	.872	.917	.750	.000	.851	.895	.893	.786	.333	.903	.664	.861	.952	.000	.876	.965



Collected By: DJ, RB, AP

Groups Printed- Cars - Trucks

Start Time	Cerrillos Rd Eastbound				Cerrillos Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	38	58	2	98	25	27	0	52	0	129	79	208	0	136	67	203	561
07:15	68	97	3	168	53	39	3	95	0	201	134	335	0	260	90	350	948
07:30	67	103	2	172	32	52	0	84	0	225	127	352	0	290	116	406	1014
07:45	128	149	5	282	55	53	1	109	0	338	210	548	0	420	197	617	1556
Total	301	407	12	720	165	171	4	340	0	893	550	1443	0	1106	470	1576	4079
08:00	123	161	5	289	81	73	3	157	0	275	180	455	0	303	118	421	1322
08:15	91	113	5	209	42	58	1	101	0	294	204	498	0	280	96	376	1184
08:30	100	126	8	234	52	62	4	118	0	255	141	396	0	257	97	354	1102
08:45	97	106	5	208	44	47	6	97	0	247	159	406	0	268	125	393	1104
Total	411	506	23	940	219	240	14	473	0	1071	684	1755	0	1108	436	1544	4712
09:00	125	119	2	246	53	87	1	141	0	216	151	367	0	216	94	310	1064
09:15	90	99	7	196	53	59	2	114	0	235	136	371	0	225	99	324	1005
09:30	90	113	4	207	65	78	7	150	0	205	133	338	0	230	107	337	1032
09:45	89	104	5	198	71	49	6	126	0	271	160	431	0	311	84	395	1150
Total	394	435	18	847	242	273	16	531	0	927	580	1507	0	982	384	1366	4251
*** BREAK ***																	
11:00	101	88	1	190	63	62	0	125	0	295	133	428	0	258	131	389	1132
11:15	144	139	10	293	93	98	9	200	0	227	148	375	0	249	100	349	1217
11:30	157	158	21	336	91	126	5	222	0	274	220	494	0	207	117	324	1376
11:45	132	121	7	260	94	97	6	197	0	358	186	544	0	255	121	376	1377
Total	534	506	39	1079	341	383	20	744	0	1154	687	1841	0	969	469	1438	5102
12:00	116	118	15	249	105	123	4	232	0	292	169	461	0	229	146	375	1317
12:15	130	149	19	298	114	107	5	226	0	298	222	520	0	264	115	379	1423
12:30	115	129	14	258	80	105	10	195	0	256	193	449	0	203	114	317	1219
12:45	147	144	9	300	94	107	5	206	0	365	191	556	0	314	138	452	1514
Total	508	540	57	1105	393	442	24	859	0	1211	775	1986	0	1010	513	1523	5473
13:00	158	137	22	317	123	110	7	240	0	272	225	497	0	237	120	357	1411
13:15	132	127	14	273	110	91	7	208	0	305	159	464	0	280	133	413	1358
13:30	138	149	12	299	96	111	6	213	0	241	162	403	0	257	130	387	1302
13:45	163	114	17	294	68	104	5	177	0	301	167	468	0	293	125	418	1357
Total	591	527	65	1183	397	416	25	838	0	1119	713	1832	0	1067	508	1575	5428
*** BREAK ***																	
15:00	142	135	8	285	133	140	2	275	0	238	121	359	0	292	118	410	1329
15:15	106	109	10	225	105	126	7	238	0	318	158	476	0	356	129	485	1424
15:30	206	143	6	355	110	112	6	228	0	328	137	465	0	243	98	341	1389
15:45	136	108	3	247	104	104	3	211	0	364	138	502	0	266	125	391	1351
Total	590	495	27	1112	452	482	18	952	0	1248	554	1802	0	1157	470	1627	5493
16:00	112	113	7	232	101	94	4	199	0	320	92	412	0	280	115	395	1238
16:15	204	120	9	333	111	125	2	238	0	421	131	552	0	310	129	439	1562
16:30	152	106	4	262	115	100	4	219	0	354	104	458	0	251	123	374	1313
16:45	136	111	8	255	105	111	5	221	0	404	101	505	0	256	127	383	1364
Total	604	450	28	1082	432	430	15	877	0	1499	428	1927	0	1097	494	1591	5477
17:00	178	117	7	302	150	152	7	309	0	404	93	497	0	303	123	426	1534
17:15	132	72	4	208	111	100	2	213	0	461	127	588	0	331	129	460	1469
17:30	189	130	9	328	124	105	6	235	0	338	82	420	0	312	107	419	1402
17:45	125	112	8	245	93	75	0	168	0	408	119	527	0	266	108	374	1314
Total	624	431	28	1083	478	432	15	925	0	1611	421	2032	0	1212	467	1679	5719
Grand Total	4557	4297	297	9151	3119	3269	151	6539	0	10733	5392	16125	0	9708	4211	13919	45734
Apprch %	49.8	47	3.2		47.7	50	2.3		0	66.6	33.4		0	69.7	30.3		
Total %	10	9.4	0.6	20	6.8	7.1	0.3	14.3	0	23.5	11.8	35.3	0	21.2	9.2	30.4	
Cars	4452	4228	290	8970	3115	3266	142	6523	0	10516	5287	15803	0	9707	4035	13742	45038
% Cars	97.7	98.4	97.6	98	99.9	99.9	94	99.8	0	98	98.1	98	0	100	95.8	98.7	98.5
Trucks	105	69	7	181	4	3	9	16	0	217	105	322	0	1	176	177	696
% Trucks	2.3	1.6	2.4	2	0.1	0.1	6	0.2	0	2	1.9	2	0	0	4.2	1.3	1.5

Start Time	Cerrillos Rd Eastbound				Cerrillos Rd Westbound				St Francis Dr Northbound				St Francis Dr Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	128	149	5	282	55	53	1	109	0	338	210	548	0	420	197	617	1556
08:00	123	161	5	289	81	73	3	157	0	275	180	455	0	303	118	421	1322
08:15	91	113	5	209	42	58	1	101	0	294	204	498	0	280	96	376	1184
08:30	100	126	8	234	52	62	4	118	0	255	141	396	0	257	97	354	1102
Total Volume	442	549	23	1014	230	246	9	485	0	1162	735	1897	0	1260	508	1768	5164
% App. Total	43.6	54.1	2.3		47.4	50.7	1.9		0	61.3	38.7		0	71.3	28.7		
PHF	.863	.852	.719	.877	.710	.842	.563	.772	.000	.859	.875	.865	.000	.750	.645	.716	.830
Cars	427	533	20	980	230	246	9	485	0	1122	721	1843	0	1260	489	1749	5057
% Cars	96.6	97.1	87.0	96.6	100	100	100	100	0	96.6	98.1	97.2	0	100	96.3	98.9	97.9
Trucks	15	16	3	34	0	0	0	0	0	40	14	54	0	0	19	19	107
% Trucks	3.4	2.9	13.0	3.4	0	0	0	0	0	3.4	1.9	2.8	0	0	3.7	1.1	2.1

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	147	144	9	300	94	107	5	206	0	365	191	556	0	314	138	452	1514
13:00	158	137	22	317	123	110	7	240	0	272	225	497	0	237	120	357	1411
13:15	132	127	14	273	110	91	7	208	0	305	159	464	0	280	133	413	1358
13:30	138	149	12	299	96	111	6	213	0	241	162	403	0	257	130	387	1302
Total Volume	575	557	57	1189	423	419	25	867	0	1183	737	1920	0	1088	521	1609	5585
% App. Total	48.4	46.8	4.8		48.8	48.3	2.9		0	61.6	38.4		0	67.6	32.4		
PHF	.910	.935	.648	.938	.860	.944	.893	.903	.000	.810	.819	.863	.000	.866	.944	.890	.922
Cars	561	548	57	1166	423	419	24	866	0	1156	726	1882	0	1088	499	1587	5501
% Cars	97.6	98.4	100	98.1	100	100	96.0	99.9	0	97.7	98.5	98.0	0	100	95.8	98.6	98.5
Trucks	14	9	0	23	0	0	1	1	0	27	11	38	0	0	22	22	84
% Trucks	2.4	1.6	0	1.9	0	0	4.0	0.1	0	2.3	1.5	2.0	0	0	4.2	1.4	1.5

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	204	120	9	333	111	125	2	238	0	421	131	552	0	310	129	439	1562
16:30	152	106	4	262	115	100	4	219	0	354	104	458	0	251	123	374	1313
16:45	136	111	8	255	105	111	5	221	0	404	101	505	0	256	127	383	1364
17:00	178	117	7	302	150	152	7	309	0	404	93	497	0	303	123	426	1534
Total Volume	670	454	28	1152	481	488	18	987	0	1583	429	2012	0	1120	502	1622	5773
% App. Total	58.2	39.4	2.4		48.7	49.4	1.8		0	78.7	21.3		0	69.1	30.9		
PHF	.821	.946	.778	.865	.802	.803	.643	.799	.000	.940	.819	.911	.000	.903	.973	.924	.924
Cars	667	450	28	1145	481	488	17	986	0	1569	422	1991	0	1120	482	1602	5724
% Cars	99.6	99.1	100	99.4	100	100	94.4	99.9	0	99.1	98.4	99.0	0	100	96.0	98.8	99.2
Trucks	3	4	0	7	0	0	1	1	0	14	7	21	0	0	20	20	49
% Trucks	0.4	0.9	0	0.6	0	0	5.6	0.1	0	0.9	1.6	1.0	0	0	4.0	1.2	0.8



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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				HILCOX Westbound				ST FRANCIS Northbound				HILCOX Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	2	76	1	0	3	1	0	0	2	144	0	0	3	1	1	0	234
06:15 AM	3	74	2	0	3	4	2	0	1	152	4	0	0	4	4	0	253
06:30 AM	2	150	1	0	5	0	5	0	4	147	3	0	2	6	2	0	327
06:45 AM	8	247	0	0	8	4	2	0	1	217	3	0	7	13	5	0	515
Total	15	547	4	0	19	9	9	0	8	660	10	0	12	24	12	0	1329
07:00 AM	4	203	2	0	5	3	5	0	5	187	2	0	14	9	10	0	449
07:15 AM	7	315	0	0	7	7	6	0	8	215	10	0	9	24	16	0	624
07:30 AM	21	340	3	0	13	12	6	0	6	254	13	0	25	33	17	0	743
07:45 AM	18	460	7	0	25	16	10	0	18	375	10	0	29	64	21	0	1053
Total	50	1318	12	0	50	38	27	0	37	1031	35	0	77	130	64	0	2869
08:00 AM	20	481	8	0	19	24	11	0	22	357	13	0	17	46	25	0	1043
08:15 AM	17	463	3	0	13	14	12	0	19	295	16	0	24	33	23	0	932
08:30 AM	25	376	5	0	19	19	13	0	12	291	10	0	24	46	12	0	852
08:45 AM	18	370	8	0	12	12	15	0	10	300	10	0	16	45	24	0	840
Total	80	1690	24	0	63	69	51	0	63	1243	49	0	81	170	84	0	3667
09:00 AM	20	305	3	0	13	16	6	0	9	293	10	0	18	17	10	0	720
09:15 AM	10	304	5	0	10	14	8	0	5	238	14	0	15	19	10	0	652
09:30 AM	19	296	4	0	14	11	12	0	15	307	13	0	17	32	14	0	754
09:45 AM	16	364	8	0	13	11	9	0	8	296	11	0	17	25	14	0	792
Total	65	1269	20	0	50	52	35	0	37	1134	48	0	67	93	48	0	2918
10:00 AM	20	311	7	0	7	16	10	0	7	300	11	0	8	33	22	0	752
10:15 AM	12	285	5	0	10	9	17	0	15	284	12	0	7	15	8	0	679
10:30 AM	14	276	4	0	15	16	13	0	7	277	16	0	8	24	19	0	689
10:45 AM	14	355	1	0	18	19	15	0	13	278	16	0	7	22	20	0	778
Total	60	1227	17	0	50	60	55	0	42	1139	55	0	30	94	69	0	2898
11:00 AM	11	294	1	0	23	17	6	0	10	305	11	0	6	16	17	0	717
11:15 AM	18	321	1	0	18	17	14	0	8	306	7	0	12	22	11	0	755
11:30 AM	13	327	9	0	22	16	15	0	10	337	8	0	9	23	17	0	806
11:45 AM	20	290	7	0	13	25	13	0	17	329	13	0	11	33	18	0	789
Total	62	1232	18	0	76	75	48	0	45	1277	39	0	38	94	63	0	3067
12:00 PM	11	323	3	0	14	23	16	0	14	338	7	0	13	19	11	0	792
12:15 PM	7	339	5	0	18	16	15	0	10	325	11	0	12	30	21	0	809
12:30 PM	15	308	3	0	15	23	17	0	15	320	17	0	12	33	18	0	796
12:45 PM	12	335	3	0	15	18	17	0	10	319	26	0	21	32	25	0	833
Total	45	1305	14	0	62	80	65	0	49	1302	61	0	58	114	75	0	3230
01:00 PM	22	329	7	0	23	20	21	0	23	323	12	0	21	41	20	0	862
01:15 PM	14	363	7	0	19	31	10	0	13	332	18	0	13	40	22	0	882
01:30 PM	19	307	5	0	21	26	10	0	17	327	12	0	10	24	14	0	792
01:45 PM	18	355	10	0	14	26	18	0	18	328	12	0	12	29	17	0	857
Total	73	1354	29	0	77	103	59	0	71	1310	54	0	56	134	73	0	3393
02:00 PM	13	301	3	0	30	19	21	0	16	295	12	0	15	34	13	1	773
02:15 PM	16	333	4	0	15	26	14	0	19	311	18	0	16	19	18	0	809
02:30 PM	23	310	4	0	17	22	21	0	17	305	15	0	17	22	19	0	792
02:45 PM	23	325	11	0	33	16	23	0	20	350	7	0	19	31	26	0	884
Total	75	1269	22	0	95	83	79	0	72	1261	52	0	67	106	76	1	3258
03:00 PM	19	382	5	0	44	28	22	0	24	369	9	0	21	29	35	0	987
03:15 PM	19	389	3	0	29	30	14	0	18	360	16	0	18	54	25	0	975
03:30 PM	9	369	7	0	20	21	13	0	28	335	9	0	17	29	34	0	891
03:45 PM	17	411	3	0	29	30	24	0	15	374	12	0	27	32	30	0	1004
Total	64	1551	18	0	122	109	73	0	85	1438	46	0	83	144	124	0	3857

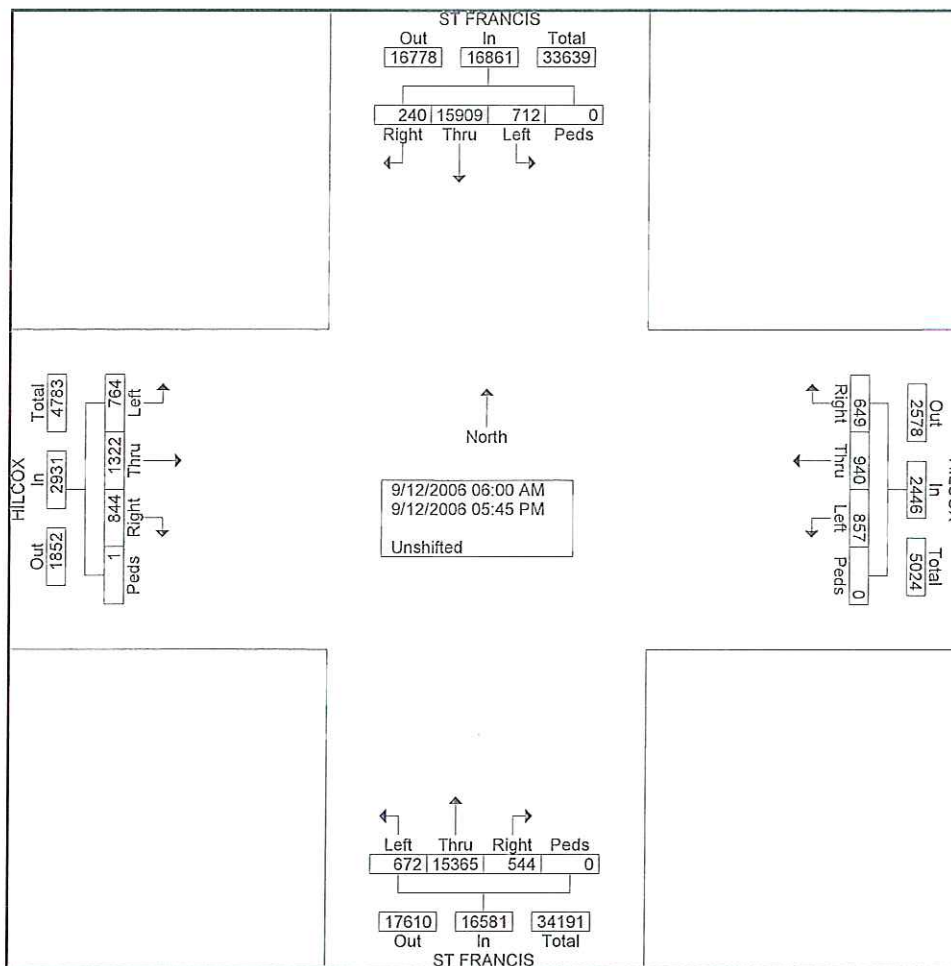


All Traffic Data Services, Inc.
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				HILCOX Westbound				ST FRANCIS Northbound				HILCOX Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	9	392	10	0	19	32	21	0	22	432	13	0	15	25	15	0	1005
04:15 PM	15	391	4	0	27	24	20	0	16	427	15	0	15	19	20	0	993
04:30 PM	8	396	6	0	30	17	15	0	18	398	9	0	20	25	15	0	957
04:45 PM	22	393	5	0	18	24	30	0	25	467	11	0	40	34	21	0	1090
Total	54	1572	25	0	94	97	86	0	81	1724	48	0	90	103	71	0	4045
05:00 PM	21	398	8	0	26	51	15	0	24	480	14	0	29	30	22	0	1118
05:15 PM	17	421	14	0	29	51	20	0	27	443	15	0	32	35	24	0	1128
05:30 PM	17	393	9	0	18	41	11	0	15	470	6	0	31	32	20	0	1063
05:45 PM	14	363	6	0	26	22	16	0	16	453	12	0	13	19	19	0	979
Total	69	1575	37	0	99	165	62	0	82	1846	47	0	105	116	85	0	4288
Grand Total	712	15909	240	0	857	940	649	0	672	15365	544	0	764	1322	844	1	38819
Apprch %	4.2	94.4	1.4	0	35	38.4	26.5	0	4.1	92.7	3.3	0	26.1	45.1	28.8	0	
Total %	1.8	41	0.6	0	2.2	2.4	1.7	0	1.7	39.6	1.4	0	2	3.4	2.2	0	

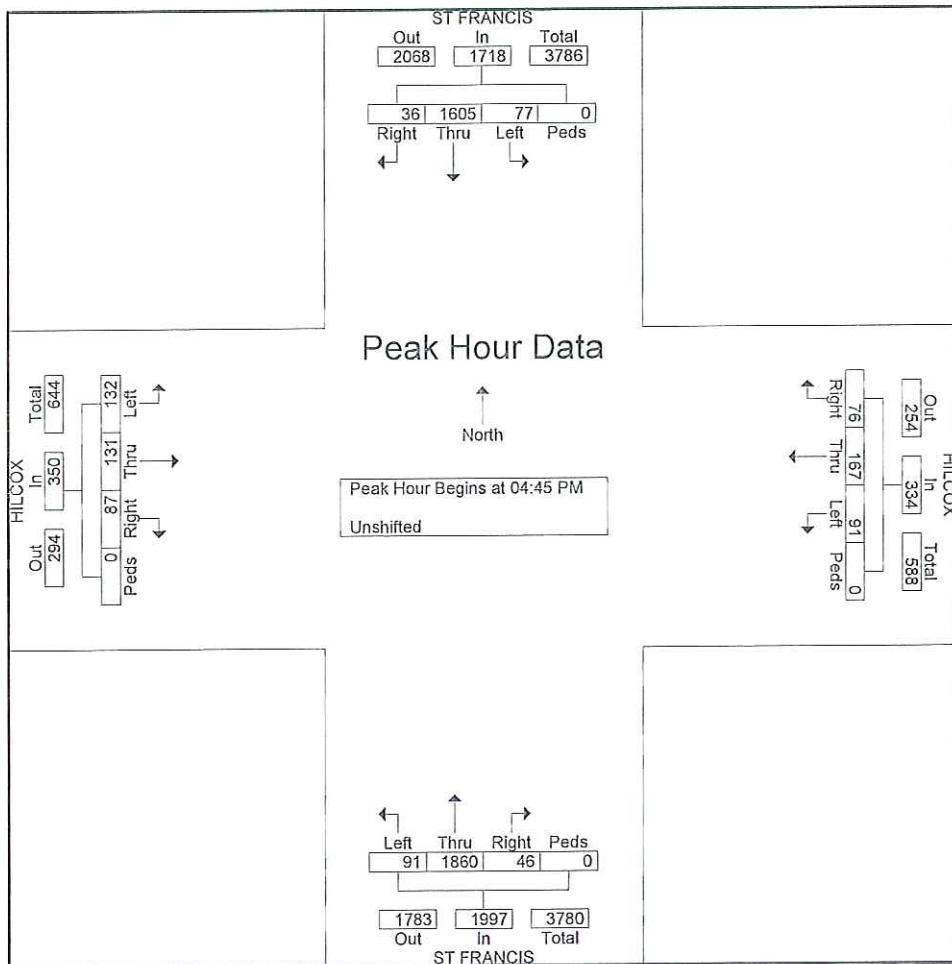




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Start Time	ST FRANCIS Southbound					HILCOX Westbound					ST FRANCIS Northbound					HILCOX Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	22	393	5	0	420	18	24	30	0	72	25	467	11	0	503	40	34	21	0	95	1090
05:00 PM	21	398	8	0	427	26	51	15	0	92	24	480	14	0	518	29	30	22	0	81	1118
05:15 PM	17	421	14	0	452	29	51	20	0	100	27	443	15	0	485	32	35	24	0	91	1128
05:30 PM	17	393	9	0	419	18	41	11	0	70	15	470	6	0	491	31	32	20	0	83	1063
Total Volume	77	1605	36	0	1718	91	167	76	0	334	91	1860	46	0	1997	132	131	87	0	350	4399
% App. Total	4.5	93.4	2.1	0		27.2	50	22.8	0		4.6	93.1	2.3	0		37.7	37.4	24.9	0		
PHF	.875	.953	.643	.000	.950	.784	.819	.633	.000	.835	.843	.969	.767	.000	.964	.825	.936	.906	.000	.921	.975





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File Name : AGRAFRIA&STFRANCIS
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				AGUA FRIA ST Westbound				ST FRANCIS Northbound				AGUA FRIA ST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	0	81	11	0	5	1	0	0	1	120	5	0	25	5	4	0	258
06:15 AM	0	75	9	0	5	2	0	0	2	146	1	0	30	5	7	0	282
06:30 AM	1	164	26	0	5	1	0	0	3	149	3	0	16	11	5	0	384
06:45 AM	1	237	41	0	8	1	0	0	3	210	3	0	42	16	7	0	569
Total	2	557	87	0	23	5	0	0	9	625	12	0	113	37	23	0	1493
07:00 AM	4	211	30	0	7	8	2	0	9	169	2	0	36	16	11	0	505
07:15 AM	0	312	60	0	7	7	2	0	6	212	3	0	68	24	10	0	711
07:30 AM	3	369	52	0	14	8	1	0	23	249	7	0	85	25	11	0	847
07:45 AM	6	486	68	0	20	15	4	0	25	341	13	0	102	22	18	0	1120
Total	13	1378	210	0	48	38	9	0	63	971	25	0	291	87	50	0	3183
08:00 AM	10	469	97	0	17	15	4	0	22	298	13	0	94	24	14	0	1077
08:15 AM	3	482	63	0	9	20	5	0	18	315	9	0	87	15	18	0	1044
08:30 AM	7	365	51	0	8	23	5	0	15	274	6	0	82	25	16	0	877
08:45 AM	9	388	58	5	13	13	5	0	9	291	12	0	77	20	12	1	913
Total	29	1704	269	5	47	71	19	0	64	1178	40	0	340	84	60	1	3911
09:00 AM	5	299	56	0	9	12	4	0	9	275	12	0	72	18	12	0	783
09:15 AM	7	339	51	0	15	6	6	0	15	221	11	1	63	29	12	0	776
09:30 AM	4	331	58	0	7	15	4	0	10	295	7	0	72	28	10	0	841
09:45 AM	8	382	50	0	10	21	6	0	15	287	10	0	64	28	10	0	891
Total	24	1351	215	0	41	54	20	0	49	1078	40	1	271	103	44	0	3291
10:00 AM	9	324	42	1	15	12	4	0	15	271	7	0	66	24	13	0	803
10:15 AM	8	280	67	0	11	20	4	0	11	276	15	0	64	25	7	1	789
10:30 AM	4	300	42	0	11	14	6	0	8	255	14	0	60	15	14	0	743
10:45 AM	1	347	57	0	13	16	6	0	14	273	11	1	55	26	15	0	835
Total	22	1251	208	1	50	62	20	0	48	1075	47	1	245	90	49	1	3170
11:00 AM	3	321	57	3	9	22	10	0	9	305	10	1	93	15	13	0	871
11:15 AM	8	303	61	0	11	22	5	0	11	288	13	0	62	21	12	0	817
11:30 AM	10	320	85	0	13	28	1	0	19	324	15	0	67	22	11	0	915
11:45 AM	4	319	64	2	11	20	4	0	14	307	7	0	59	30	7	0	848
Total	25	1263	267	5	44	92	20	0	53	1224	45	1	281	88	43	0	3451
12:00 PM	3	323	71	2	17	35	3	0	18	335	10	0	66	17	19	0	919
12:15 PM	9	316	61	0	12	18	5	0	19	315	20	0	84	15	12	0	886
12:30 PM	3	341	72	0	9	18	4	0	17	293	18	2	54	18	18	0	867
12:45 PM	6	327	70	0	7	13	2	0	13	341	3	0	75	27	20	0	904
Total	21	1307	274	2	45	84	14	0	67	1284	51	2	279	77	69	0	3576
01:00 PM	5	352	72	1	23	21	2	0	15	324	10	0	64	36	11	0	936
01:15 PM	3	355	57	2	7	23	5	0	15	331	3	0	76	14	16	0	907
01:30 PM	4	347	51	1	10	26	8	0	20	322	7	0	77	21	11	0	905
01:45 PM	2	372	68	0	11	16	2	0	18	317	9	0	73	31	12	0	931
Total	14	1426	248	4	51	86	17	0	68	1294	29	0	290	102	50	0	3679
02:00 PM	5	309	60	1	16	22	2	0	26	283	13	0	64	26	14	0	841
02:15 PM	5	339	71	0	16	28	9	0	8	320	13	0	59	23	11	0	902
02:30 PM	4	294	72	0	11	13	3	0	20	314	7	0	59	22	17	0	836
02:45 PM	7	361	73	0	13	18	4	0	14	349	4	0	57	16	10	0	926
Total	21	1303	276	1	56	81	18	0	68	1266	37	0	239	87	52	0	3505
03:00 PM	6	343	78	0	11	30	6	0	24	343	2	0	74	27	21	0	965
03:15 PM	6	368	84	2	12	28	11	0	22	357	6	2	69	24	14	0	1005
03:30 PM	6	350	74	0	9	33	4	0	24	352	9	0	85	17	20	0	983
03:45 PM	5	416	87	0	14	28	8	0	28	362	6	0	76	18	8	0	1056
Total	23	1477	323	2	46	119	29	0	98	1414	23	2	304	86	63	0	4009

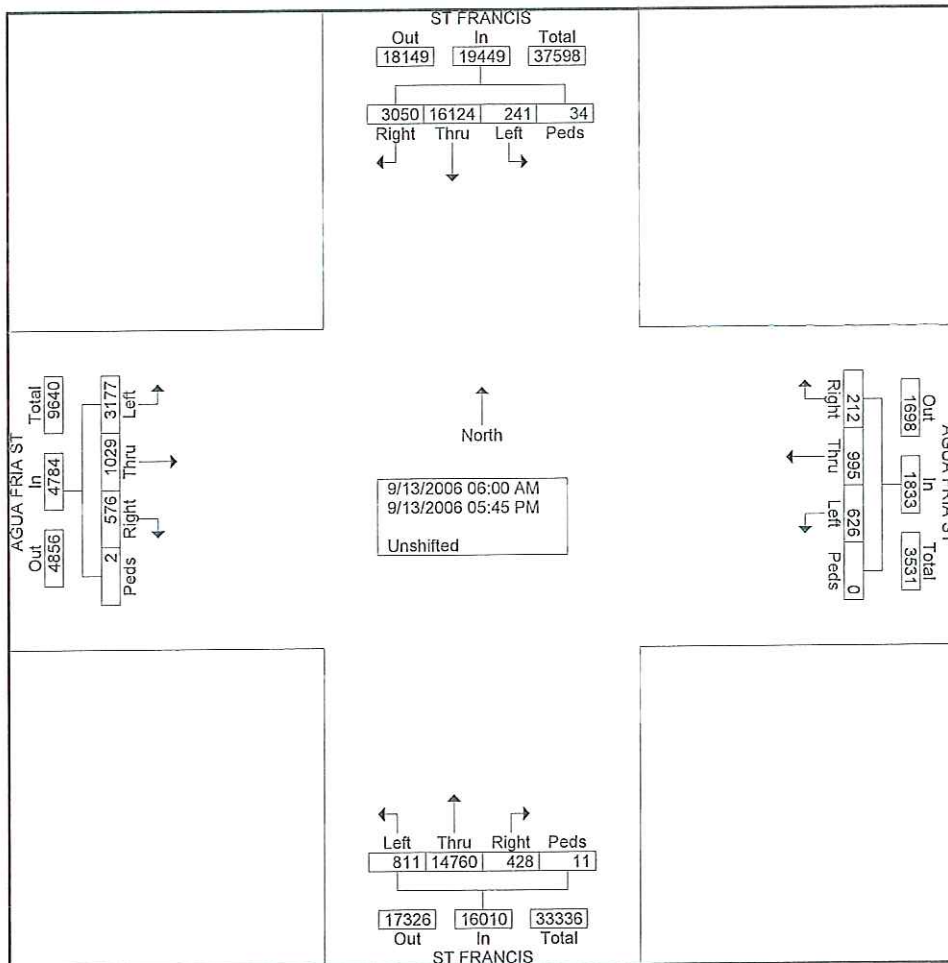


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File Name : AGRAFRIA&STFRANCIS
 Site Code : 00000000
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				AGUA FRIA ST Westbound				ST FRANCIS Northbound				AGUA FRIA ST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	5	405	64	2	16	32	5	0	27	401	8	0	80	19	11	0	1075
04:15 PM	5	390	83	1	20	26	5	0	28	377	8	0	62	26	10	0	1041
04:30 PM	3	404	77	0	16	39	4	0	29	363	7	1	55	14	14	0	1026
04:45 PM	7	397	83	0	23	34	5	0	31	432	17	0	73	31	7	0	1140
Total	20	1596	307	3	75	131	19	0	115	1573	40	1	270	90	42	0	4282
05:00 PM	7	397	83	2	25	50	5	0	28	452	9	2	61	33	8	0	1162
05:15 PM	7	408	88	6	29	54	9	0	25	451	15	0	66	23	4	0	1185
05:30 PM	5	349	111	1	23	38	8	0	23	425	10	0	59	19	8	0	1079
05:45 PM	8	357	84	2	23	30	5	0	33	450	5	1	68	23	11	0	1100
Total	27	1511	366	11	100	172	27	0	109	1778	39	3	254	98	31	0	4526
Grand Total	241	16124	3050	34	626	995	212	0	811	14760	428	11	3177	1029	576	2	42076
Apprch %	1.2	82.9	15.7	0.2	34.2	54.3	11.6	0	5.1	92.2	2.7	0.1	66.4	21.5	12	0	
Total %	0.6	38.3	7.2	0.1	1.5	2.4	0.5	0	1.9	35.1	1	0	7.6	2.4	1.4	0	

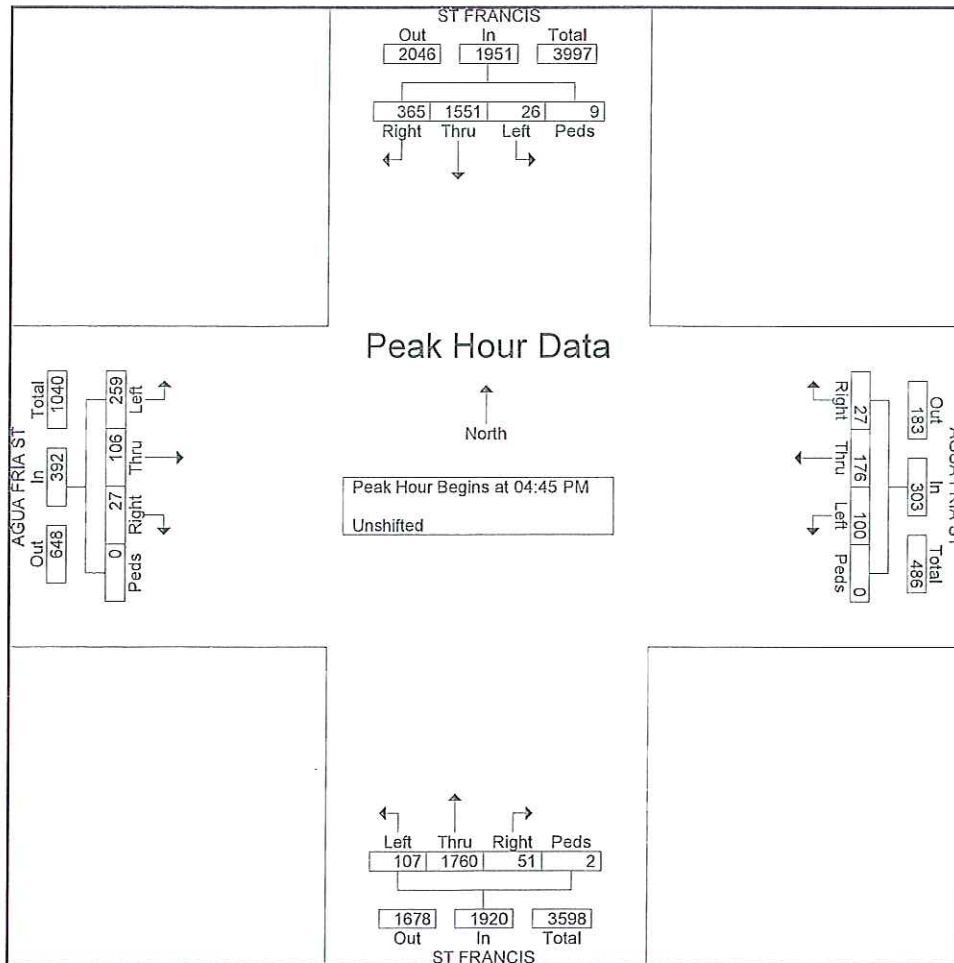




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : AGRAFRIA&STFRANCIS
 Site Code : 00000000
 Start Date : 9/13/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					AGUA FRIA ST Westbound					ST FRANCIS Northbound					AGUA FRIA ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	397	83	0	487	23	34	5	0	62	31	432	17	0	480	73	31	7	0	111	1140
05:00 PM	7	397	83	2	489	25	50	5	0	80	28	452	9	2	491	61	33	8	0	102	1162
05:15 PM	7	408	88	6	509	29	54	9	0	92	25	451	15	0	491	66	23	4	0	93	1185
05:30 PM	5	349	111	1	466	23	38	8	0	69	23	425	10	0	458	59	19	8	0	86	1079
Total Volume	26	1551	365	9	1951	100	176	27	0	303	107	1760	51	2	1920	259	106	27	0	392	4566
% App. Total	1.3	79.5	18.7	0.5		33	58.1	8.9	0		5.6	91.7	2.7	0.1		66.1	27	6.9	0		
PHF	.929	.950	.822	.375	.958	.862	.815	.750	.000	.823	.863	.973	.750	.250	.978	.887	.803	.844	.000	.883	.963





All Traffic Data Services, Inc.
 9660 W. 44th Ave.
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File Name : ALAMEDA&STFRANCIS
 Site Code : 00000000
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALAMEDA Westbound				ST FRANCIS Northbound				ALAMEDA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	2	65	1	0	1	1	2	0	3	147	10	0	4	3	13	0	252
06:15 AM	3	83	2	0	4	4	1	0	12	150	14	0	11	9	7	0	300
06:30 AM	2	212	2	0	10	2	2	0	16	147	11	0	11	9	11	0	435
06:45 AM	4	251	10	0	12	6	4	0	11	205	20	0	16	17	19	0	575
Total	11	611	15	0	27	13	9	0	42	649	55	0	42	38	50	0	1562
07:00 AM	0	211	7	0	9	8	2	0	18	209	15	0	17	23	29	0	548
07:15 AM	7	353	8	0	14	11	0	0	24	242	21	0	17	32	34	0	763
07:30 AM	3	446	23	0	30	24	1	0	48	280	10	0	21	40	59	0	985
07:45 AM	5	490	30	0	36	35	2	0	46	391	10	0	23	50	51	0	1169
Total	15	1500	68	0	89	78	5	0	136	1122	56	0	78	145	173	0	3465
08:00 AM	1	445	9	0	12	27	5	0	64	375	7	0	45	37	48	0	1075
08:15 AM	6	354	18	0	26	33	3	0	42	362	13	0	30	36	57	0	980
08:30 AM	4	354	18	0	27	15	0	0	52	346	14	0	27	28	42	0	927
08:45 AM	1	343	19	0	19	12	5	0	50	347	18	0	25	30	64	0	933
Total	12	1496	64	0	84	87	13	0	208	1430	52	0	127	131	211	0	3915
09:00 AM	5	297	14	0	18	21	5	2	57	303	31	0	31	27	37	1	849
09:15 AM	4	285	13	0	22	21	6	0	32	290	32	0	27	25	48	0	805
09:30 AM	7	326	14	0	25	18	9	0	44	262	28	0	19	27	34	0	813
09:45 AM	8	306	26	0	31	17	0	0	43	319	25	0	30	23	39	0	867
Total	24	1214	67	0	96	77	20	2	176	1174	116	0	107	102	158	1	3334
10:00 AM	6	305	13	0	28	21	5	0	59	300	24	0	24	16	45	0	846
10:15 AM	3	285	12	0	20	16	4	0	60	275	15	1	22	16	44	0	773
10:30 AM	5	290	17	0	22	24	5	0	47	273	13	0	27	20	24	0	767
10:45 AM	9	299	13	0	28	14	8	0	50	276	17	0	22	19	26	0	781
Total	23	1179	55	0	98	75	22	0	216	1124	69	1	95	71	139	0	3167
11:00 AM	3	272	24	0	27	17	7	0	43	279	28	0	21	17	40	0	778
11:15 AM	7	325	22	0	21	17	4	0	57	304	13	0	30	17	19	0	836
11:30 AM	3	338	23	0	31	28	5	0	56	285	21	0	25	16	55	0	886
11:45 AM	6	336	19	0	44	27	2	0	51	342	29	0	17	18	41	0	932
Total	19	1271	88	0	123	89	18	0	207	1210	91	0	93	68	155	0	3432
12:00 PM	9	287	27	0	25	25	6	0	78	306	24	0	25	16	50	0	878
12:15 PM	9	316	23	0	39	33	2	0	66	339	21	0	30	25	59	0	962
12:30 PM	7	332	20	0	28	35	0	0	82	248	17	0	26	21	36	0	852
12:45 PM	5	349	22	0	31	29	4	0	48	303	27	0	16	36	52	1	923
Total	30	1284	92	0	123	122	12	0	274	1196	89	0	97	98	197	1	3615
01:00 PM	5	355	17	0	34	30	4	0	70	334	14	0	21	25	39	0	948
01:15 PM	3	298	27	0	31	22	5	0	61	318	27	0	24	22	23	0	861
01:30 PM	3	295	26	0	27	25	2	0	50	345	29	0	30	20	37	1	890
01:45 PM	2	325	25	0	39	19	9	0	70	282	22	0	21	18	40	0	872
Total	13	1273	95	0	131	96	20	0	251	1279	92	0	96	85	139	1	3571
02:00 PM	6	320	22	0	26	26	5	0	71	291	14	0	29	19	28	0	857
02:15 PM	4	319	23	0	35	20	6	0	54	324	48	2	24	19	37	0	915
02:30 PM	3	339	31	0	38	31	3	0	74	296	14	0	20	21	28	0	898
02:45 PM	10	322	28	0	27	37	0	0	50	388	11	0	27	25	56	0	981
Total	23	1300	104	0	126	114	14	0	249	1299	87	2	100	84	149	0	3651
03:00 PM	3	377	22	0	36	24	5	0	68	397	21	0	17	26	40	0	1036
03:15 PM	4	380	19	0	40	32	2	0	60	343	22	0	21	21	37	0	981
03:30 PM	5	373	26	0	38	22	0	0	62	366	14	0	35	13	39	0	993
03:45 PM	4	363	18	0	30	31	2	0	65	379	18	0	28	19	51	0	1008
Total	16	1493	85	0	144	109	9	0	255	1485	75	0	101	79	167	0	4018

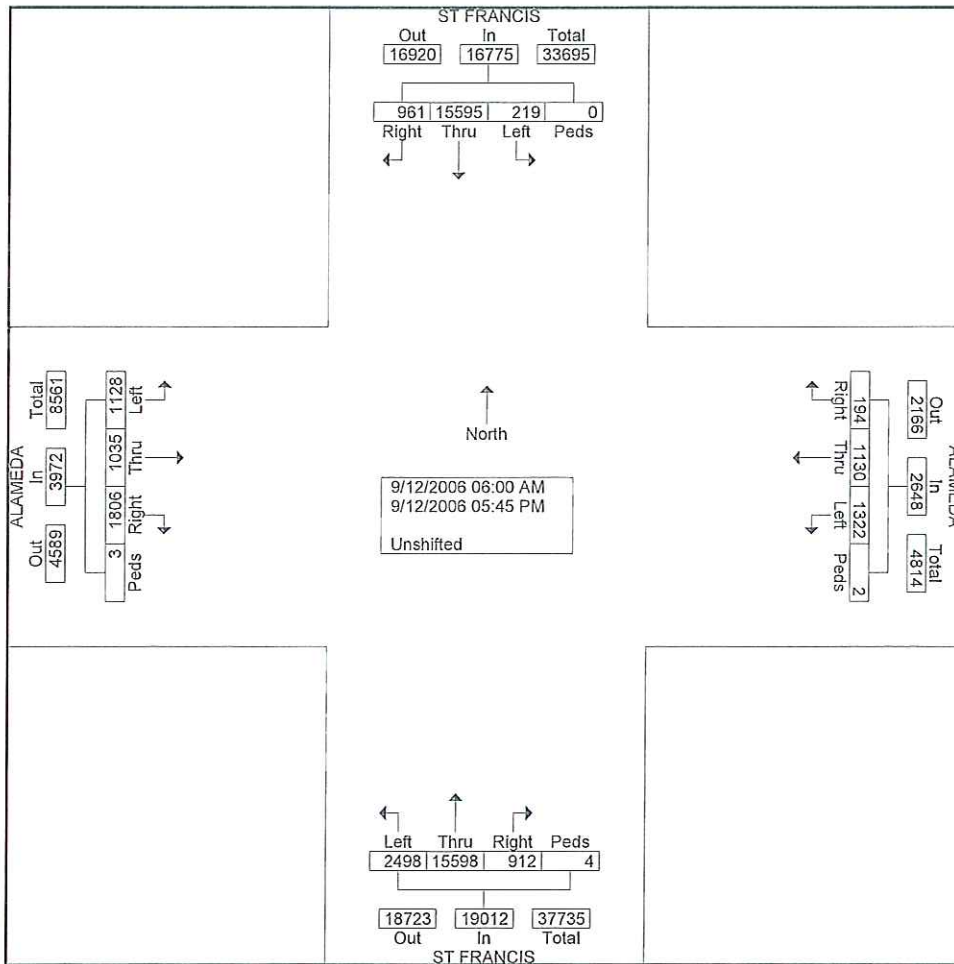


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File Name : ALAMEDA&STFRANCIS
 Site Code : 00000000
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALAMEDA Westbound				ST FRANCIS Northbound				ALAMEDA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	5	353	22	0	39	26	2	0	53	447	11	0	25	17	37	0	1037
04:15 PM	2	363	24	0	36	27	5	0	52	441	18	0	27	14	33	0	1042
04:30 PM	8	393	21	0	35	39	4	0	59	400	18	0	20	24	29	0	1050
04:45 PM	6	367	35	0	41	63	7	0	60	502	17	0	34	14	31	0	1177
Total	21	1476	102	0	151	155	18	0	224	1790	64	0	106	69	130	0	4306
05:00 PM	1	386	34	0	40	40	12	0	62	466	11	0	27	21	23	0	1123
05:15 PM	4	390	35	0	39	32	8	0	66	488	22	1	14	12	41	0	1152
05:30 PM	4	360	34	0	29	28	5	0	72	505	18	0	22	19	48	0	1144
05:45 PM	3	362	23	0	22	15	9	0	60	381	15	0	23	13	26	0	952
Total	12	1498	126	0	130	115	34	0	260	1840	66	1	86	65	138	0	4371
Grand Total	219	15595	961	0	1322	1130	194	2	2498	15598	912	4	1128	1035	1806	3	42407
Apprch %	1.3	93	5.7	0	49.9	42.7	7.3	0.1	13.1	82	4.8	0	28.4	26.1	45.5	0.1	
Total %	0.5	36.8	2.3	0	3.1	2.7	0.5	0	5.9	36.8	2.2	0	2.7	2.4	4.3	0	

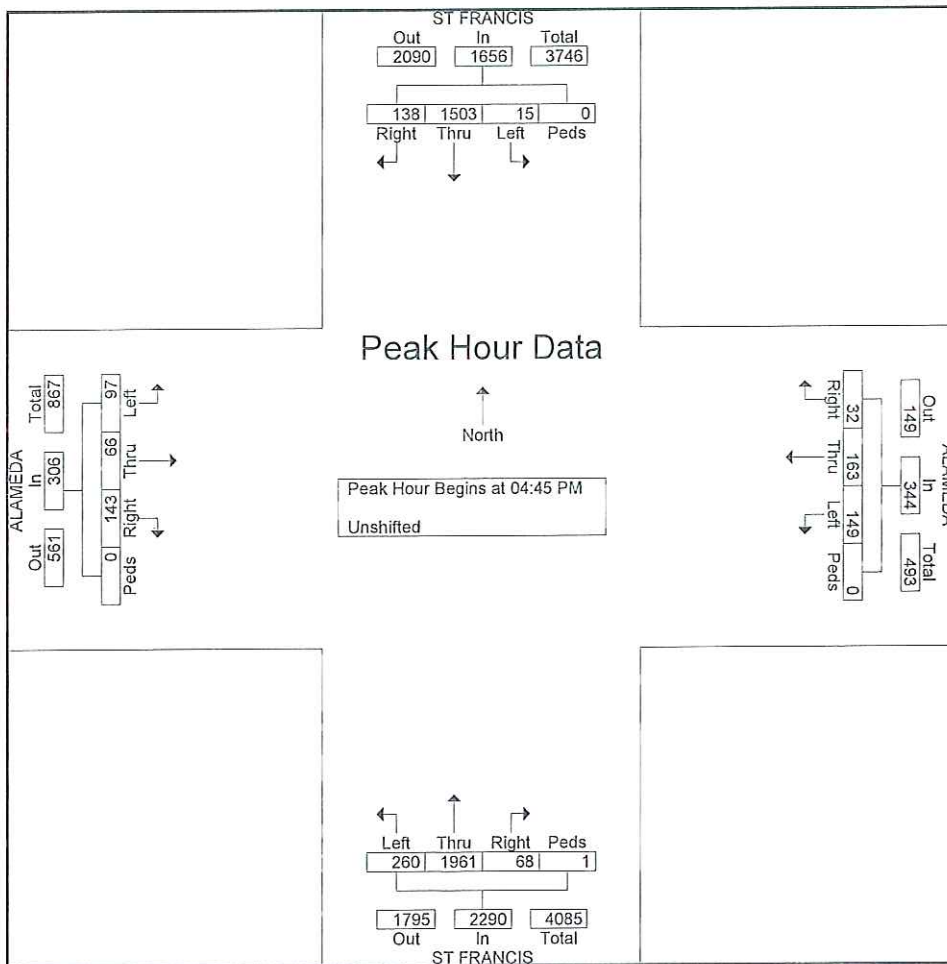




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 9660 W. 44th Ave.
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File Name : ALAMEDA&STFRANCIS
 Site Code : 00000000
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Start Time	ST FRANCIS Southbound					ALAMEDA Westbound					ST FRANCIS Northbound					ALAMEDA Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	367	35	0	408	41	63	7	0	111	60	502	17	0	579	34	14	31	0	79	1177
05:00 PM	1	386	34	0	421	40	40	12	0	92	62	466	11	0	539	27	21	23	0	71	1123
05:15 PM	4	390	35	0	429	39	32	8	0	79	66	488	22	1	577	14	12	41	0	67	1152
05:30 PM	4	360	34	0	398	29	28	5	0	62	72	505	18	0	595	22	19	48	0	89	1144
Total Volume	15	1503	138	0	1656	149	163	32	0	344	260	1961	68	1	2290	97	66	143	0	306	4596
% App. Total	0.9	90.8	8.3	0		43.3	47.4	9.3	0		11.4	85.6	3	0		31.7	21.6	46.7	0		
PHF	.625	.963	.986	.000	.965	.909	.647	.667	.000	.775	.903	.971	.773	.250	.962	.713	.786	.745	.000	.860	.976





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File Name : PASEODEPERALTA&STFRANCIS
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				PASEO DE PERALTA Westbound				ST FRANCIS Northbound				PASEO DE PERALTA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	4	51	0	0	14	0	0	0	4	41	23	0	0	1	5	0	143
06:15 AM	2	61	0	0	12	2	5	0	3	58	27	0	0	1	8	0	179
06:30 AM	0	138	2	1	37	3	5	2	8	171	37	3	0	1	9	0	417
06:45 AM	1	208	0	0	14	1	4	1	13	191	61	0	0	8	13	0	515
Total	7	458	2	1	77	6	14	3	28	461	148	3	0	11	35	0	1254
07:00 AM	1	180	1	0	25	11	6	0	6	146	66	0	0	14	10	0	466
07:15 AM	5	288	0	0	46	7	2	0	6	288	74	0	2	10	30	0	758
07:30 AM	8	341	0	0	46	4	2	1	11	348	113	0	0	14	41	0	929
07:45 AM	10	400	0	0	58	4	1	0	13	344	168	0	2	38	54	0	1092
Total	24	1209	1	0	175	26	11	1	36	1126	421	0	4	76	135	0	3245
08:00 AM	7	245	0	0	56	5	0	0	18	301	139	0	0	39	50	0	860
08:15 AM	5	269	0	0	65	9	4	0	17	208	153	4	1	16	40	0	791
08:30 AM	7	228	1	0	77	10	5	0	14	235	127	2	2	20	35	3	766
08:45 AM	7	240	0	0	74	3	4	0	12	211	140	0	2	18	19	1	731
Total	26	982	1	0	272	27	13	0	61	955	559	6	5	93	144	4	3148
09:00 AM	11	201	0	0	80	10	1	0	13	173	130	1	1	11	24	0	656
09:15 AM	13	198	0	0	85	8	1	0	12	169	121	0	4	13	26	1	651
09:30 AM	12	194	2	0	85	7	1	0	11	182	154	0	3	17	23	0	691
09:45 AM	9	237	1	0	88	11	1	0	13	171	156	1	0	14	25	0	727
Total	45	830	3	0	338	36	4	0	49	695	561	2	8	55	98	1	2725
10:00 AM	14	180	0	0	100	11	2	0	12	191	121	0	1	12	22	0	666
10:15 AM	4	186	0	0	91	16	10	0	11	149	140	0	0	11	14	0	632
10:30 AM	9	178	0	0	115	8	7	0	12	194	106	0	0	5	11	0	645
10:45 AM	5	185	1	0	103	14	5	0	13	167	141	0	0	20	20	0	674
Total	32	729	1	0	409	49	24	0	48	701	508	0	1	48	67	0	2617
11:00 AM	6	176	0	0	132	12	7	0	13	147	139	0	2	14	15	2	665
11:15 AM	11	145	1	0	121	12	10	1	14	201	139	1	3	14	21	0	694
11:30 AM	11	204	0	0	100	14	4	0	13	201	150	0	1	10	15	0	723
11:45 AM	4	167	4	0	136	13	5	1	15	223	123	0	1	18	23	0	733
Total	32	692	5	0	489	51	26	2	55	772	551	1	7	56	74	2	2815
12:00 PM	5	171	2	0	128	25	4	0	16	193	114	15	1	14	20	0	708
12:15 PM	6	180	1	0	155	17	11	0	17	213	118	0	1	8	19	0	746
12:30 PM	8	177	0	0	161	15	9	0	15	210	134	0	0	18	20	0	767
12:45 PM	13	181	3	0	136	16	3	0	14	243	119	0	0	25	24	0	777
Total	32	709	6	0	580	73	27	0	62	859	485	15	2	65	83	0	2998
01:00 PM	13	200	1	0	120	17	2	0	11	228	138	0	1	11	21	0	763
01:15 PM	4	184	4	0	151	8	4	0	15	188	125	0	0	18	14	0	715
01:30 PM	9	212	3	0	143	6	1	0	12	173	139	10	0	14	24	0	746
01:45 PM	9	200	1	0	138	4	2	0	12	236	104	0	1	14	20	0	741
Total	35	796	9	0	552	35	9	0	50	825	506	10	2	57	79	0	2965
02:00 PM	5	169	2	0	149	12	4	0	13	186	149	0	0	17	13	1	720
02:15 PM	7	180	0	0	137	11	8	0	8	218	120	0	0	10	21	0	720
02:30 PM	9	184	2	0	154	21	5	0	18	193	162	0	1	16	29	0	794
02:45 PM	9	214	2	0	158	26	1	0	21	229	110	16	0	18	22	0	826
Total	30	747	6	0	598	70	18	0	60	826	541	16	1	61	85	1	3060
03:00 PM	7	184	9	0	126	19	0	0	22	277	103	1	2	24	24	0	798
03:15 PM	4	201	5	1	120	28	2	0	23	253	127	0	0	13	24	0	801
03:30 PM	8	196	4	0	130	28	2	0	23	232	149	2	1	10	21	0	806
03:45 PM	3	246	2	0	149	35	4	0	21	231	133	6	1	21	23	0	875
Total	22	827	20	1	525	110	8	0	89	993	512	9	4	68	92	0	3280

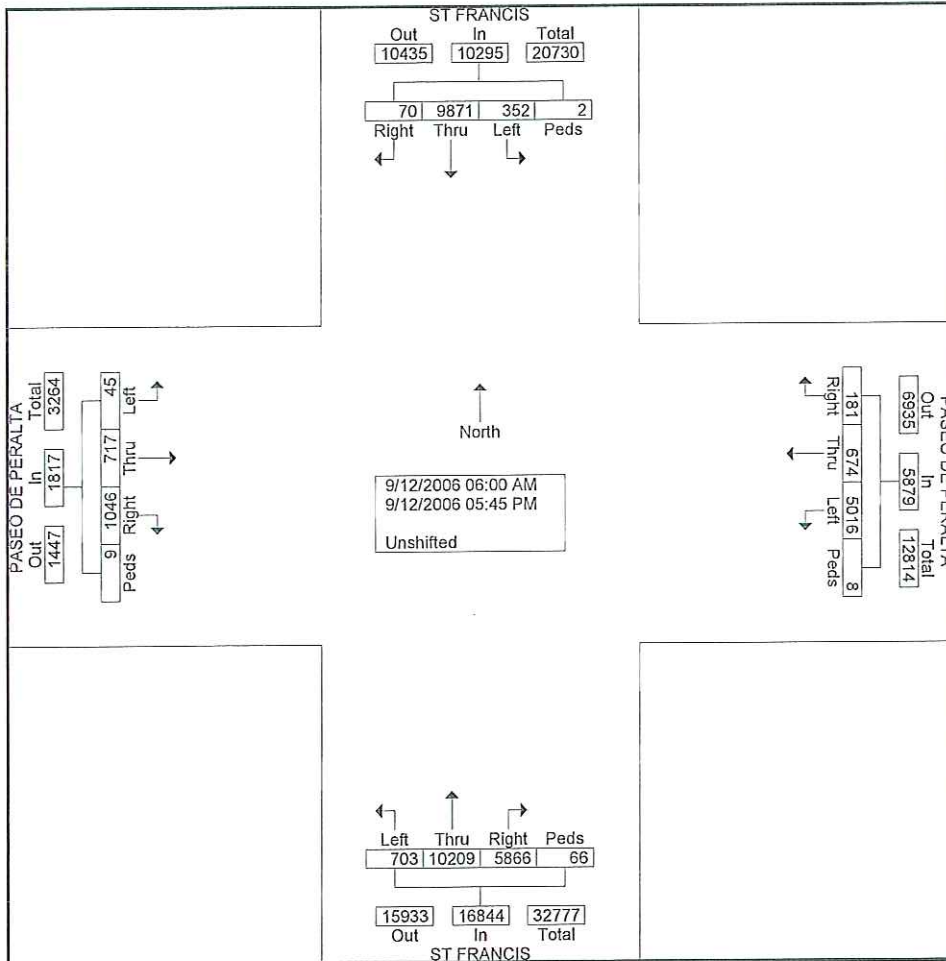


All Traffic Data Services, Inc.
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 Wheat Ridge, CO 80033

File Name : PASEODEPERALTA&STFRANCIS
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				PASEO DE PERALTA Westbound				ST FRANCIS Northbound				PASEO DE PERALTA Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	5	216	1	0	134	24	1	0	20	229	131	2	1	15	16	0	795
04:15 PM	7	241	5	0	131	32	7	0	13	230	146	0	4	20	17	0	853
04:30 PM	6	240	6	0	107	25	8	0	21	234	167	1	1	17	17	0	850
04:45 PM	8	259	0	0	110	21	1	0	17	239	152	1	0	13	16	0	837
Total	26	956	12	0	482	102	17	0	71	932	596	4	6	65	66	0	3335
05:00 PM	11	241	0	0	150	21	3	1	29	276	116	0	2	15	24	0	889
05:15 PM	10	235	3	0	131	30	0	1	20	282	127	0	2	24	22	0	887
05:30 PM	10	237	1	0	126	20	7	0	27	253	118	0	0	9	26	1	835
05:45 PM	10	223	0	0	112	18	0	0	18	253	117	0	1	14	16	0	782
Total	41	936	4	0	519	89	10	2	94	1064	478	0	5	62	88	1	3393
Grand Total	352	9871	70	2	5016	674	181	8	703	10209	5866	66	45	717	1046	9	34835
Apprch %	3.4	95.9	0.7	0	85.3	11.5	3.1	0.1	4.2	60.6	34.8	0.4	2.5	39.5	57.6	0.5	
Total %	1	28.3	0.2	0	14.4	1.9	0.5	0	2	29.3	16.8	0.2	0.1	2.1	3	0	

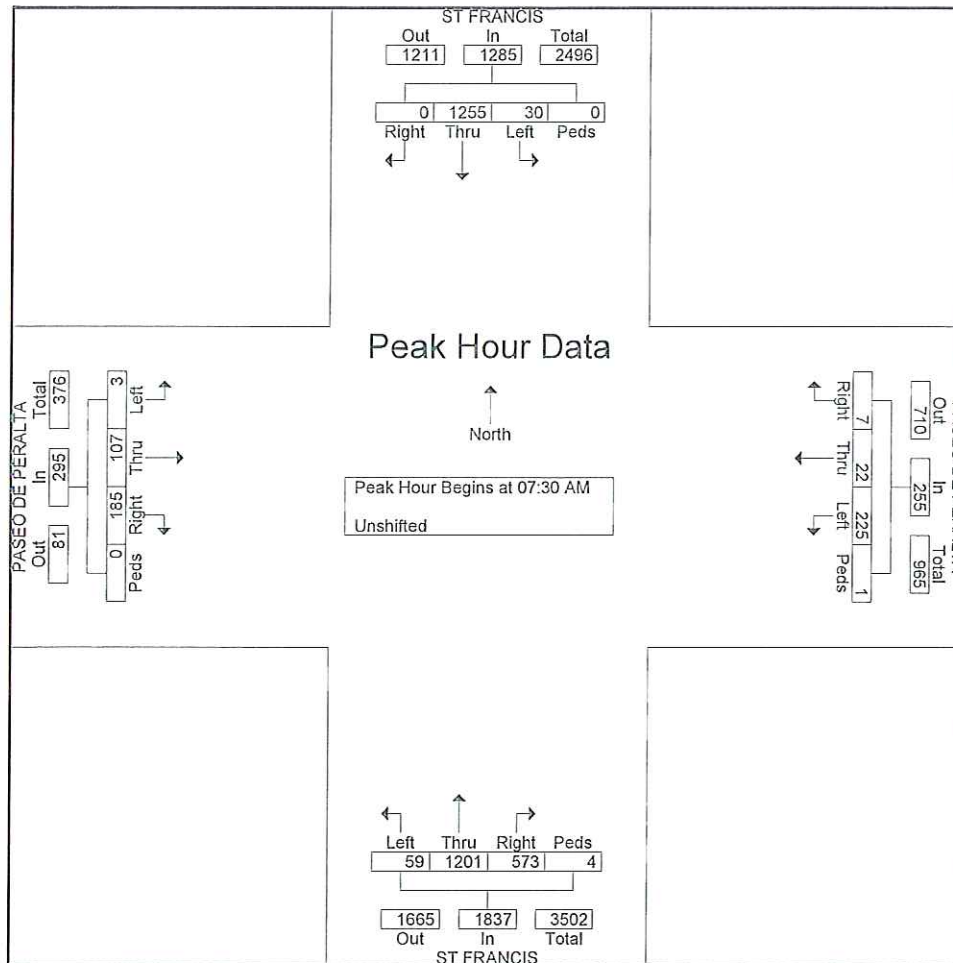




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File Name : PASEODEPERALTA&STFRANCIS
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Start Time	ST FRANCIS Southbound					PASEO DE PERALTA Westbound					ST FRANCIS Northbound					PASEO DE PERALTA Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	341	0	0	349	46	4	2	1	53	11	348	113	0	472	0	14	41	0	55	929
07:45 AM	10	400	0	0	410	58	4	1	0	63	13	344	168	0	525	2	38	54	0	94	1092
08:00 AM	7	245	0	0	252	56	5	0	0	61	18	301	139	0	458	0	39	50	0	89	860
08:15 AM	5	269	0	0	274	65	9	4	0	78	17	208	153	4	382	1	16	40	0	57	791
Total Volume	30	1255	0	0	1285	225	22	7	1	255	59	1201	573	4	1837	3	107	185	0	295	3672
% App. Total	2.3	97.7	0	0		88.2	8.6	2.7	0.4		3.2	65.4	31.2	0.2		1	36.3	62.7	0		
PHF	.750	.784	.000	.000	.784	.865	.611	.438	.250	.817	.819	.863	.853	.250	.875	.375	.686	.856	.000	.785	.841





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 Start Date : 9/12/2006
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Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALAMO Westbound				ST FRANCIS Northbound				ALAMO Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	1	45	1	0	0	4	0	0	13	142	0	0	13	5	12	0	236
06:15 AM	0	61	0	0	0	9	0	0	10	155	0	0	8	1	7	0	251
06:30 AM	0	121	1	0	0	10	0	0	13	158	2	0	12	2	11	1	331
06:45 AM	0	220	0	0	1	8	1	0	10	181	3	0	7	8	23	1	463
Total	1	447	2	0	1	31	1	0	46	636	5	0	40	16	53	2	1281
07:00 AM	0	174	2	0	1	9	1	1	14	185	1	0	8	21	40	0	457
07:15 AM	0	270	7	0	1	14	0	0	17	153	3	0	14	35	32	0	546
07:30 AM	1	309	3	0	0	12	0	0	17	185	2	0	9	8	29	0	575
07:45 AM	0	447	2	0	2	7	0	0	15	167	6	0	6	17	33	0	702
Total	1	1200	14	0	4	42	1	1	63	690	12	0	37	81	134	0	2280
08:00 AM	1	329	1	0	2	14	0	1	20	172	3	0	6	16	40	0	605
08:15 AM	0	264	5	0	0	11	0	0	25	164	4	0	7	11	25	1	517
08:30 AM	0	230	1	0	0	15	1	1	19	142	2	0	6	13	32	0	462
08:45 AM	0	246	3	0	0	5	1	0	18	165	8	0	5	17	25	0	493
Total	1	1069	10	0	2	45	2	2	82	643	17	0	24	57	122	1	2077
09:00 AM	0	193	2	0	0	11	0	0	18	154	3	0	4	13	26	0	424
09:15 AM	1	206	1	0	0	13	1	0	9	168	4	0	5	9	34	1	452
09:30 AM	0	200	2	0	1	17	0	0	21	149	3	0	3	14	30	0	440
09:45 AM	0	234	2	0	1	19	1	0	11	171	5	0	5	16	20	0	485
Total	1	833	7	0	2	60	2	0	59	642	15	0	17	52	110	1	1801
10:00 AM	0	193	1	0	4	11	0	0	18	119	3	0	7	7	26	0	389
10:15 AM	0	181	1	0	5	12	1	0	17	181	4	0	1	12	20	2	437
10:30 AM	0	151	1	0	2	11	0	0	14	186	4	0	2	14	26	0	411
10:45 AM	0	205	1	0	0	8	0	0	31	159	7	0	3	14	21	0	449
Total	0	730	4	0	11	42	1	0	80	645	18	0	13	47	93	2	1686
11:00 AM	0	166	4	0	6	19	0	0	20	172	6	0	5	16	23	0	437
11:15 AM	0	151	2	1	4	15	2	0	30	167	8	0	7	12	23	0	422
11:30 AM	0	190	2	0	5	17	1	0	27	151	3	0	3	10	21	2	432
11:45 AM	0	149	4	0	4	15	0	0	22	131	8	0	2	8	17	0	360
Total	0	656	12	1	19	66	3	0	99	621	25	0	17	46	84	2	1651
12:00 PM	1	158	1	0	1	22	1	0	25	188	5	0	3	12	17	0	434
12:15 PM	0	167	1	0	0	15	0	0	16	188	4	0	2	16	39	0	448
12:30 PM	0	154	1	0	5	18	0	0	22	164	9	0	1	15	28	0	417
12:45 PM	0	161	3	0	2	10	0	0	19	177	7	0	4	4	27	0	414
Total	1	640	6	0	8	65	1	0	82	717	25	0	10	47	111	0	1713
01:00 PM	0	180	4	0	2	14	0	2	20	146	7	2	3	10	18	0	408
01:15 PM	0	166	1	0	5	13	0	0	20	200	6	0	5	13	23	0	452
01:30 PM	0	184	2	0	2	15	0	0	21	179	4	0	5	14	22	0	448
01:45 PM	0	190	2	0	3	14	0	0	13	186	7	0	4	9	19	0	447
Total	0	720	9	0	12	56	0	2	74	711	24	2	17	46	82	0	1755
02:00 PM	0	146	3	0	2	17	0	0	18	225	6	0	2	9	22	0	450
02:15 PM	0	163	1	0	2	16	1	0	26	180	10	0	3	12	19	0	433
02:30 PM	0	167	1	0	1	12	0	0	22	236	5	0	1	13	35	0	493
02:45 PM	0	192	0	0	2	16	0	0	19	215	4	1	3	10	19	3	484
Total	0	668	5	0	7	61	1	0	85	856	25	1	9	44	95	3	1860
03:00 PM	0	162	4	0	3	13	0	0	26	256	5	0	7	8	15	0	499
03:15 PM	0	188	2	0	2	29	0	0	29	269	4	0	8	10	21	0	562
03:30 PM	0	172	1	0	2	14	2	0	26	269	4	0	4	10	26	0	530
03:45 PM	0	237	5	0	4	22	1	0	27	306	7	0	5	11	33	0	658
Total	0	759	12	0	11	78	3	0	108	1100	20	0	24	39	95	0	2249

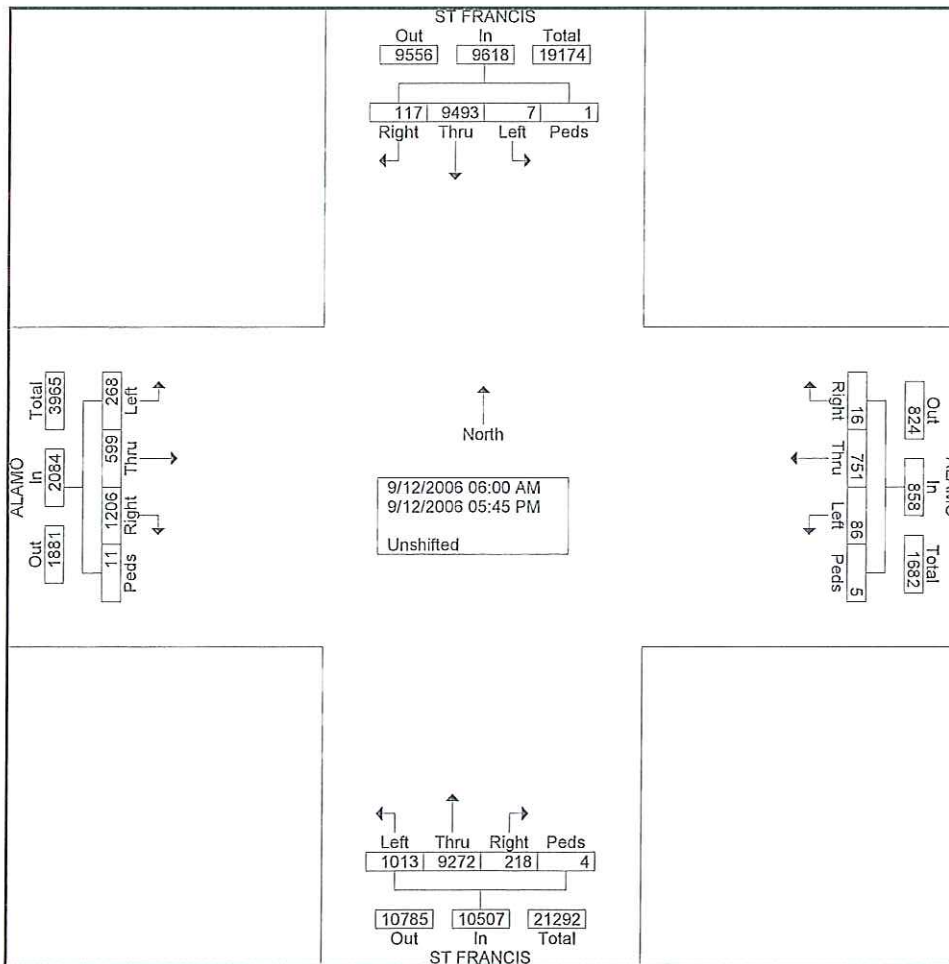


All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : ALAMO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 2

Groups Printed- Unshifted

Start Time	ST FRANCIS Southbound				ALAMO Westbound				ST FRANCIS Northbound				ALAMO Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
04:00 PM	1	201	6	0	4	23	0	0	20	336	3	1	4	12	22	0	633
04:15 PM	0	221	3	0	1	19	0	0	33	364	3	0	9	13	25	0	691
04:30 PM	1	221	8	0	0	40	0	0	34	327	2	0	9	18	25	0	685
04:45 PM	0	231	7	0	1	27	0	0	34	223	6	0	12	18	37	0	596
Total	2	874	24	0	6	109	0	0	121	1250	14	1	34	61	109	0	2605
05:00 PM	0	248	3	0	0	30	0	0	34	220	4	0	6	12	37	0	594
05:15 PM	0	225	5	0	0	18	1	0	30	216	9	0	10	18	31	0	563
05:30 PM	0	222	0	0	2	26	0	0	22	157	2	0	6	16	30	0	483
05:45 PM	0	202	4	0	1	22	0	0	28	168	3	0	4	17	20	0	469
Total	0	897	12	0	3	96	1	0	114	761	18	0	26	63	118	0	2109
Grand Total	7	9493	117	1	86	751	16	5	1013	9272	218	4	268	599	1206	11	23067
Apprch %	0.1	98.7	1.2	0	10	87.5	1.9	0.6	9.6	88.2	2.1	0	12.9	28.7	57.9	0.5	
Total %	0	41.2	0.5	0	0.4	3.3	0.1	0	4.4	40.2	0.9	0	1.2	2.6	5.2	0	

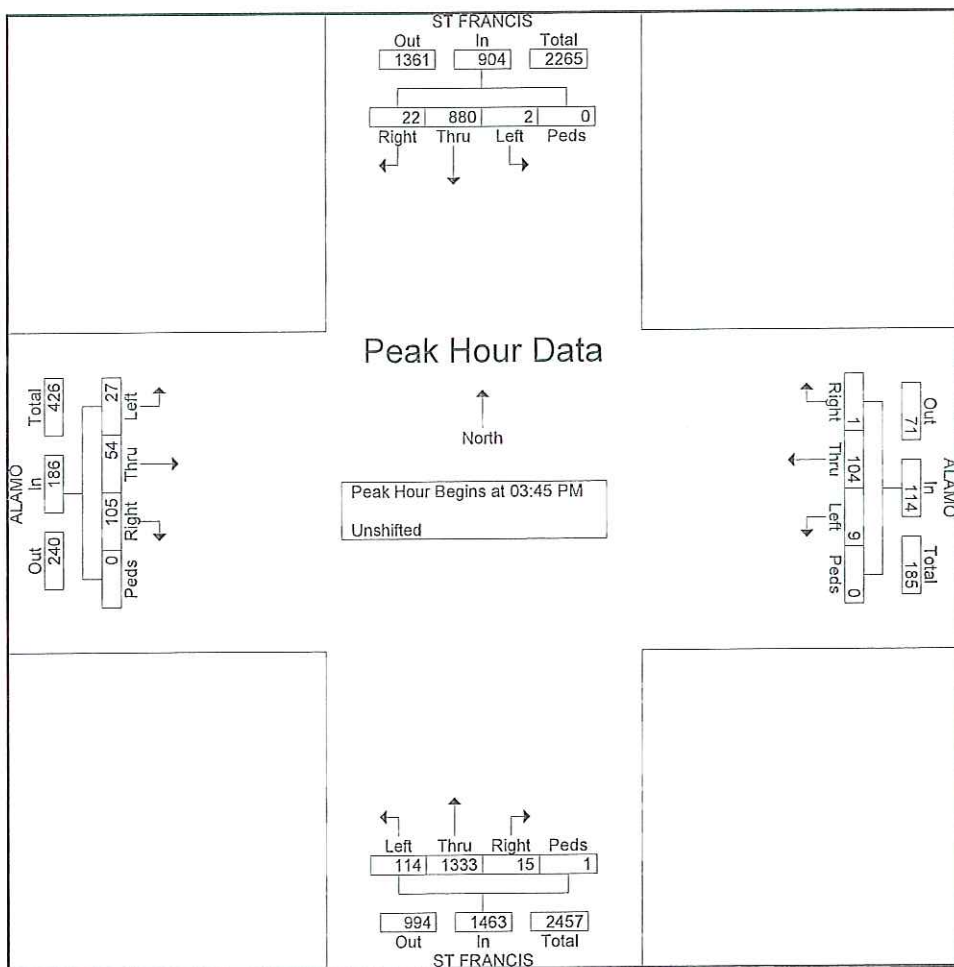




All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : ALAMO&STFRANCIS
 Site Code : 00000000
 Start Date : 9/12/2006
 Page No : 3

Start Time	ST FRANCIS Southbound					ALAMO Westbound					ST FRANCIS Northbound					ALAMO Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	237	5	0	242	4	22	1	0	27	27	306	7	0	340	5	11	33	0	49	658
04:00 PM	1	201	6	0	208	4	23	0	0	27	20	336	3	1	360	4	12	22	0	38	633
04:15 PM	0	221	3	0	224	1	19	0	0	20	33	364	3	0	400	9	13	25	0	47	691
04:30 PM	1	221	8	0	230	0	40	0	0	40	34	327	2	0	363	9	18	25	0	52	685
Total Volume	2	880	22	0	904	9	104	1	0	114	114	1333	15	1	1463	27	54	105	0	186	2667
% App. Total	0.2	97.3	2.4	0		7.9	91.2	0.9	0		7.8	91.1	1	0.1		14.5	29	56.5	0		
PHF	.500	.928	.688	.000	.934	.563	.650	.250	.000	.713	.838	.916	.536	.250	.914	.750	.750	.795	.000	.894	.965



Start Time	12-Sep-06 Tue	NB
12:00 AM		13
01:00		3
02:00		0
03:00		4
04:00		3
05:00		13
06:00		42
07:00		178
08:00		300
09:00		294
10:00		286
11:00		277
12:00 PM		335
01:00		361
02:00		324
03:00		363
04:00		428
05:00		564
06:00		262
07:00		163
08:00		152
09:00		103
10:00		56
11:00		25
Total		4549
AM Peak	08:00	
Vol.		300
PM Peak	17:00	
Vol.		564

Start Time	13-Sep-06 Wed	NB
12:00 AM		13
01:00		5
02:00		2
03:00		1
04:00		3
05:00		13
06:00		40
07:00		160
08:00		302
09:00		257
10:00		262
11:00		266
12:00 PM		292
01:00		328
02:00		305
03:00		380
04:00		384
05:00		504
06:00		298
07:00		223
08:00		169
09:00		89
10:00		48
11:00		22
Total		4366
AM Peak	08:00	
Vol.		302
PM Peak	17:00	
Vol.		504
Total		8915
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	SB
12:00 AM		47
01:00		13
02:00		16
03:00		20
04:00		30
05:00		84
06:00		216
07:00		399
08:00		360
09:00		292
10:00		323
11:00		289
12:00 PM		298
01:00		296
02:00		342
03:00		468
04:00		567
05:00		647
06:00		405
07:00		222
08:00		140
09:00		133
10:00		240
11:00		72
Total		5919
AM Peak	07:00	
Vol.		399
PM Peak	17:00	
Vol.		647

Start Time	13-Sep-06 Wed	SB
12:00 AM		30
01:00		14
02:00		10
03:00		12
04:00		30
05:00		82
06:00		206
07:00		410
08:00		340
09:00		304
10:00		300
11:00		298
12:00 PM		312
01:00		300
02:00		332
03:00		433
04:00		562
05:00		616
06:00		443
07:00		244
08:00		150
09:00		142
10:00		70
11:00		50
Total		5690
AM Peak	07:00	
Vol.		410
PM Peak	17:00	
Vol.		616
Total		11609
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	EB	WB	Total
12:00 AM		40	86	126
01:00		19	38	57
02:00		18	14	32
03:00		22	16	38
04:00		39	9	48
05:00		102	57	159
06:00		363	118	481
07:00		982	406	1388
08:00		1316	634	1950
09:00		1034	708	1742
10:00		975	794	1769
11:00		1070	906	1976
12:00 PM		1082	1054	2136
01:00		1090	1006	2096
02:00		987	995	1982
03:00		964	1078	2042
04:00		982	1030	2012
05:00		882	1152	2034
06:00		698	739	1437
07:00		574	631	1205
08:00		460	465	925
09:00		275	375	650
10:00		178	352	530
11:00		90	226	316
Total		14242	12889	27131
Percent		52.5%	47.5%	
AM Peak		08:00	11:00	11:00
Vol.		1316	906	1976
PM Peak		13:00	17:00	12:00
Vol.		1090	1152	2136

Start Time	13-Sep-06 Wed	EB	WB	Total
12:00 AM		50	102	152
01:00		31	52	83
02:00		24	24	48
03:00		20	14	34
04:00		30	18	48
05:00		109	45	154
06:00		338	123	461
07:00		948	427	1375
08:00		1264	604	1868
09:00		1028	628	1656
10:00		942	745	1687
11:00		1022	860	1882
12:00 PM		1066	954	2020
01:00		1113	913	2026
02:00		466	1030	1496
03:00		455	1030	1485
04:00		995	1077	2072
05:00		894	1190	2084
06:00		678	742	1420
07:00		552	630	1182
08:00		422	458	880
09:00		264	346	610
10:00		166	286	452
11:00		69	174	243
Total		12946	12472	25418
Percent		50.9%	49.1%	
AM Peak		08:00	11:00	11:00
Vol.		1264	860	1882
PM Peak		13:00	17:00	17:00
Vol.		1113	1190	2084
Grand Total		27188	25361	52549
Percent		51.7%	48.3%	
ADT		Not Calculated		

Start Time	12-Sep-06 Tue	EB	WB	Total
12:00 AM		60	99	159
01:00		33	47	80
02:00		30	14	44
03:00		20	30	50
04:00		34	20	54
05:00		121	63	184
06:00		377	200	577
07:00		892	678	1570
08:00		1116	961	2077
09:00		997	848	1845
10:00		1003	919	1922
11:00		1062	1014	2076
12:00 PM		1138	1095	2233
01:00		1168	1072	2240
02:00		1094	1038	2132
03:00		1074	1152	2226
04:00		1180	1207	2387
05:00		1168	1203	2371
06:00		909	791	1700
07:00		799	683	1482
08:00		588	601	1189
09:00		400	426	826
10:00		276	428	704
11:00		125	192	317
Total		15664	14781	30445
Percent		51.5%	48.5%	
AM Peak		08:00	11:00	08:00
Vol.		1116	1014	2077
PM Peak		16:00	16:00	16:00
Vol.		1180	1207	2387

Start Time	13-Sep-06 Wed	EB	WB	Total
12:00 AM		55	109	164
01:00		30	54	84
02:00		23	27	50
03:00		30	30	60
04:00		43	22	65
05:00		204	57	261
06:00		340	220	560
07:00		911	647	1558
08:00		1079	910	1989
09:00		986	776	1762
10:00		879	882	1761
11:00		1006	1000	2006
12:00 PM		1063	1040	2103
01:00		1172	1034	2206
02:00		1098	1127	2225
03:00		1126	1220	2346
04:00		1141	1172	2313
05:00		1168	1190	2358
06:00		908	822	1730
07:00		856	748	1604
08:00		570	556	1126
09:00		434	465	899
10:00		260	350	610
11:00		119	184	303
Total		15501	14642	30143
Percent		51.4%	48.6%	
AM Peak		08:00	11:00	11:00
Vol.		1079	1000	2006
PM Peak		13:00	15:00	17:00
Vol.		1172	1220	2358
Grand Total		31165	29423	60588
Percent		51.4%	48.6%	
ADT		Not Calculated		

Start Time	12-Sep-06 Tue	NB
12:00 AM		23
01:00		6
02:00		5
03:00		5
04:00		4
05:00		21
06:00		99
07:00		208
08:00		332
09:00		328
10:00		335
11:00		343
12:00 PM		396
01:00		424
02:00		442
03:00		484
04:00		682
05:00		908
06:00		499
07:00		320
08:00		240
09:00		196
10:00		108
11:00		57
Total		6465
AM Peak	11:00	
Vol.		343
PM Peak	17:00	
Vol.		908

Start Time	13-Sep-06 Wed	EB
12:00 AM		25
01:00		19
02:00		15
03:00		6
04:00		26
05:00		121
06:00		465
07:00		573
08:00		403
09:00		320
10:00		302
11:00		281
12:00 PM		216
01:00		218
02:00		275
03:00		270
04:00		306
05:00		359
06:00		319
07:00		264
08:00		154
09:00		117
10:00		94
11:00		29
Total		5177
AM Peak		07:00
Vol.		573
PM Peak		17:00
Vol.		359
Total		10201
ADT		Not Calculated

Start Time	12-Sep-06 Tue	EB
12:00 AM		35
01:00		26
02:00		15
03:00		14
04:00		25
05:00		132
06:00		475
07:00		574
08:00		423
09:00		333
10:00		400
11:00		289
12:00 PM		221
01:00		204
02:00		174
03:00		189
04:00		287
05:00		368
06:00		333
07:00		261
08:00		152
09:00		112
10:00		101
11:00		51
Total		5194
AM Peak	07:00	
Vol.		574
PM Peak	17:00	
Vol.		368

Start Time	13-Sep-06 Wed	EB
12:00 AM		21
01:00		18
02:00		8
03:00		13
04:00		21
05:00		139
06:00		499
07:00		603
08:00		444
09:00		350
10:00		420
11:00		303
12:00 PM		232
01:00		214
02:00		183
03:00		198
04:00		301
05:00		386
06:00		350
07:00		274
08:00		184
09:00		132
10:00		101
11:00		47
Total		5441
AM Peak	07:00	
Vol.		603
PM Peak	17:00	
Vol.		386
Total		10635
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	SB
12:00 AM		108
01:00		68
02:00		34
03:00		32
04:00		56
05:00		136
06:00		386
07:00		943
08:00		1480
09:00		1222
10:00		1240
11:00		1436
12:00 PM		1608
01:00		1566
02:00		1590
03:00		1972
04:00		2231
05:00		2468
06:00		1470
07:00		1010
08:00		783
09:00		608
10:00		496
11:00		240
Total		23183
AM Peak		08:00
Vol.		1480
PM Peak		17:00
Vol.		2468

Start Time	13-Sep-06 Wed	SB
12:00 AM		121
01:00		52
02:00		44
03:00		40
04:00		70
05:00		126
06:00		386
07:00		957
08:00		1429
09:00		1171
10:00		1198
11:00		1446
12:00 PM		1564
01:00		1566
02:00		1569
03:00		1961
04:00		2150
05:00		2438
06:00		1548
07:00		1034
08:00		778
09:00		567
10:00		378
11:00		210
Total		22803
AM Peak		11:00
Vol.		1446
PM Peak		17:00
Vol.		2438
Total		45986
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		88
01:00		42
02:00		28
03:00		44
04:00		72
05:00		239
06:00		700
07:00		1502
08:00		1670
09:00		1144
10:00		1061
11:00		1130
12:00 PM		1158
01:00		1096
02:00		1072
03:00		1203
04:00		1234
05:00		1215
06:00		938
07:00		738
08:00		463
09:00		392
10:00		220
11:00		126
Total		17575
AM Peak	08:00	
Vol.		1670
PM Peak	16:00	
Vol.		1234

Start Time	13-Sep-06 Wed	NB
12:00 AM		73
01:00		46
02:00		24
03:00		45
04:00		63
05:00		220
06:00		676
07:00		1469
08:00		1633
09:00		1140
10:00		1103
11:00		1184
12:00 PM		1195
01:00		1200
02:00		1146
03:00		1254
04:00		1281
05:00		1166
06:00		904
07:00		739
08:00		476
09:00		346
10:00		237
11:00		124
Total		17744
AM Peak		08:00
Vol.		1633
PM Peak		16:00
Vol.		1281
Total		35319
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		91
01:00		54
02:00		42
03:00		45
04:00		75
05:00		260
06:00		741
07:00		1302
08:00		1642
09:00		1459
10:00		1422
11:00		1556
12:00 PM		1668
01:00		1650
02:00		1606
03:00		1788
04:00		2038
05:00		2208
06:00		1610
07:00		1340
08:00		978
09:00		670
10:00		369
11:00		188
Total		24802
AM Peak	08:00	
Vol.		1642
PM Peak	17:00	
Vol.		2208

Start Time	13-Sep-06 Wed	NB
12:00 AM		87
01:00		56
02:00		38
03:00		43
04:00		80
05:00		262
06:00		729
07:00		1298
08:00		1650
09:00		1454
10:00		1392
11:00		1484
12:00 PM		1532
01:00		1589
02:00		1614
03:00		1784
04:00		2062
05:00		2158
06:00		1522
07:00		1236
08:00		1012
09:00		692
10:00		364
11:00		178
Total		24316
AM Peak		08:00
Vol.		1650
PM Peak		17:00
Vol.		2158
Total		49118
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		130
01:00		57
02:00		36
03:00		48
04:00		81
05:00		174
06:00		650
07:00		1606
08:00		2068
09:00		1608
10:00		1508
11:00		1586
12:00 PM		1626
01:00		1716
02:00		1630
03:00		1844
04:00		1947
05:00		1948
06:00		1407
07:00		1102
08:00		786
09:00		666
10:00		624
11:00		224
Total		25072
AM Peak	08:00	
Vol.		2068
PM Peak	17:00	
Vol.		1948

Start Time	13-Sep-06 Wed	SB
12:00 AM		125
01:00		60
02:00		46
03:00		62
04:00		74
05:00		162
06:00		628
07:00		1628
08:00		2030
09:00		1581
10:00		1523
11:00		1570
12:00 PM		1632
01:00		1719
02:00		1700
03:00		1892
04:00		1816
05:00		1900
06:00		1582
07:00		1120
08:00		808
09:00		558
10:00		362
11:00		52
Total		24630
AM Peak		08:00
Vol.		2030
PM Peak		17:00
Vol.		1900
Total		49702
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		70
01:00		40
02:00		18
03:00		22
04:00		40
05:00		176
06:00		560
07:00		579
08:00		712
09:00		650
10:00		628
11:00		640
12:00 PM		712
01:00		746
02:00		751
03:00		868
04:00		1118
05:00		1338
06:00		944
07:00		715
08:00		506
09:00		379
10:00		204
11:00		96
Total		12512
AM Peak	08:00	
Vol.		712
PM Peak	17:00	
Vol.		1338

Start Time	13-Sep-06 Wed	NB
12:00 AM		53
01:00		40
02:00		14
03:00		20
04:00		48
05:00		182
06:00		552
07:00		676
08:00		696
09:00		676
10:00		620
11:00		656
12:00 PM		640
01:00		702
02:00		727
03:00		856
04:00		1108
05:00		1268
06:00		807
07:00		703
08:00		550
09:00		384
10:00		182
11:00		88
Total		12248
AM Peak		08:00
Vol.		696
PM Peak		17:00
Vol.		1268
Total		24760
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		78
01:00		31
02:00		27
03:00		28
04:00		53
05:00		113
06:00		446
07:00		1217
08:00		1100
09:00		852
10:00		740
11:00		674
12:00 PM		653
01:00		738
02:00		678
03:00		778
04:00		904
05:00		922
06:00		708
07:00		430
08:00		312
09:00		286
10:00		461
11:00		132
Total		12361
AM Peak	07:00	
Vol.		1217
PM Peak	17:00	
Vol.		922

Start Time	13-Sep-06 Wed	SB
12:00 AM		70
01:00		36
02:00		30
03:00		41
04:00		53
05:00		101
06:00		447
07:00		1224
08:00		1066
09:00		812
10:00		746
11:00		711
12:00 PM		670
01:00		703
02:00		722
03:00		825
04:00		872
05:00		940
06:00		730
07:00		478
08:00		303
09:00		232
10:00		166
11:00		84
Total		12062
AM Peak	07:00	
Vol.		1224
PM Peak	17:00	
Vol.		940
Total		24423
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	NB	SB	Total
12:00 AM		98	102	200
01:00		46	55	101
02:00		31	28	59
03:00		48	30	78
04:00		66	62	128
05:00		252	150	402
06:00		709	467	1176
07:00		1464	1093	2557
08:00		1834	1603	3437
09:00		1445	1356	2801
10:00		1424	1360	2784
11:00		1555	1410	2965
12:00 PM		1564	1593	3157
01:00		1524	1612	3136
02:00		1466	1662	3128
03:00		1610	1820	3430
04:00		1760	1862	3622
05:00		1802	2030	3832
06:00		1236	1330	2566
07:00		953	876	1829
08:00		560	730	1290
09:00		436	601	1037
10:00		257	524	781
11:00		148	238	386
Total		22288	22594	44882
Percent		49.7%	50.3%	
AM Peak		08:00	08:00	08:00
Vol.		1834	1603	3437
PM Peak		17:00	17:00	17:00
Vol.		1802	2030	3832

Start Time	13-Sep-06 Wed	NB	SB	Total
12:00 AM		74	112	186
01:00		54	54	108
02:00		30	41	71
03:00		46	44	90
04:00		73	72	145
05:00		236	142	378
06:00		678	456	1134
07:00		1429	1146	2575
08:00		1768	1544	3312
09:00		1412	1292	2704
10:00		1477	1364	2841
11:00		1546	1404	2950
12:00 PM		1540	1566	3106
01:00		1493	1638	3131
02:00		1500	1688	3188
03:00		1568	1860	3428
04:00		1774	1826	3600
05:00		1700	1956	3656
06:00		1135	1366	2501
07:00		902	958	1860
08:00		590	706	1296
09:00		424	540	964
10:00		276	368	644
11:00		144	201	345
Total		21869	22344	44213
Percent		49.5%	50.5%	
AM Peak		08:00	08:00	08:00
Vol.		1768	1544	3312
PM Peak		16:00	17:00	17:00
Vol.		1774	1956	3656
Grand Total		44157	44938	89095
Percent		49.6%	50.4%	
ADT		Not Calculated		

Start Time	12-Sep-06 Tue	NB	SB	Total
12:00 AM		119	113	232
01:00		62	52	114
02:00		40	33	73
03:00		37	44	81
04:00		66	74	140
05:00		240	166	406
06:00		690	600	1290
07:00		1103	1442	2545
08:00		1378	1916	3294
09:00		1230	1426	2656
10:00		1247	1380	2627
11:00		1380	1394	2774
12:00 PM		1430	1456	2886
01:00		1452	1522	2974
02:00		1396	1450	2846
03:00		1600	1732	3332
04:00		1858	1755	3613
05:00		2007	1777	3784
06:00		1475	1258	2733
07:00		1136	1010	2146
08:00		859	695	1554
09:00		625	594	1219
10:00		386	561	947
11:00		190	206	396
Total		22006	22656	44662
Percent		49.3%	50.7%	
AM Peak		11:00	08:00	08:00
Vol.		1380	1916	3294
PM Peak		17:00	17:00	17:00
Vol.		2007	1777	3784

Start Time	13-Sep-06 Wed	NB	SB	Total
12:00 AM		92	116	208
01:00		50	53	103
02:00		34	44	78
03:00		46	63	109
04:00		72	80	152
05:00		234	157	391
06:00		653	589	1242
07:00		1092	1460	2552
08:00		1416	1873	3289
09:00		1238	1414	2652
10:00		1266	1412	2678
11:00		1352	1430	2782
12:00 PM		1384	1450	2834
01:00		1463	1564	3027
02:00		1380	1548	2928
03:00		1636	1820	3456
04:00		1867	1691	3558
05:00		1849	1753	3602
06:00		1338	1349	2687
07:00		1059	1072	2131
08:00		774	706	1480
09:00		546	502	1048
10:00		334	330	664
11:00		172	180	352
Total		21347	22656	44003
Percent		48.5%	51.5%	
AM Peak		08:00	08:00	08:00
Vol.		1416	1873	3289
PM Peak		16:00	15:00	17:00
Vol.		1867	1820	3602
Grand Total		43353	45312	88665
Percent		48.9%	51.1%	
ADT	Not Calculated			

Start Time	12-Sep-06 Tue	NB
12:00 AM		88
01:00		44
02:00		23
03:00		26
04:00		44
05:00		204
06:00		662
07:00		791
08:00		1000
09:00		955
10:00		938
11:00		964
12:00 PM		1076
01:00		1145
02:00		1087
03:00		1284
04:00		1678
05:00		2074
06:00		1326
07:00		982
08:00		720
09:00		558
10:00		294
11:00		150
Total		18113
AM Peak	08:00	
Vol.		1000
PM Peak	17:00	
Vol.		2074

Start Time	13-Sep-06 Wed	NB
12:00 AM		84
01:00		42
02:00		14
03:00		22
04:00		52
05:00		214
06:00		635
07:00		870
08:00		999
09:00		980
10:00		942
11:00		934
12:00 PM		986
01:00		1108
02:00		1086
03:00		1288
04:00		1628
05:00		1902
06:00		1172
07:00		981
08:00		760
09:00		524
10:00		299
11:00		142
Total		17664
AM Peak	08:00	
Vol.		999
PM Peak	17:00	
Vol.		1902
Total		35777
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	SB
12:00 AM		80
01:00		34
02:00		36
03:00		40
04:00		64
05:00		149
06:00		666
07:00		2027
08:00		1763
09:00		1292
10:00		1175
11:00		1072
12:00 PM		1098
01:00		1140
02:00		1102
03:00		1208
04:00		1332
05:00		1362
06:00		1026
07:00		634
08:00		417
09:00		398
10:00		632
11:00		153
Total		18900
AM Peak		07:00
Vol.		2027
PM Peak		17:00
Vol.		1362

Start Time	13-Sep-06 Wed	SB
12:00 AM		74
01:00		46
02:00		30
03:00		48
04:00		59
05:00		150
06:00		632
07:00		2054
08:00		1757
09:00		1288
10:00		1122
11:00		1124
12:00 PM		1131
01:00		1074
02:00		1134
03:00		1201
04:00		1302
05:00		1387
06:00		1058
07:00		677
08:00		408
09:00		274
10:00		190
11:00		102
Total		18322
AM Peak	07:00	
Vol.		2054
PM Peak	17:00	
Vol.		1387
Total		37222
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	NB	SB	Total
12:00 AM		114	112	226
01:00		60	46	106
02:00		38	32	70
03:00		39	47	86
04:00		58	71	129
05:00		236	163	399
06:00		648	622	1270
07:00		1057	1462	2519
08:00		1314	1830	3144
09:00		1190	1411	2601
10:00		1192	1343	2535
11:00		1360	1348	2708
12:00 PM		1414	1384	2798
01:00		1423	1480	2903
02:00		1382	1424	2806
03:00		1562	1592	3154
04:00		1768	1660	3428
05:00		1977	1686	3663
06:00		711	1248	1959
07:00		666	968	1634
08:00		551	718	1269
09:00		154	598	752
10:00		215	559	774
11:00		170	189	359
Total		19299	21993	41292
Percent		46.7%	53.3%	
AM Peak		11:00	08:00	08:00
Vol.		1360	1830	3144
PM Peak		17:00	17:00	17:00
Vol.		1977	1686	3663

All Traffic Data Services, Inc.
 9660 W 44th Ave
 Wheat Ridge, CO 80033
 www.alltrafficdata.net

Page 2
 ST FRANCIS BTWN HICKOX ST/AGUA FRIA ST

Site Code: 19

Start Time	13-Sep-06 Wed	NB	SB	Total
12:00 AM		80	110	190
01:00		52	53	105
02:00		32	42	74
03:00		42	65	107
04:00		68	74	142
05:00		222	162	384
06:00		632	617	1249
07:00		1066	1468	2534
08:00		1342	1782	3124
09:00		1210	1398	2608
10:00		1222	1378	2600
11:00		1312	1368	2680
12:00 PM		1370	1402	2772
01:00		1366	1543	2909
02:00		1456	1471	2927
03:00		1572	1651	3223
04:00		1840	1604	3444
05:00		1918	1626	3544
06:00		1322	1330	2652
07:00		1085	1044	2129
08:00		833	718	1551
09:00		608	488	1096
10:00		344	317	661
11:00		172	160	332
Total		21166	21871	43037
Percent		49.2%	50.8%	
AM Peak		08:00	08:00	08:00
Vol.		1342	1782	3124
PM Peak		17:00	15:00	17:00
Vol.		1918	1651	3544
Grand Total		40465	43864	84329
Percent		48.0%	52.0%	
ADT	Not Calculated			

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

File Name : 599&CA~2
 Site Code : 00007766
 Start Date : 11/8/2005
 Page No : 1

Weather: Fair
 Counted by: M. Roman
 Card #: 1145

Counter: 599/CaminoDeLosMontoyas

Groups Printed- Cars

Start Time	Camino De Los Montoyas From the North				Hwy 599 From the East				Camino De Los Montoyas From the South				Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	0	1	0	0	50	1	0	0	0	0	0	0	0	0	0	54
07:15 AM	1	0	1	0	1	78	1	0	0	0	0	0	0	0	0	0	82
07:30 AM	1	2	2	0	0	103	0	0	0	0	0	0	0	0	0	0	108
07:45 AM	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0	0	120
Total	4	2	4	0	1	351	2	0	0	0	0	0	0	0	0	0	364
08:00 AM	0	1	0	0	0	101	1	0	0	0	0	0	0	0	0	0	103
08:15 AM	0	0	3	0	2	103	0	0	0	0	0	0	0	0	0	0	108
08:30 AM	2	1	1	1	0	85	1	0	0	0	0	0	0	0	0	0	91
08:45 AM	2	0	3	0	1	72	2	1	0	0	0	0	0	0	0	0	81
Total	4	2	7	1	3	361	4	1	0	0	0	0	0	0	0	0	383
09:00 AM	0	0	0	0	2	83	1	0	0	0	0	0	0	0	0	0	86
09:15 AM	0	1	4	0	1	96	1	0	0	0	0	0	0	0	0	0	103
09:30 AM	1	0	0	0	1	82	1	0	0	0	0	0	0	0	0	0	85
09:45 AM	1	0	1	0	2	79	1	0	0	0	0	0	0	0	0	0	84
Total	2	1	5	0	6	340	4	0	0	0	0	0	0	0	0	0	358
[BREAK]																	
11:00 AM	1	0	4	0	0	64	0	0	0	0	0	0	0	0	0	0	69
11:15 AM	0	1	1	0	0	62	2	0	0	0	0	0	0	0	0	0	66
11:30 AM	1	0	3	0	1	69	0	0	0	0	0	0	0	0	0	0	74
11:45 AM	0	3	2	0	0	75	0	0	0	0	0	0	0	0	0	0	80
Total	2	4	10	0	1	270	2	0	0	0	0	0	0	0	0	0	289
12:00 PM	0	2	1	0	0	76	0	0	0	0	0	0	0	0	0	0	79
12:15 PM	0	0	1	0	1	74	2	0	0	0	0	0	0	0	0	0	78
12:30 PM	1	0	0	0	0	87	3	0	0	0	0	0	0	0	0	0	91
12:45 PM	0	1	2	0	2	85	2	0	0	0	0	0	0	0	0	0	92
Total	1	3	4	0	3	322	7	0	0	0	0	0	0	0	0	0	340
01:00 PM	1	2	4	1	1	88	5	0	0	0	0	0	0	0	0	0	102
01:15 PM	1	1	3	0	1	65	2	0	0	0	0	0	0	0	0	0	73
01:30 PM	1	1	6	1	1	79	5	0	0	0	0	0	0	0	0	0	94
01:45 PM	1	2	3	0	0	87	6	0	0	0	0	0	0	0	0	0	99
Total	4	6	16	2	3	319	18	0	0	0	0	0	0	0	0	0	368
[BREAK]																	
03:00 PM	1	0	5	0	0	83	0	0	0	0	0	0	0	0	0	0	89
03:15 PM	0	1	2	0	0	133	2	0	0	0	0	0	0	0	0	0	138
03:30 PM	1	3	3	0	1	136	0	0	0	0	0	0	0	0	0	0	144
03:45 PM	1	0	4	0	0	133	1	0	0	0	0	0	0	0	0	0	139
Total	3	4	14	0	1	485	3	0	0	0	0	0	0	0	0	0	510
04:00 PM	0	0	3	0	2	100	0	0	0	0	0	0	0	0	0	0	105
04:15 PM	0	1	5	0	0	112	4	0	0	0	0	0	0	0	0	0	122
04:30 PM	0	3	6	0	1	213	1	0	0	0	0	0	0	0	0	0	224
04:45 PM	1	0	5	0	1	200	0	0	0	0	0	0	0	0	0	0	207
Total	1	4	19	0	4	625	5	0	0	0	0	0	0	0	0	0	658
05:00 PM	2	3	8	0	0	245	3	0	0	0	0	0	0	0	0	0	261
05:15 PM	1	4	5	0	1	241	2	0	0	0	0	0	0	0	0	0	254
05:30 PM	1	1	2	0	1	205	3	0	0	0	0	0	0	0	0	0	213
05:45 PM	0	2	1	0	1	191	2	0	0	0	0	0	0	0	0	0	197
Total	4	10	16	0	3	882	10	0	0	0	0	0	0	0	0	0	925
Grand Total	25	36	95	3	25	3955	55	1	0	0	0	0	0	0	0	0	4195
Apprch %	15.7	22.6	59.7	1.9	0.6	98.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.6	0.9	2.3	0.1	0.6	94.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Card #: 1351
 Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
 Site Code : 00001234
 Start Date : 11/8/2005
 Page No : 1

Groups Printed- Cars

Start Time	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	192	6	0	204
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	5	236	12	0	254
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	11	310	10	0	333
Total	0	0	0	0	1	0	0	0	3	1	1	0	19	738	28	0	791
08:00 AM	0	0	0	0	0	0	0	0	4	0	1	0	7	228	5	0	245
08:15 AM	0	0	0	0	0	0	0	0	1	4	1	0	3	227	0	0	236
08:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	2	139	1	0	145
08:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	1	142	3	0	150
Total	0	0	0	0	0	0	0	0	8	5	5	0	13	736	9	0	776
09:00 AM	0	0	0	0	0	0	0	0	3	2	0	0	2	143	3	0	153
09:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	138	2	1	147
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	115	1	0	119
09:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	4	115	1	0	122
Total	0	0	0	0	0	0	0	0	6	4	1	0	11	511	7	1	541
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	100	1	0	103
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	100	1	0	103
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	87	1	0	91
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	62	0	0	65
11:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	66	0	0	69
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	104	1	0	108
Total	0	0	0	0	0	0	0	0	3	1	0	0	8	319	2	0	333
12:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	2	95	0	0	100
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	84	0	0	86
12:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	3	94	2	0	101
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	86	1	0	89
Total	0	0	0	0	0	0	0	0	3	2	1	0	8	359	3	0	376
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	71	1	0	76
01:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	76	1	0	80
01:30 PM	0	0	0	0	0	0	0	0	1	2	2	0	0	74	0	0	79
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	79	0	0	81
Total	0	0	0	0	0	0	0	0	2	6	2	0	4	300	2	0	316
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	101	2	0	107
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	84	1	0	88
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	88	1	0	92
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	106	2	0	109
Total	0	0	0	0	0	0	0	0	1	5	1	0	4	379	6	0	396
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	95	13	0	108
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	119	3	0	126
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	4	117	0	0	122
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	117	2	0	121
Total	0	0	0	0	0	0	0	0	1	3	0	0	7	448	18	0	477
05:00 PM	0	0	0	0	0	0	0	0	2	0	2	0	1	130	0	0	135
05:15 PM	0	0	0	0	0	0	0	0	5	2	1	0	0	162	0	0	170
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	115	3	0	119
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	76	2	0	80
Total	0	0	0	0	0	0	0	0	8	3	4	0	1	483	5	0	504
Grand Total	0	0	0	0	1	0	0	0	35	30	15	0	77	4373	81	1	4613
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	43.8	37.5	18.8	0.0	1.7	96.5	1.8	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.7	0.3	0.0	1.7	94.8	1.8	0.0	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Card #: 1351
 Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
 Site Code : 00001234
 Start Date : 11/8/2005
 Page No : 1

Groups Printed- Trucks

Start Time	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	36	0	0	37
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	16	0	0	18
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13
Total	0	0	0	0	0	0	0	0	0	0	0	0	6	51	0	0	57
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	16
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	1	0	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12
Total	0	0	0	0	0	0	0	0	1	0	0	0	3	44	1	0	49
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	54	0	0	57
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	32	0	0	36
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	9
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	28	0	0	29
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	21	0	0	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	21	351	1	0	375
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.6	94.1	0.3	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	5.6	93.6	0.3	0.0	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Ward #: 1351
 Corner: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
 Site Code : 00001234
 Start Date : 11/8/2005
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	202	6	0	214
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	5	253	12	0	271
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	12	319	10	0	343
Total	0	0	0	0	1	0	0	0	3	1	1	0	20	774	28	0	828
08:00 AM	0	0	0	0	0	0	0	0	4	0	1	0	8	250	5	0	268
08:15 AM	0	0	0	0	0	0	0	0	1	4	1	0	3	242	0	0	251
08:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	150	1	0	157
08:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	1	150	3	0	158
Total	0	0	0	0	0	0	0	0	8	5	5	0	15	792	9	0	834
09:00 AM	0	0	0	0	0	0	0	0	3	2	0	0	4	159	3	0	171
09:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	5	149	2	1	160
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	3	127	1	0	132
09:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	5	127	1	0	135
Total	0	0	0	0	0	0	0	0	6	4	1	0	17	562	7	1	598
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	5	100	1	0	107
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	73	0	0	76
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	1	74	1	0	79
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
Total	0	0	0	0	0	0	0	0	4	1	0	0	11	363	3	0	382
12:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	3	110	0	0	116
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	94	0	0	97
12:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	3	108	2	0	115
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	101	1	0	105
Total	0	0	0	0	0	0	0	0	3	2	1	0	11	413	3	0	433
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	79	1	0	84
01:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	84	1	0	89
01:30 PM	0	0	0	0	0	0	0	0	1	2	2	0	1	82	0	0	88
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	87	0	0	91
Total	0	0	0	0	0	0	0	0	2	6	2	0	8	332	2	0	352
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	105	2	0	111
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	92	1	0	96
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	96	1	0	100
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	114	2	0	118
Total	0	0	0	0	0	0	0	0	2	5	1	0	4	407	6	0	425
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	103	13	0	116
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	125	3	0	132
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	5	121	0	0	127
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	120	2	0	124
Total	0	0	0	0	0	0	0	0	1	3	0	0	8	469	18	0	499
05:00 PM	0	0	0	0	0	0	0	0	2	0	2	0	1	134	0	0	139
05:15 PM	0	0	0	0	0	0	0	0	5	2	1	0	0	165	0	0	173
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	117	3	0	121
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	80	2	0	84
Total	0	0	0	0	0	0	0	0	8	3	4	0	1	496	5	0	517
Grand Total	0	0	0	0	1	0	0	0	37	30	15	0	98	4724	82	1	4988
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	45.1	36.6	18.3	0.0	2.0	96.3	1.7	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.3	0.0	2.0	94.7	1.6	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Corner: 599/Ridgetop-North 599

Albuquerque, NM 87109
505-881-4470
Site Name : 599&Ridgetop-North of 599Adj
Site Code : 00454512
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars

Start Time	N. Ridgetop Road From the North				Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	12	2	0	5	0	8	0	0	13	0	0	0	0	0	0	40
07:15 AM	0	24	9	0	1	0	16	0	2	14	0	0	0	0	0	0	66
07:30 AM	0	14	4	0	3	1	17	0	1	28	0	0	0	0	0	0	68
07:45 AM	0	14	4	0	14	0	16	0	1	18	0	0	0	0	0	0	67
Total	0	64	19	0	23	1	57	0	4	73	0	0	0	0	0	0	241
08:00 AM	0	17	6	0	18	0	22	0	3	10	0	0	0	0	0	0	76
08:15 AM	0	19	5	0	17	1	17	0	2	6	0	0	0	0	0	0	67
08:30 AM	0	20	3	0	8	1	17	0	1	10	0	0	0	0	0	0	60
08:45 AM	0	16	1	0	8	0	15	0	4	7	0	0	0	0	0	0	51
Total	0	72	15	0	51	2	71	0	10	33	0	0	0	0	0	0	254
09:00 AM	0	17	6	0	4	0	11	0	1	11	0	0	0	0	0	0	50
09:15 AM	0	21	6	0	5	0	13	0	4	6	0	0	0	0	0	0	55
09:30 AM	0	13	4	0	4	0	10	0	2	6	0	0	0	0	0	0	39
09:45 AM	0	15	9	0	7	1	25	1	0	4	0	0	0	0	0	0	62
Total	0	66	25	0	20	1	59	1	7	27	0	0	0	0	0	0	206
[BREAK]																	
11:00 AM	0	11	7	0	6	0	7	0	3	4	0	0	0	0	0	0	38
11:15 AM	0	16	3	0	5	0	4	0	0	2	0	0	0	0	0	0	30
11:30 AM	0	16	8	0	7	0	11	0	3	5	0	0	0	0	0	0	50
11:45 AM	0	14	4	0	9	0	15	0	1	3	0	0	0	0	0	0	46
Total	0	57	22	0	27	0	37	0	7	14	0	0	0	0	0	0	164
12:00 PM	0	14	7	0	6	0	13	0	1	5	0	0	0	0	0	0	46
12:15 PM	0	14	7	0	4	0	12	0	0	6	0	0	0	0	0	0	43
12:30 PM	0	10	4	0	8	1	19	0	1	4	0	0	0	0	0	0	47
12:45 PM	0	12	4	0	10	0	12	1	1	5	0	0	0	0	0	0	45
Total	0	50	22	0	28	1	56	1	3	20	0	0	0	0	0	0	181
01:00 PM	0	9	10	0	4	0	15	0	1	6	0	0	0	0	0	0	45
01:15 PM	0	16	4	0	7	0	22	0	0	4	0	0	0	0	0	0	53
01:30 PM	0	11	3	0	4	1	11	0	2	3	0	0	0	0	0	0	35
01:45 PM	0	15	2	0	10	0	10	0	1	0	0	0	0	0	0	0	38
Total	0	51	19	0	25	1	58	0	4	13	0	0	0	0	0	0	171
[BREAK]																	
03:00 PM	0	10	4	0	4	1	17	0	6	7	0	0	0	0	0	0	49
03:15 PM	0	19	17	0	7	0	16	0	3	5	0	0	0	0	0	0	67
03:30 PM	0	15	9	0	5	1	18	0	1	5	0	0	0	0	0	0	54
03:45 PM	0	13	14	0	12	0	8	1	1	4	0	0	0	0	0	0	53
Total	0	57	44	0	28	2	59	1	11	21	0	0	0	0	0	0	223
04:00 PM	0	17	12	0	13	0	13	0	3	2	0	0	0	0	0	0	60
04:15 PM	0	13	12	0	5	0	17	0	4	3	0	0	0	0	0	0	54
04:30 PM	0	18	24	0	14	0	11	0	5	5	0	0	0	0	0	0	77
04:45 PM	0	21	15	0	9	0	25	0	8	7	0	0	0	0	0	0	85
Total	0	69	63	0	41	0	66	0	20	17	0	0	0	0	0	0	276
05:00 PM	0	22	16	0	8	0	13	0	7	5	0	0	0	0	0	0	71
05:15 PM	0	13	7	0	9	0	21	0	3	3	0	0	0	0	0	0	56
05:30 PM	0	8	2	0	7	0	9	0	1	4	0	0	0	0	0	0	31
05:45 PM	0	4	2	0	7	2	15	1	1	6	0	0	0	0	0	0	38
Total	0	47	27	0	31	2	58	1	12	18	0	0	0	0	0	0	196
Grand Total	0	533	256	0	274	10	521	4	78	236	0	0	0	0	0	0	1912
Apprch %	0.0	67.6	32.4	0.0	33.9	1.2	64.4	0.5	24.8	75.2	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	27.9	13.4	0.0	14.3	0.5	27.2	0.2	4.1	12.3	0.0	0.0	0.0	0.0	0.0	0.0	

Weather: Fair
 Counted by: T.Jones
 Card #: 0787
 Counter: 599/Ridgetop-North 599

Groups Printed- Trucks

Start Time	N. Ridgetop Road From the North				Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	1	1	0	1	0	0	0	0	5	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	5
07:45 AM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	4
Total	0	1	3	0	1	0	2	0	0	11	0	0	0	0	0	0	18
08:00 AM	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0	0	6
08:15 AM	0	3	2	0	0	0	2	0	0	2	0	0	0	0	0	0	9
08:30 AM	0	0	3	0	1	1	0	0	0	2	0	0	0	0	0	0	7
08:45 AM	0	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Total	0	5	7	0	1	1	4	0	0	9	0	0	0	0	0	0	27
09:00 AM	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	5
09:15 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
09:30 AM	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	5
09:45 AM	0	1	1	0	0	0	4	0	1	2	0	0	0	0	0	0	9
Total	0	4	3	0	1	1	6	0	1	6	0	0	0	0	0	0	22
[BREAK]																	
11:00 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	6
11:15 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30 AM	0	1	3	0	0	0	1	0	0	2	0	0	0	0	0	0	7
11:45 AM	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	6
Total	0	4	11	0	1	0	3	1	1	6	0	0	0	0	0	0	27
12:00 PM	0	0	3	0	1	0	2	0	0	1	0	0	0	0	0	0	7
12:15 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	5
Total	0	3	6	0	1	2	4	0	0	2	0	0	0	0	0	0	18
01:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	4
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	1	0	0	0	0	2	0	1	2	0	0	0	0	0	0	6
Total	0	2	2	0	2	0	3	0	1	4	0	0	0	0	0	0	14
[BREAK]																	
03:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30 PM	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	4	0	1	0	1	0	2	1	0	0	0	0	0	0	9
Total	0	9	7	0	1	1	2	0	2	1	0	0	0	0	0	0	23
04:00 PM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
04:15 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	2	0	1	0	0	0	2	1	0	0	0	0	0	0	9
05:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	4	0	0	0	2	0	0	1	0	0	0	0	0	0	8
Grand Total	0	32	45	0	9	5	26	1	7	41	0	0	0	0	0	0	166
Apprch %	0.0	41.6	58.4	0.0	22.0	12.2	63.4	2.4	14.6	85.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	19.3	27.1	0.0	5.4	3.0	15.7	0.6	4.2	24.7	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Corner: 599/Ridgetop-North 599

Albuquerque, NM 87109
Site Name : 599&Ridgetop-North of 599Adj
505-881-4470 Site Code : 00454512
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars - Trucks

Start Time	N. Ridgetop Road From the North				Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	13	3	0	6	0	8	0	0	18	0	0	0	0	0	0	48
07:15 AM	0	24	9	0	1	0	16	0	2	15	0	0	0	0	0	0	67
07:30 AM	0	14	5	0	3	1	18	0	1	31	0	0	0	0	0	0	73
07:45 AM	0	14	5	0	14	0	17	0	1	20	0	0	0	0	0	0	71
Total	0	65	22	0	24	1	59	0	4	84	0	0	0	0	0	0	259
08:00 AM	0	18	6	0	18	0	23	0	3	14	0	0	0	0	0	0	82
08:15 AM	0	22	7	0	17	1	19	0	2	8	0	0	0	0	0	0	76
08:30 AM	0	20	6	0	9	2	17	0	1	12	0	0	0	0	0	0	67
08:45 AM	0	17	3	0	8	0	16	0	4	8	0	0	0	0	0	0	56
Total	0	77	22	0	52	3	75	0	10	42	0	0	0	0	0	0	281
09:00 AM	0	18	6	0	4	0	12	0	1	14	0	0	0	0	0	0	55
09:15 AM	0	22	7	0	5	0	13	0	4	7	0	0	0	0	0	0	58
09:30 AM	0	14	5	0	5	1	11	0	2	6	0	0	0	0	0	0	44
09:45 AM	0	16	10	0	7	1	29	1	1	6	0	0	0	0	0	0	71
Total	0	70	28	0	21	2	65	1	8	33	0	0	0	0	0	0	228
[BREAK]																	
11:00 AM	0	11	8	0	7	0	8	1	3	6	0	0	0	0	0	0	44
11:15 AM	0	18	9	0	5	0	4	0	0	2	0	0	0	0	0	0	38
11:30 AM	0	17	11	0	7	0	12	0	3	7	0	0	0	0	0	0	57
11:45 AM	0	15	5	0	9	0	16	0	2	5	0	0	0	0	0	0	52
Total	0	61	33	0	28	0	40	1	8	20	0	0	0	0	0	0	191
12:00 PM	0	14	10	0	7	0	15	0	1	6	0	0	0	0	0	0	53
12:15 PM	0	14	9	0	4	1	13	0	0	6	0	0	0	0	0	0	47
12:30 PM	0	12	4	0	8	1	19	0	1	4	0	0	0	0	0	0	49
12:45 PM	0	13	5	0	10	1	13	1	1	6	0	0	0	0	0	0	50
Total	0	53	28	0	29	3	60	1	3	22	0	0	0	0	0	0	199
01:00 PM	0	9	11	0	5	0	15	0	1	6	0	0	0	0	0	0	47
01:15 PM	0	16	5	0	7	0	23	0	0	6	0	0	0	0	0	0	57
01:30 PM	0	12	3	0	5	1	11	0	2	3	0	0	0	0	0	0	37
01:45 PM	0	16	2	0	10	0	12	0	2	2	0	0	0	0	0	0	44
Total	0	53	21	0	27	1	61	0	5	17	0	0	0	0	0	0	185
[BREAK]																	
03:00 PM	0	10	4	0	4	1	17	0	6	7	0	0	0	0	0	0	49
03:15 PM	0	26	18	0	7	0	16	0	3	5	0	0	0	0	0	0	75
03:30 PM	0	17	11	0	5	2	19	0	1	5	0	0	0	0	0	0	60
03:45 PM	0	13	18	0	13	0	9	1	3	5	0	0	0	0	0	0	62
Total	0	66	51	0	29	3	61	1	13	22	0	0	0	0	0	0	246
04:00 PM	0	17	13	0	13	0	13	0	5	2	0	0	0	0	0	0	63
04:15 PM	0	15	13	0	5	0	17	0	4	4	0	0	0	0	0	0	58
04:30 PM	0	19	24	0	14	0	11	0	5	5	0	0	0	0	0	0	78
04:45 PM	0	21	15	0	10	0	25	0	8	7	0	0	0	0	0	0	86
Total	0	72	65	0	42	0	66	0	22	18	0	0	0	0	0	0	285
05:00 PM	0	23	18	0	8	0	13	0	7	5	0	0	0	0	0	0	74
05:15 PM	0	13	7	0	9	0	22	0	3	3	0	0	0	0	0	0	57
05:30 PM	0	8	4	0	7	0	9	0	1	5	0	0	0	0	0	0	34
05:45 PM	0	4	2	0	7	2	16	1	1	6	0	0	0	0	0	0	39
Total	0	48	31	0	31	2	60	1	12	19	0	0	0	0	0	0	204
Grand Total	0	565	301	0	283	15	547	5	85	277	0	0	0	0	0	0	2078
Apprch %	0.0	55.2	34.8	0.0	33.3	1.8	64.4	0.6	23.5	76.5	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	27.2	14.5	0.0	13.6	0.7	26.3	0.2	4.1	13.3	0.0	0.0	0.0	0.0	0.0	0.0	

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1079
 Corner: 599&Ridgetop-South 599

Groups Printed- Cars

Start Time	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West				App. Total	Int. Total	
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	2	5	0	0	7	0	0	0	0	0	0	1	2	0	3	6	0	3	0	9		19
07:15 AM	10	3	0	0	13	0	0	0	0	0	0	0	4	0	4	12	0	0	0	12		29
07:30 AM	18	1	0	0	19	0	0	0	0	0	0	2	11	0	13	13	0	0	0	13		45
07:45 AM	17	3	0	0	20	0	0	0	0	0	0	1	10	0	11	31	0	6	0	37		68
Total	47	12	0	0	59	0	0	0	0	0	0	4	27	0	31	62	0	9	0	71		161
08:00 AM	12	11	0	0	23	0	0	0	0	0	0	1	6	0	7	22	0	1	0	23		53
08:15 AM	15	22	0	0	37	0	0	0	0	0	0	3	6	0	9	11	1	9	0	21		67
08:30 AM	18	18	0	0	36	0	0	0	0	0	0	1	6	0	7	6	0	1	0	7		50
08:45 AM	16	8	0	0	24	0	0	0	0	0	0	3	6	0	9	9	0	3	0	12		45
Total	61	59	0	0	120	0	0	0	0	0	0	8	24	0	32	48	1	14	0	63		215
09:00 AM	15	8	0	0	23	0	0	0	0	0	0	6	45	0	51	7	0	1	0	8		82
09:15 AM	16	4	0	0	20	0	0	0	0	0	0	2	7	0	9	10	0	2	0	12		41
09:30 AM	22	5	0	0	27	0	0	0	0	0	0	8	12	0	20	4	0	3	0	7		54
09:45 AM	15	4	0	0	19	0	0	0	0	0	0	1	6	0	7	6	0	1	0	7		33
Total	68	21	0	0	89	0	0	0	0	0	0	17	70	0	87	27	0	7	0	34		210

[BREAK]

11:00 AM	13	5	0	1	19	0	0	0	0	0	0	2	7	0	9	3	0	1	0	4		32
11:15 AM	15	4	0	0	19	0	0	0	0	0	0	2	5	0	7	2	0	1	0	3		29
11:30 AM	21	5	0	0	26	0	0	0	0	0	0	3	3	0	6	4	0	0	0	4		36
11:45 AM	18	6	0	0	24	0	0	0	0	0	0	0	10	0	10	3	0	1	0	4		38
Total	67	20	0	1	88	0	0	0	0	0	0	7	25	0	32	12	0	3	0	15		135
12:00 PM	16	5	0	0	21	0	0	0	0	0	0	0	9	0	9	7	0	0	0	7		37
12:15 PM	12	3	0	0	15	0	0	0	0	0	0	1	6	0	7	6	0	2	0	8		30
12:30 PM	13	3	0	0	16	0	0	0	0	0	0	0	9	0	9	5	1	3	0	9		34
12:45 PM	15	7	0	0	22	0	0	0	0	0	0	3	6	0	9	3	0	0	0	3		34
Total	56	18	0	0	74	0	0	0	0	0	0	4	30	0	34	21	1	5	0	27		135
01:00 PM	13	3	0	0	16	0	0	0	0	0	0	2	3	0	5	7	0	2	0	9		30
01:15 PM	16	5	0	0	21	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4		29
01:30 PM	16	4	0	0	20	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4		29
01:45 PM	14	9	0	0	23	0	0	0	0	0	0	1	5	0	6	2	0	1	0	3		32
Total	59	21	0	0	80	0	0	0	0	0	0	7	13	0	20	15	0	5	0	20		120

[BREAK]

03:00 PM	10	3	0	0	13	0	0	0	0	0	0	6	6	0	12	6	0	4	1	11		36
03:15 PM	18	8	0	0	26	0	0	0	0	0	0	2	2	0	4	6	0	1	0	7		37
03:30 PM	18	4	0	0	22	0	0	0	0	0	0	2	5	0	7	6	0	0	0	6		35
03:45 PM	20	5	0	0	25	0	0	0	0	0	0	3	3	0	6	3	1	1	0	5		36
Total	66	20	0	0	86	0	0	0	0	0	0	13	16	0	29	21	1	6	1	29		144
04:00 PM	17	14	0	0	31	0	0	0	0	0	0	3	5	0	8	3	0	0	0	3		42
04:15 PM	18	3	0	0	21	0	0	0	0	0	0	2	8	0	10	4	0	0	0	4		35
04:30 PM	18	12	0	0	30	0	0	0	0	0	0	5	4	0	9	5	0	0	0	5		44
04:45 PM	18	6	0	0	24	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2		33
Total	71	35	0	0	106	0	0	0	0	0	0	13	21	0	34	13	0	1	0	14		154
05:00 PM	17	6	0	0	23	0	0	0	0	0	0	14	3	0	17	6	0	1	0	7		47
05:15 PM	14	7	0	0	21	0	0	0	0	0	0	1	4	0	5	5	0	1	0	6		32
05:30 PM	15	9	0	0	24	0	0	0	0	0	0	4	1	0	5	0	0	2	0	2		31
05:45 PM	8	4	0	0	12	0	0	0	0	0	0	2	6	1	9	2	0	1	0	3		24
Total	54	26	0	0	80	0	0	0	0	0	0	21	14	1	36	13	0	5	0	18		134

Grand Total	549	232	0	1	782	0	0	0	0	0	0	94	240	1	335	232	3	55	1	291		1408
Approch %	70.2	29.7	0.0	0.1		0.0	0.0	0.0	0.0			28.1	71.6	0.3		79.7	1.0	18.9	0.3			
Total %	39.0	16.5	0.0	0.1	55.5	0.0	0.0	0.0	0.0	0.0	0.0	6.7	17.0	0.1	23.8	16.5	0.2	3.9	0.1	20.7		

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1079
 Corner: 599&Ridgetop-South 599

File Name : 599&RI~1
 Site Code : 00002222
 Start Date : 11/8/2005
 Page No : 1

Groups Printed- Trucks

Start Time	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West					Int. Total	
	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	7	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	2	5
08:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
Total	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	6	0	0	0	6	6	13
09:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	6	8
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
[BREAK]																						
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0	1	0	8	8	11
[BREAK]																						
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	2
[BREAK]																						
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	3	4
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	6	7
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
[BREAK]																						
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3
[BREAK]																						
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
[BREAK]																						
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	2
[BREAK]																						
03:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Total	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	5
[BREAK]																						
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																						
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
Grand Total	12	5	0	0	17	0	0	0	0	0	0	7	1	0	8	28	1	2	0	31	31	56
Apprch %	70.6	29.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		90.3	3.2	6.5	0.0			
Total %	21.4	8.9	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1.8	0.0	14.3	50.0	1.8	3.6	0.0	55.4	55.4	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

File Name : 599&RI~1
 Site Code : 00002222
 Start Date : 11/8/2005
 Page No : 1

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1079
 Corner: 599&Ridgetop-South 599

Groups Printed- Cars - Trucks

Start Time	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West					App. Total	Int. Total
	Left	Thru	Rig	Oth	App. Total	Left	Thru	Rig	Oth	App. Total	Left	Thru	Rig	Oth	App. Total	Left	Thru	Rig	Oth	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	2	5	0	0	7	0	0	0	0	0	0	1	2	0	3	6	1	3	0	10	20	
07:15 AM	10	3	0	0	13	0	0	0	0	0	0	0	4	0	4	15	0	0	0	15	32	
07:30 AM	18	1	0	0	19	0	0	0	0	0	0	2	11	0	13	14	0	0	0	14	46	
07:45 AM	17	3	0	0	20	0	0	0	0	0	0	1	10	0	11	33	0	6	0	39	70	
Total	47	12	0	0	59	0	0	0	0	0	0	4	27	0	31	68	1	9	0	78	168	
08:00 AM	12	11	0	0	23	0	0	0	0	0	0	1	6	0	7	24	0	1	0	25	55	
08:15 AM	15	23	0	0	38	0	0	0	0	0	0	4	7	0	11	13	1	9	0	23	72	
08:30 AM	19	19	0	0	38	0	0	0	0	0	0	2	6	0	8	6	0	1	0	7	53	
08:45 AM	16	9	0	0	25	0	0	0	0	0	0	3	6	0	9	11	0	3	0	14	48	
Total	62	62	0	0	124	0	0	0	0	0	0	10	25	0	35	54	1	14	0	69	228	
09:00 AM	16	9	0	0	25	0	0	0	0	0	0	6	45	0	51	12	0	2	0	14	90	
09:15 AM	16	4	0	0	20	0	0	0	0	0	0	2	7	0	9	12	0	2	0	14	43	
09:30 AM	22	5	0	0	27	0	0	0	0	0	0	8	12	0	20	4	0	3	0	7	54	
09:45 AM	15	5	0	0	20	0	0	0	0	0	0	1	6	0	7	6	0	1	0	7	34	
Total	69	23	0	0	92	0	0	0	0	0	0	17	70	0	87	34	0	8	0	42	221	

[BREAK]

11:00 AM	13	5	0	1	19	0	0	0	0	0	0	2	7	0	9	5	0	1	0	6	34
11:15 AM	15	4	0	0	19	0	0	0	0	0	0	2	5	0	7	2	0	1	0	3	29
11:30 AM	21	5	0	0	26	0	0	0	0	0	0	3	3	0	6	5	0	0	0	5	37
11:45 AM	18	6	0	0	24	0	0	0	0	0	0	1	10	0	11	6	0	1	0	7	42
Total	67	20	0	1	88	0	0	0	0	0	0	8	25	0	33	18	0	3	0	21	142
12:00 PM	17	5	0	0	22	0	0	0	0	0	0	0	9	0	9	8	0	0	0	8	39
12:15 PM	12	3	0	0	15	0	0	0	0	0	0	1	6	0	7	6	0	2	0	8	30
12:30 PM	13	3	0	0	16	0	0	0	0	0	0	0	9	0	9	5	1	3	0	9	34
12:45 PM	16	7	0	0	23	0	0	0	0	0	0	3	6	0	9	3	0	0	0	3	35
Total	58	18	0	0	76	0	0	0	0	0	0	4	30	0	34	22	1	5	0	28	138
01:00 PM	13	3	0	0	16	0	0	0	0	0	0	2	3	0	5	7	0	2	0	9	30
01:15 PM	16	5	0	0	21	0	0	0	0	0	0	1	3	0	4	4	0	1	0	5	30
01:30 PM	16	4	0	0	20	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4	29
01:45 PM	14	9	0	0	23	0	0	0	0	0	0	2	5	0	7	2	0	1	0	3	33
Total	59	21	0	0	80	0	0	0	0	0	0	8	13	0	21	15	0	6	0	21	122

[BREAK]

03:00 PM	10	3	0	0	13	0	0	0	0	0	0	6	6	0	12	6	0	4	1	11	36
03:15 PM	22	8	0	0	30	0	0	0	0	0	0	2	2	0	4	6	0	1	0	7	41
03:30 PM	19	4	0	0	23	0	0	0	0	0	0	2	5	0	7	6	0	0	0	6	36
03:45 PM	20	5	0	0	25	0	0	0	0	0	0	4	3	0	7	3	1	1	0	5	37
Total	71	20	0	0	91	0	0	0	0	0	0	14	16	0	30	21	1	6	1	29	150
04:00 PM	17	14	0	0	31	0	0	0	0	0	0	5	5	0	10	3	0	0	0	3	44
04:15 PM	18	3	0	0	21	0	0	0	0	0	0	2	8	0	10	5	0	0	0	5	36
04:30 PM	19	12	0	0	31	0	0	0	0	0	0	5	4	0	9	5	0	0	0	5	45
04:45 PM	19	6	0	0	25	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2	34
Total	73	35	0	0	108	0	0	0	0	0	0	15	21	0	36	14	0	1	0	15	159
05:00 PM	17	6	0	0	23	0	0	0	0	0	0	14	3	0	17	6	0	1	0	7	47
05:15 PM	15	7	0	0	22	0	0	0	0	0	0	1	4	0	5	5	0	1	0	6	33
05:30 PM	15	9	0	0	24	0	0	0	0	0	0	4	1	0	5	0	0	2	0	2	31
05:45 PM	8	4	0	0	12	0	0	0	0	0	0	2	6	1	9	3	0	1	0	4	25
Total	55	26	0	0	81	0	0	0	0	0	0	21	14	1	36	14	0	5	0	19	136
Grand Total	561	237	0	1	799	0	0	0	0	0	0	101	241	1	343	260	4	57	1	322	1464
Approach %	38.3	16.2	0.0	0.1	54.6	0.0	0.0	0.0	0.0	0.0	0.0	29.4	70.3	0.3	23.4	17.8	0.3	3.8	0.1	22.0	
Total %	38.3	16.2	0.0	0.1	54.6	0.0	0.0	0.0	0.0	0.0	0.0	6.9	16.5	0.1	23.4	17.8	0.3	3.8	0.1	22.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: V. Reynolds
Card #: 1143

Albuquerque File # 169: Alamo Drive & Camino de las Crucitas Raw 2

505-885-1470 Site Code : 00009999

Start Date : 11/30/2005

Other: CaminodelasCrucitas & Alamo

Page No : 1

Groups Printed- Cars

Start Time	Alamo Drive From the North					Camino de las Crucitas From the East					Alamo Drive From the South					Camino de las Crucitas From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	5	3	2	1	11	0	3	3	0	6	0	7	0	0	7	1	2	1	0	4	28
07:15 AM	6	14	1	0	21	0	1	2	0	3	1	3	0	0	4	2	5	0	0	7	35
07:30 AM	7	36	2	0	45	0	3	0	0	3	0	12	0	0	12	5	5	1	0	11	71
07:45 AM	17	44	5	0	66	1	1	2	0	4	1	12	0	0	13	2	7	4	0	13	96
Total	35	97	10	1	143	1	8	7	0	16	2	34	0	0	36	10	19	6	0	35	230
08:00 AM	11	25	4	0	40	0	3	3	0	6	2	9	1	1	13	5	3	5	0	13	72
08:15 AM	4	28	2	0	34	0	3	6	0	9	4	16	1	0	21	1	4	2	0	7	71
08:30 AM	5	13	1	0	19	1	6	10	0	17	1	9	0	0	10	2	7	4	0	13	59
08:45 AM	9	21	6	0	36	0	3	10	0	13	1	12	1	0	14	2	2	0	0	4	67
Total	29	87	13	0	129	1	15	29	0	45	8	46	3	1	58	10	16	11	0	37	269
09:00 AM	7	19	2	0	28	0	7	5	0	12	2	8	1	0	11	3	7	1	0	11	62
09:15 AM	7	9	1	0	17	0	5	5	0	10	3	6	0	0	9	3	3	3	0	9	45
09:30 AM	5	22	3	0	30	2	1	8	0	11	1	5	1	0	7	5	1	0	0	6	54
09:45 AM	9	10	4	0	23	0	5	6	0	11	0	10	0	0	10	1	6	1	0	8	52
Total	28	60	10	0	98	2	18	24	0	44	6	29	2	0	37	12	17	5	0	34	213
[BREAK]																					
11:00 AM	7	17	0	1	25	0	5	5	0	10	1	6	2	0	9	6	3	1	0	10	54
11:15 AM	3	9	1	0	13	1	4	6	0	11	2	12	1	0	15	2	6	1	0	9	48
11:30 AM	8	20	3	0	31	1	2	6	0	9	2	15	0	0	17	2	7	0	0	9	66
11:45 AM	11	19	1	0	31	0	7	3	0	10	1	9	0	0	10	2	2	1	0	5	56
Total	29	65	5	1	100	2	18	20	0	40	6	42	3	0	51	12	18	3	0	33	224
12:00 PM	7	18	5	0	30	0	5	8	0	13	0	11	0	0	11	4	5	3	0	12	66
12:15 PM	8	11	3	0	22	1	6	3	0	10	3	12	1	0	16	1	1	1	0	3	51
12:30 PM	4	13	2	0	19	0	3	7	0	10	0	6	0	0	6	2	6	1	0	9	44
12:45 PM	15	17	4	0	36	1	3	5	0	9	0	9	0	0	9	0	5	0	0	5	59
Total	34	59	14	0	107	2	17	23	0	42	3	38	1	0	42	7	17	5	0	29	220
01:00 PM	9	17	1	0	27	0	2	7	0	9	2	9	0	0	11	5	6	0	0	11	58
01:15 PM	8	17	1	0	26	0	3	5	0	8	1	12	1	0	14	3	2	1	0	6	54
01:30 PM	10	18	2	0	30	0	4	2	0	6	1	15	1	0	17	7	3	2	0	12	65
01:45 PM	8	14	5	0	27	0	7	7	0	14	0	13	0	0	13	4	4	0	0	8	62
Total	35	66	9	0	110	0	16	21	0	37	4	49	2	0	55	19	15	3	0	37	239
[BREAK]																					
03:00 PM	15	13	4	1	33	0	6	10	0	16	1	21	2	0	24	4	3	3	0	10	83
03:15 PM	8	24	1	0	33	0	5	7	0	12	4	18	0	0	22	5	6	2	0	13	80
03:30 PM	10	12	0	0	22	0	6	7	0	13	4	12	0	0	16	4	3	2	0	9	60
03:45 PM	8	23	4	0	35	0	2	11	0	13	1	30	0	0	31	6	4	2	0	12	91
Total	41	72	9	1	123	0	19	35	0	54	10	81	2	0	93	19	16	9	0	44	314
04:00 PM	15	18	7	0	40	0	8	15	0	23	0	26	0	0	26	8	5	1	0	14	103
04:15 PM	15	15	4	0	34	1	2	11	0	14	3	22	1	0	26	8	5	2	0	15	89
04:30 PM	10	25	2	0	37	0	4	14	0	18	3	25	2	0	30	0	2	0	0	2	87
04:45 PM	10	24	7	0	41	1	8	11	0	20	2	27	0	0	29	5	3	2	0	10	100
Total	50	82	20	0	152	2	22	51	0	75	8	100	3	0	111	21	15	5	0	41	379
05:00 PM	6	27	3	0	36	0	6	15	0	21	0	18	2	0	20	7	7	1	0	15	92
05:15 PM	8	25	8	0	41	0	6	10	0	16	4	26	0	0	30	8	10	1	0	19	106
05:30 PM	11	11	5	0	27	0	3	9	0	12	2	24	1	0	27	2	4	0	0	6	72
05:45 PM	9	14	6	0	29	0	6	8	0	14	4	16	1	0	21	2	3	1	0	6	70
Total	34	77	22	0	133	0	21	42	0	63	10	84	4	0	98	19	24	3	0	46	340
Grand Total	315	665	112	3	1095	10	154	252	0	416	57	503	20	1	581	129	157	50	0	336	2428
Apprch %	28.8	60.7	10.2	0.3		2.4	37.0	60.6	0.0		9.8	86.6	3.4	0.2		38.4	46.7	14.9	0.0		
Total %	13.9	27.4	4.6	0.1	45.1	0.4	6.3	10.4	0.0	17.1	2.3	20.7	0.8	0.0	23.9	5.3	6.5	2.1	0.0	13.8	

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1143
 Other: Camino de las Crucitas & Alamo

Groups Printed- Trucks

Start Time	Alamo Drive From the North					Camino de las Crucitas From the East					Alamo Drive From the South					Camino de las Crucitas From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[BREAK]																					
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[BREAK]																					
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
09:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
[BREAK]																					
11:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
[BREAK]																					
01:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
[BREAK]																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
Grand Total	2	6	1	0	9	0	0	6	0	6	0	2	0	0	2	0	0	0	0	0	17
Apprch %	22.2	66.7	11.1	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	11.8	35.3	5.9	0.0	52.9	0.0	0.0	35.3	0.0	35.3	0.0	11.8	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1143

Counter: CaminodelasCrucitas & Alamo

Start Date : 11/30/2005

Page No : 1

Groups Printed- Cars - Trucks

Start Time	Alamo Drive From the North					Camino de las Crucitas From the East					Alamo Drive From the South					Camino de las Crucitas From the West					Int. Total
	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	5	4	2	1	12	0	3	3	0	6	0	7	0	0	7	1	2	1	0	4	29
07:15 AM	6	15	1	0	22	0	1	2	0	3	1	3	0	0	4	2	5	0	0	7	36
07:30 AM	7	36	2	0	45	0	3	0	0	3	0	12	0	0	12	5	5	1	0	11	71
07:45 AM	17	44	5	0	66	1	1	2	0	4	1	12	0	0	13	2	7	4	0	13	96
Total	35	99	10	1	145	1	8	7	0	16	2	34	0	0	36	10	19	6	0	35	232
08:00 AM	11	25	4	0	40	0	3	3	0	6	2	9	1	1	13	5	3	5	0	13	72
08:15 AM	4	28	2	0	34	0	3	6	0	9	4	16	1	0	21	1	4	2	0	7	71
08:30 AM	5	13	1	0	19	1	6	11	0	18	1	9	0	0	10	2	7	4	0	13	60
08:45 AM	9	22	6	0	37	0	3	10	0	13	1	12	1	0	14	2	2	0	0	4	68
Total	29	88	13	0	130	1	15	30	0	46	8	46	3	1	58	10	16	11	0	37	271
09:00 AM	8	19	2	0	29	0	7	5	0	12	2	8	1	0	11	3	7	1	0	11	63
09:15 AM	7	9	1	0	17	0	5	6	0	11	3	7	0	0	10	3	3	3	0	9	47
09:30 AM	6	22	3	0	31	2	1	8	0	11	1	6	1	0	8	5	1	0	0	6	56
09:45 AM	9	10	5	0	24	0	5	6	0	11	0	10	0	0	10	1	6	1	0	8	53
Total	30	60	11	0	101	2	18	25	0	45	6	31	2	0	39	12	17	5	0	34	219
[BREAK]																					
11:00 AM	7	17	0	1	25	0	5	5	0	10	1	6	2	0	9	6	3	1	0	10	54
11:15 AM	3	9	1	0	13	1	4	6	0	11	2	12	1	0	15	2	6	1	0	9	48
11:30 AM	8	20	3	0	31	1	2	7	0	10	2	15	0	0	17	2	7	0	0	9	67
11:45 AM	11	19	1	0	31	0	7	3	0	10	1	9	0	0	10	2	2	1	0	5	56
Total	29	65	5	1	100	2	18	21	0	41	6	42	3	0	51	12	18	3	0	33	225
12:00 PM	7	19	5	0	31	0	5	8	0	13	0	11	0	0	11	4	5	3	0	12	67
12:15 PM	8	12	3	0	23	1	6	3	0	10	3	12	1	0	16	1	1	1	0	3	52
12:30 PM	4	13	2	0	19	0	3	7	0	10	0	6	0	0	6	2	6	1	0	9	44
12:45 PM	15	17	4	0	36	1	3	6	0	10	0	9	0	0	9	0	5	0	0	5	60
Total	34	61	14	0	109	2	17	24	0	43	3	38	1	0	42	7	17	5	0	29	223
01:00 PM	9	17	1	0	27	0	2	7	0	9	2	9	0	0	11	5	6	0	0	11	58
01:15 PM	8	17	1	0	26	0	3	5	0	8	1	12	1	0	14	3	2	1	0	6	54
01:30 PM	10	18	2	0	30	0	4	3	0	7	1	15	1	0	17	7	3	2	0	12	66
01:45 PM	8	14	5	0	27	0	7	8	0	15	0	13	0	0	13	4	4	0	0	8	63
Total	35	66	9	0	110	0	16	23	0	39	4	49	2	0	55	19	15	3	0	37	241
[BREAK]																					
03:00 PM	15	13	4	1	33	0	6	10	0	16	1	21	2	0	24	4	3	3	0	10	83
03:15 PM	8	24	1	0	33	0	5	7	0	12	4	18	0	0	22	5	6	2	0	13	80
03:30 PM	10	12	0	0	22	0	6	7	0	13	4	12	0	0	16	4	3	2	0	9	60
03:45 PM	8	23	4	0	35	0	2	11	0	13	1	30	0	0	31	6	4	2	0	12	91
Total	41	72	9	1	123	0	19	35	0	54	10	81	2	0	93	19	16	9	0	44	314
04:00 PM	15	19	7	0	41	0	8	15	0	23	0	26	0	0	26	8	5	1	0	14	104
04:15 PM	15	15	4	0	34	1	2	11	0	14	3	22	1	0	26	8	5	2	0	15	89
04:30 PM	10	25	2	0	37	0	4	14	0	18	3	25	2	0	30	0	2	0	0	2	87
04:45 PM	10	24	7	0	41	1	8	11	0	20	2	27	0	0	29	5	3	2	0	10	100
Total	50	83	20	0	153	2	22	51	0	75	8	100	3	0	111	21	15	5	0	41	380
05:00 PM	6	27	3	0	36	0	6	15	0	21	0	18	2	0	20	7	7	1	0	15	92
05:15 PM	8	25	8	0	41	0	6	10	0	16	4	26	0	0	30	8	10	1	0	19	106
05:30 PM	11	11	5	0	27	0	3	9	0	12	2	24	1	0	27	2	4	0	0	6	72
05:45 PM	9	14	6	0	29	0	6	8	0	14	4	16	1	0	21	2	3	1	0	6	70
Total	34	77	22	0	133	0	21	42	0	63	10	84	4	0	98	19	24	3	0	46	340
Grand Total	317	671	113	3	1104	10	154	258	0	422	57	505	20	1	583	129	157	50	0	336	2445
Apprch %	28.7	60.8	10.2	0.3		2.4	36.5	61.1	0.0		9.8	86.6	3.4	0.2		38.4	46.7	14.9	0.0		
Total %	13.5	27.4	4.4	0.1	45.3	5.4	6.5	19.5	0.0	17.3	2.3	20.7	0.6	0.0	20.8	5.1	6.4	2.0	0.0	13.7	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Albuquerque, NM 87109 File Name : St.Francis&AlamoDriveRaw2

505-881-4470

Site Code : 00004444

Start Date : 11/10/2005

Page No : 1

Weather: Fair
Counted by: V. Reynolds
Card #: 1143
Corner: St. Francis/Alamo

Groups Printed- Cars

Start Time	St. Francis From the North					Alamo Drive From the East					St. Francis From the South					Alamo Drive From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	13	112	2	0	127	7	0	0	0	7	0	0	0	0	0	0	7	0	0	7	141
07:15 AM	19	155	2	0	176	2	0	0	0	2	0	0	0	0	0	1	7	0	0	8	186
07:30 AM	17	115	2	0	134	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	145
07:45 AM	20	147	5	0	172	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24	196
Total	69	529	11	0	609	9	0	0	0	9	0	0	0	0	0	4	46	0	0	50	668
08:00 AM	22	147	5	0	174	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	186
08:15 AM	9	142	1	0	152	0	0	0	0	0	0	0	0	0	0	1	14	1	0	16	168
08:30 AM	22	162	3	0	187	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	198
08:45 AM	22	148	6	0	176	0	0	0	0	0	0	0	0	0	0	2	20	0	0	22	198
Total	75	599	15	0	689	0	0	0	0	0	0	0	0	0	0	4	56	1	0	61	750
09:00 AM	17	169	5	0	191	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	210
09:15 AM	27	128	5	0	160	0	0	0	0	0	0	0	0	0	0	1	23	0	0	24	184
09:30 AM	12	137	10	0	159	0	0	0	0	0	0	0	0	0	0	2	9	0	0	11	170
09:45 AM	11	131	6	0	148	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23	171
Total	67	565	26	0	658	0	0	0	0	0	0	0	0	0	0	5	72	0	0	77	735

[BREAK]

11:00 AM	20	136	7	0	163	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	169
11:15 AM	20	129	7	0	156	0	0	0	0	0	0	0	0	0	0	3	16	5	0	24	180
11:30 AM	16	144	8	0	168	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	175
11:45 AM	15	147	9	0	171	0	0	0	0	0	0	0	0	0	0	1	18	0	0	19	190
Total	71	556	31	0	658	0	0	0	0	0	0	0	0	0	0	6	45	5	0	56	714
12:00 PM	27	174	12	0	213	0	0	0	0	0	0	0	0	0	0	7	33	0	0	40	253
12:15 PM	33	168	11	0	212	0	0	0	0	0	0	0	0	0	0	8	39	0	0	47	259
12:30 PM	34	203	12	0	249	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	263
12:45 PM	25	157	12	0	194	0	0	0	0	0	0	0	0	0	0	3	16	0	0	19	213
Total	119	702	47	0	868	0	0	0	0	0	0	0	0	0	0	20	100	0	0	120	988
01:00 PM	23	157	9	0	189	0	0	0	0	0	0	0	0	0	0	6	18	0	0	24	213
01:15 PM	22	152	13	0	187	0	0	0	0	0	0	0	0	0	0	4	12	0	0	16	203
01:30 PM	16	181	11	0	208	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	220
01:45 PM	19	175	4	0	198	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	216
Total	80	665	37	0	782	0	0	0	0	0	0	0	0	0	0	10	60	0	0	70	852

[BREAK]

03:00 PM	31	195	9	0	235	0	1	0	0	1	0	0	0	0	0	4	12	0	0	16	252
03:15 PM	22	238	8	0	268	0	0	0	0	0	0	0	0	0	0	3	19	0	0	22	290
03:30 PM	24	263	8	0	295	0	0	0	0	0	0	0	0	0	0	5	16	0	0	21	316
03:45 PM	34	231	5	0	270	0	0	0	0	0	0	0	0	0	0	7	20	0	0	27	297
Total	111	927	30	0	1068	0	1	0	0	1	0	0	0	0	0	19	67	0	0	86	1155
04:00 PM	23	295	7	0	325	0	0	0	0	0	0	0	0	0	0	7	12	0	0	19	344
04:15 PM	24	271	5	0	300	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24	324
04:30 PM	28	330	9	0	367	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	389
04:45 PM	22	307	9	0	338	0	0	0	0	0	0	0	0	0	0	3	22	0	0	25	363
Total	97	1203	30	0	1330	0	0	0	0	0	0	0	0	0	0	12	78	0	0	90	1420
05:00 PM	51	302	5	0	358	0	0	0	0	0	0	0	0	0	0	2	31	0	0	33	391
05:15 PM	50	339	2	0	391	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	429
05:30 PM	28	304	3	0	335	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29	364
05:45 PM	32	290	2	0	324	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	360
Total	161	1225	12	0	1408	0	0	0	0	0	0	0	0	0	0	5	131	0	0	136	1544

Grand Total	991	6555	251	0	8821	9	1	0	0	10	0	0	0	0	0	29	651	0	0	188	8821
Approach Total	105	855	30	0	914	90	10	0	0	0	0	0	0	0	0	114	878	0	0	85	
Total	991	7511	277	0	914	90	10	0	0	0	0	0	0	0	0	114	74	0	0	85	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: V. Reynolds
Card #: 1143
Center: St. Francis/Alamo

Albuquerque, NM 87109 File Name : St.Francis&AlamoDriveRaw2
405-881-4470 Site Code : 00004444
Start Date : 11/10/2005
Page No : 1

Groups Printed- Trucks

Start Time	St. Francis From the North					Alamo Drive From the East					St. Francis From the South					Alamo Drive From the West					Int. Total
	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	13	3	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	17
08:00 AM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12
Total	0	23	4	0	27	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	29
09:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9
09:15 AM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	27
[BREAK]																					
11:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8
11:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:45 AM	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	25
12:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6
12:30 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	22	1	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24
01:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	15	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
[BREAK]																					
03:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6
Total	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	12
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
05:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
[BREAK]																					
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Grand Total	2	157	10	0	169	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	176
Approch %	1.2	92.9	5.9	0.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1	42.9	0.0	0.0	0.0	0.0
Total %	1.1	89.2	5.7	0.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	17.0	0.0	0.0	0.0	0.0

Weather: Fair
 Counted by: V. Reynolds
 Ward #: 1143
 Corner: St. Francis/Alamo

Groups Printed- Cars - Trucks

Start Time	St. Francis From the North					Alamo Drive From the East					St. Francis From the South					Alamo Drive From the West					Int. Total	
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total		
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	13	116	3	0	132	7	0	0	0	7	0	0	0	0	0	0	7	0	0	0	7	146
07:15 AM	19	158	3	0	180	2	0	0	0	2	0	0	0	0	0	2	7	0	0	9	191	
07:30 AM	17	116	3	0	136	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	147	
07:45 AM	20	152	5	0	177	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24	201	
Total	69	542	14	0	625	9	0	0	0	9	0	0	0	0	0	5	46	0	0	51	685	
08:00 AM	22	157	5	0	184	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	196	
08:15 AM	9	143	2	0	154	0	0	0	0	0	0	0	0	0	0	1	14	1	0	16	170	
08:30 AM	22	167	3	0	192	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	203	
08:45 AM	22	155	9	0	186	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24	210	
Total	75	622	19	0	716	0	0	0	0	0	0	0	0	0	0	4	58	1	0	63	779	
09:00 AM	17	177	5	0	199	0	0	0	0	0	0	0	0	0	0	1	19	0	0	20	219	
09:15 AM	27	139	5	0	171	0	0	0	0	0	0	0	0	0	0	1	23	0	0	24	195	
09:30 AM	12	140	10	0	162	0	0	0	0	0	0	0	0	0	0	2	9	0	0	11	173	
09:45 AM	11	135	6	0	152	0	0	0	0	0	0	0	0	0	0	2	21	0	0	23	175	
Total	67	591	26	0	684	0	0	0	0	0	0	0	0	0	0	6	72	0	0	78	762	
[BREAK]																						
11:00 AM	20	139	7	0	166	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	172	
11:15 AM	20	136	7	0	163	0	0	0	0	0	0	0	0	0	0	4	16	5	0	25	188	
11:30 AM	16	150	8	0	174	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	181	
11:45 AM	15	154	10	0	179	0	0	0	0	0	0	0	0	0	0	1	18	0	0	19	198	
Total	71	579	32	0	682	0	0	0	0	0	0	0	0	0	0	7	45	5	0	57	739	
12:00 PM	27	180	12	0	219	0	0	0	0	0	0	0	0	0	0	7	33	0	0	40	259	
12:15 PM	33	173	11	0	217	0	0	0	0	0	0	0	0	0	0	8	40	0	0	48	265	
12:30 PM	34	210	12	0	256	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	270	
12:45 PM	25	161	13	0	199	0	0	0	0	0	0	0	0	0	0	3	16	0	0	19	218	
Total	119	724	48	0	891	0	0	0	0	0	0	0	0	0	0	20	101	0	0	121	1012	
01:00 PM	23	163	9	0	195	0	0	0	0	0	0	0	0	0	0	6	18	0	0	24	219	
01:15 PM	23	155	13	0	191	0	0	0	0	0	0	0	0	0	0	4	12	0	0	16	207	
01:30 PM	16	186	11	0	213	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	225	
01:45 PM	20	176	4	0	200	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	218	
Total	82	680	37	0	799	0	0	0	0	0	0	0	0	0	0	10	60	0	0	70	869	
[BREAK]																						
03:00 PM	31	197	9	0	237	0	1	0	0	1	0	0	0	0	0	4	12	0	0	16	254	
03:15 PM	22	240	8	0	270	0	0	0	0	0	0	0	0	0	0	3	19	0	0	22	292	
03:30 PM	24	265	8	0	297	0	0	0	0	0	0	0	0	0	0	5	16	0	0	21	318	
03:45 PM	34	235	6	0	275	0	0	0	0	0	0	0	0	0	0	8	20	0	0	28	303	
Total	111	937	31	0	1079	0	1	0	0	1	0	0	0	0	0	20	67	0	0	87	1167	
04:00 PM	23	302	7	0	332	0	0	0	0	0	0	0	0	0	0	7	12	0	0	19	351	
04:15 PM	24	275	5	0	304	0	0	0	0	0	0	0	0	0	0	2	22	0	0	24	328	
04:30 PM	28	334	9	0	371	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	393	
04:45 PM	22	308	9	0	339	0	0	0	0	0	0	0	0	0	0	3	22	0	0	25	364	
Total	97	1219	30	0	1346	0	0	0	0	0	0	0	0	0	0	12	78	0	0	90	1436	
05:00 PM	51	308	5	0	364	0	0	0	0	0	0	0	0	0	0	2	31	0	0	33	397	
05:15 PM	50	339	2	0	391	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	429	
05:30 PM	28	306	3	0	337	0	0	0	0	0	0	0	0	0	0	3	26	0	0	29	366	
05:45 PM	32	291	2	0	325	0	0	0	0	0	0	0	0	0	0	0	36	0	0	36	361	
Total	161	1244	12	0	1417	0	0	0	0	0	0	0	0	0	0	5	131	0	0	136	1553	
Grand Total	1013	7113	245	0	8271	90	1	0	0	101	0	0	0	0	0	80	658	0	0	351	4002	
Approach %	19.3	85.2	3.0	0.0		90.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		11.8	87.4	0.8	0.0			
Total %	9.5	75.3	2.8	0.0	91.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.0	7.3	0.1	0.0	3.4		

Weather: Fair
 Counted by: T. Jones
 Card #: 1145
 Corner: Calle Mejia & Alamo Drive

File Name : ALAMOD~1
 Site Code : 00454511
 Start Date : 11/15/2005
 Page No : 1

Groups Printed- Cars

Start Time	Calle Mejia From the North					Alamo From the East					Calle Mejia From the South					Alamo From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	2	13	0	0	15	12	0	0	0	12	0	7	15	0	22	49
07:15 AM	0	0	0	0	0	4	26	0	0	30	21	0	4	0	25	0	6	7	0	13	68
07:30 AM	0	0	0	0	0	10	29	0	0	39	35	0	3	0	38	0	10	14	0	24	101
07:45 AM	0	0	0	0	0	6	46	0	0	52	36	0	8	0	44	0	11	20	0	31	127
Total	0	0	0	0	0	22	114	0	0	136	104	0	15	0	119	0	34	56	0	90	345
08:00 AM	0	0	0	0	0	7	30	0	0	37	25	0	2	0	27	0	7	15	0	22	86
08:15 AM	0	0	0	0	0	5	18	0	0	23	16	0	3	0	19	0	7	12	0	19	61
08:30 AM	0	0	0	0	0	2	38	0	0	40	14	0	4	0	18	0	7	14	0	21	79
08:45 AM	0	0	0	0	0	7	23	0	0	30	22	0	3	0	25	0	18	24	0	42	97
Total	0	0	0	0	0	21	109	0	0	130	77	0	12	0	89	0	39	65	0	104	323
09:00 AM	0	0	0	0	0	9	15	0	0	24	24	0	6	0	30	0	18	33	0	51	105
09:15 AM	0	0	0	0	0	3	36	0	0	39	26	0	5	0	31	0	19	17	0	36	106
09:30 AM	0	0	0	0	0	4	17	0	0	21	14	0	4	0	18	0	13	15	0	28	67
09:45 AM	0	0	0	0	0	3	21	0	0	24	13	0	2	0	15	0	14	16	0	30	69
Total	0	0	0	0	0	19	89	0	0	108	77	0	17	0	94	0	64	81	0	145	347
[BREAK]																					
11:00 AM	0	0	0	0	0	2	25	0	0	27	11	0	2	0	13	0	16	20	0	36	76
11:15 AM	0	0	0	0	0	5	16	0	0	21	22	0	0	0	22	0	9	35	0	44	87
11:30 AM	0	0	0	0	0	5	21	0	0	26	21	0	5	0	26	0	13	28	0	41	93
11:45 AM	0	0	0	0	0	6	28	0	0	34	15	0	3	0	18	0	7	26	0	33	85
Total	0	0	0	0	0	18	90	0	0	108	69	0	10	0	79	0	45	109	0	154	341
12:00 PM	0	0	0	0	0	6	29	0	0	35	16	0	4	0	20	0	15	34	0	49	104
12:15 PM	0	0	0	0	0	10	14	1	0	25	15	1	4	0	20	0	21	19	0	40	85
12:30 PM	0	0	0	0	0	6	18	0	0	24	19	0	4	0	23	0	13	23	0	36	83
12:45 PM	0	0	0	0	0	1	23	0	0	24	18	0	5	0	23	0	17	29	0	46	93
Total	0	0	0	0	0	23	84	1	0	108	68	1	17	0	86	0	66	105	0	171	365
01:00 PM	0	0	0	0	0	7	19	0	0	26	29	0	5	0	34	0	12	31	0	43	103
01:15 PM	0	0	0	0	0	2	27	0	0	29	41	0	3	0	44	0	6	22	0	28	101
01:30 PM	0	0	0	0	0	1	27	0	0	28	37	0	2	0	39	0	19	31	0	50	117
[BREAK]																					
Total	0	0	0	0	0	10	73	0	0	83	107	0	10	0	117	0	37	84	0	121	321
[BREAK]																					
03:00 PM	0	0	0	0	0	9	17	0	0	26	17	0	7	0	24	0	18	20	0	38	88
03:15 PM	0	0	0	0	0	2	25	0	0	27	16	0	1	0	17	0	16	26	0	42	86
03:30 PM	0	0	0	0	0	4	27	0	0	31	20	0	0	0	20	0	17	26	0	43	94
03:45 PM	0	0	0	0	0	6	17	0	0	23	33	0	3	0	36	0	17	26	0	43	102
Total	0	0	0	0	0	21	86	0	0	107	86	0	11	0	97	0	68	98	0	166	370
[BREAK]																					
04:15 PM	0	0	0	0	0	3	19	0	0	22	23	0	7	0	30	0	22	33	0	55	107
04:30 PM	0	0	0	0	0	4	30	0	0	34	23	0	4	0	27	0	19	21	0	40	101
04:45 PM	0	0	0	0	0	7	28	0	0	35	11	0	4	0	15	0	27	21	0	48	98
Total	0	0	0	0	0	14	77	0	0	91	57	0	15	0	72	0	68	75	0	143	306
05:00 PM	0	0	0	0	0	6	25	0	0	31	24	0	9	0	33	0	31	32	0	63	127
05:15 PM	0	0	0	0	0	9	37	0	0	46	36	0	9	0	45	0	27	68	0	95	186
05:30 PM	0	0	0	0	0	10	23	0	0	33	37	0	8	0	45	0	34	53	0	87	165
05:45 PM	0	0	0	0	0	9	32	1	0	42	24	0	5	0	29	0	29	45	0	74	145
Total	0	0	0	0	0	34	117	1	0	152	121	0	31	0	152	0	121	198	0	319	623
06:00 PM	0	0	0	0	0	5	19	0	0	24	37	0	6	0	43	0	14	59	0	73	140
Grand Total	0	0	0	0	0	187	858	2	0	1047	803	1	144	0	948	0	556	930	0	1486	3481
Approach %	0.0	0.0	0.0	0.0	0.0	17.5	81.5	0.2	0.0	84.7	0.1	15.2	0.0	0.0	0.0	0.0	37.4	62.4	0.0	42.7	
Total %	0.0	0.0	0.0	0.0	0.0	5.4	24.6	0.1	0.0	30.1	23.1	0.0	4.1	0.0	27.2	0.0	16.0	26.7	0.0	42.7	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

File Name : ALAMOD~1
 Site Code : 00454511
 Start Date : 11/15/2005
 Page No : 1

Weather: Fair
 Counted by: T. Jones
 Card #: 1145
 Corner: Calle Mejia & Alamo Drive

Groups Printed- Trucks

Start Time	Calle Mejia From the North					Alamo From the East					Calle Mejia From the South					Alamo From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	4
Total	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	0	5	0	5	9
[BREAK]																					
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	4
Total	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	2	0	3	6
09:00 AM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
[BREAK]																					
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	0	2	0	0	2	7
[BREAK]																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
11:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	2	0	1	1	0	2	4
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	6	1	0	7	12
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
[BREAK]																					
12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
12:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	0	3	0	3	7
Total	1	0	0	0	1	0	3	0	0	3	2	0	0	0	2	0	2	4	0	6	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
[BREAK]																					
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
03:15 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5
03:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	2	0	3	5
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	4	0	0	6	2	0	0	0	2	0	4	3	0	7	15
[BREAK]																					
04:15 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	0	0	3	4	0	0	0	4	0	0	0	0	0	7
[BREAK]																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
[BREAK]																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Total	1	0	0	0	1	6	17	0	0	23	18	0	1	0	19	0	17	16	0	33	76
Approach %	100	0	0	0	26.1	73.9	0	0	0	94.7	0	5.3	0	0	0	51.5	48.5	0	0	43.4	
Total %	1.3	0.0	0.0	0.0	1.3	7.9	22.4	0.0	0.0	30.3	23.7	0.0	1.3	0.0	25.0	0.0	22.4	21.1	0.0	43.4	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: T. Jones
 Card #: 1145
 Counter: Calle Mejia & Alamo Drive

File Name : ALAMOD~1
 Site Code : 00454511
 Start Date : 11/15/2005
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Calle Mejia From the North					Alamo From the East					Calle Mejia From the South					Alamo From the West					Int. Total				
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total					
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	2	13	0	0	15	13	0	0	0	13	0	7	16	0	23	0	0	0	0	0
07:15 AM	0	0	0	0	0	4	26	0	0	30	21	0	4	0	25	0	6	8	0	14	0	0	0	0	0
07:30 AM	0	0	0	0	0	10	30	0	0	40	35	0	4	0	39	0	10	14	0	24	0	0	0	0	0
07:45 AM	0	0	0	0	0	6	46	0	0	52	37	0	8	0	45	0	11	23	0	34	0	0	0	0	0
Total	0	0	0	0	0	22	115	0	0	137	106	0	16	0	122	0	34	61	0	95	0	0	0	0	0
08:00 AM	0	0	0	0	0	7	30	0	0	37	25	0	2	0	27	0	7	15	0	22	0	0	0	0	0
08:15 AM	0	0	0	0	0	6	18	0	0	24	16	0	3	0	19	0	7	12	0	19	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	38	0	0	40	15	0	4	0	19	0	7	14	0	21	0	0	0	0	0
08:45 AM	0	0	0	0	0	7	24	0	0	31	22	0	3	0	25	0	19	26	0	45	0	0	0	0	0
Total	0	0	0	0	0	22	110	0	0	132	78	0	12	0	90	0	40	67	0	107	0	0	0	0	0
09:00 AM	0	0	0	0	0	9	17	0	0	26	26	0	6	0	32	0	18	33	0	51	0	0	0	0	0
09:15 AM	0	0	0	0	0	3	36	0	0	39	26	0	5	0	31	0	19	17	0	36	0	0	0	0	0
09:30 AM	0	0	0	0	0	4	17	0	0	21	15	0	4	0	19	0	13	15	0	28	0	0	0	0	0
09:45 AM	0	0	0	0	0	3	21	0	0	24	13	0	2	0	15	0	16	16	0	32	0	0	0	0	0
Total	0	0	0	0	0	19	91	0	0	110	80	0	17	0	97	0	66	81	0	147	0	0	0	0	0
[BREAK]																									
11:00 AM	0	0	0	0	0	2	25	0	0	27	12	0	2	0	14	0	19	20	0	39	0	0	0	0	0
11:15 AM	0	0	0	0	0	6	16	0	0	22	23	0	0	0	23	0	10	36	0	46	0	0	0	0	0
11:30 AM	0	0	0	0	0	5	23	0	0	28	21	0	5	0	26	0	13	28	0	41	0	0	0	0	0
11:45 AM	0	0	0	0	0	6	28	0	0	34	15	0	3	0	18	0	9	26	0	35	0	0	0	0	0
Total	0	0	0	0	0	19	92	0	0	111	71	0	10	0	81	0	51	110	0	161	0	0	0	0	0
12:00 PM	0	0	0	0	0	6	29	0	0	35	16	0	4	0	20	0	16	35	0	51	0	0	0	0	0
12:15 PM	0	0	0	0	0	10	14	1	0	25	15	1	4	0	20	0	21	19	0	40	0	0	0	0	0
12:30 PM	1	0	0	0	1	6	19	0	0	25	19	0	4	0	23	0	14	23	0	37	0	0	0	0	0
12:45 PM	0	0	0	0	0	1	25	0	0	26	20	0	5	0	25	0	17	32	0	49	0	0	0	0	0
Total	1	0	0	0	1	23	87	1	0	111	70	1	17	0	88	0	68	109	0	177	0	0	0	0	0
01:00 PM	0	0	0	0	0	7	19	0	0	26	29	0	5	0	34	0	13	31	0	44	0	0	0	0	0
01:15 PM	0	0	0	0	0	2	29	0	0	31	41	0	3	0	44	0	7	22	0	29	0	0	0	0	0
01:30 PM	0	0	0	0	0	1	28	0	0	29	37	0	2	0	39	0	19	31	0	50	0	0	0	0	0
[BREAK]																									
Total	0	0	0	0	0	10	76	0	0	86	107	0	10	0	117	0	39	84	0	123	0	0	0	0	0
[BREAK]																									
03:00 PM	0	0	0	0	0	9	18	0	0	27	17	0	7	0	24	0	20	21	0	41	0	0	0	0	0
03:15 PM	0	0	0	0	0	3	27	0	0	30	17	0	1	0	18	0	17	26	0	43	0	0	0	0	0
03:30 PM	0	0	0	0	0	4	28	0	0	32	21	0	0	0	21	0	18	28	0	46	0	0	0	0	0
03:45 PM	0	0	0	0	0	7	17	0	0	24	33	0	3	0	36	0	17	26	0	43	0	0	0	0	0
Total	0	0	0	0	0	23	90	0	0	113	88	0	11	0	99	0	72	101	0	173	0	0	0	0	0
[BREAK]																									
04:15 PM	0	0	0	0	0	5	19	0	0	24	25	0	7	0	32	0	22	33	0	55	0	0	0	0	0
04:30 PM	0	0	0	0	0	4	30	0	0	34	25	0	4	0	29	0	19	21	0	40	0	0	0	0	0
04:45 PM	0	0	0	0	0	7	29	0	0	36	11	0	4	0	15	0	27	21	0	48	0	0	0	0	0
Total	0	0	0	0	0	16	78	0	0	94	61	0	15	0	76	0	68	75	0	143	0	0	0	0	0
05:00 PM	0	0	0	0	0	6	25	0	0	31	24	0	9	0	33	0	31	32	0	63	0	0	0	0	0
05:15 PM	0	0	0	0	0	9	37	0	0	46	36	0	9	0	45	0	27	68	0	95	0	0	0	0	0
05:30 PM	0	0	0	0	0	10	23	0	0	33	38	0	8	0	46	0	34	53	0	87	0	0	0	0	0
05:45 PM	0	0	0	0	0	9	32	1	0	42	24	0	5	0	29	0	29	45	0	74	0	0	0	0	0
Total	0	0	0	0	0	34	117	1	0	152	122	0	31	0	153	0	121	198	0	319	0	0	0	0	0
06:00 PM	0	0	0	0	0	5	19	0	0	24	38	0	6	0	44	0	14	60	0	74	0	0	0	0	0
Grand Total	1	0	0	0	1	193	875	2	0	1070	821	1	145	0	967	0	573	946	0	1519	0	0	0	0	0
Apprch %	100	0	0	0	0	18	81	0	0	84	9	0	15	0	0	0	37	62	0	0	0	0	0	0	0
Total %	0	0	0	0	0	5.4	24	0	0	30	1	23	0	0	27	0	15	26	0	42	0	0	0	0	0

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Card #: 1351
 Corner: N. Guadalupe & Alamo

File Name : NGUADA~1
 Site Code : 00002345
 Start Date : 11/9/2005
 Page No : 1

Groups Printed- Cars

Start Time	North Guadalupe From the North					Nat'l Cemetary Entrance From the East					South Guadalupe From the South					Alamo From the West					Int. Total
	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	89	0	0	91	0	0	0	2	2	6	39	3	0	48	0	0	7	0	7	148
07:15 AM	2	134	0	0	136	0	0	0	0	0	8	67	0	0	75	0	0	9	0	9	220
07:30 AM	1	248	0	0	249	0	0	0	2	2	15	53	0	0	68	0	2	15	1	18	337
07:45 AM	1	319	0	0	320	0	0	0	0	0	11	67	1	0	79	0	1	19	0	20	419
Total	6	790	0	0	796	0	0	0	4	4	40	226	4	0	270	0	3	50	1	54	1124
08:00 AM	1	207	0	0	208	1	0	0	1	2	10	61	0	0	71	0	1	20	0	21	302
08:15 AM	0	155	0	0	155	1	0	0	0	1	19	76	2	0	97	0	0	14	0	14	267
08:30 AM	0	140	0	0	140	2	0	0	2	4	18	63	0	1	82	0	0	16	0	16	242
08:45 AM	2	132	0	0	134	0	0	0	1	1	21	47	0	0	68	0	0	15	0	15	218
Total	3	634	0	0	637	4	0	0	4	8	68	247	2	1	318	0	1	65	0	66	1029
09:00 AM	0	102	0	0	102	2	2	0	1	5	14	51	0	0	65	0	2	13	0	15	187
09:15 AM	1	109	1	0	111	0	0	0	1	1	8	60	2	0	70	0	1	9	1	11	193
09:30 AM	1	103	0	0	104	2	0	1	0	3	8	61	0	0	69	3	1	11	0	15	191
09:45 AM	2	122	1	0	125	0	0	1	0	1	14	59	3	0	76	0	3	14	0	17	219
Total	4	436	2	0	442	4	2	2	2	10	44	231	5	0	280	3	7	47	1	58	790
[BREAK]																					
11:00 AM	10	88	0	0	98	0	1	0	1	2	18	55	3	0	76	0	1	23	0	24	200
11:15 AM	0	101	0	0	101	1	0	0	0	1	12	56	0	0	68	0	1	15	0	16	186
11:30 AM	0	92	0	0	92	1	0	0	0	1	14	63	1	0	78	0	3	19	1	23	194
11:45 AM	0	102	0	0	102	5	1	7	1	14	20	79	2	0	101	0	1	16	0	17	234
Total	10	383	0	0	393	7	2	7	2	18	64	253	6	0	323	0	6	73	1	80	814
12:00 PM	0	91	0	0	91	2	2	1	0	5	32	108	1	0	141	0	0	19	0	19	256
12:15 PM	0	99	1	0	100	4	1	0	0	5	19	81	3	0	103	0	4	23	0	27	235
12:30 PM	1	97	0	0	98	1	1	0	0	2	21	79	7	0	107	1	2	19	0	22	229
12:45 PM	20	105	0	0	125	1	0	2	0	3	25	77	8	0	110	0	4	13	0	17	255
Total	21	392	1	0	414	8	4	3	0	15	97	345	19	0	461	1	10	74	0	85	975
01:00 PM	29	93	0	0	122	4	0	0	0	4	15	73	9	0	97	0	1	14	0	15	238
01:15 PM	6	80	1	0	87	4	1	2	0	7	15	83	5	0	103	0	3	13	0	16	213
01:30 PM	1	106	0	0	107	15	3	6	0	24	22	88	21	0	131	0	1	20	2	23	285
01:45 PM	0	91	0	0	91	1	0	2	0	3	13	77	5	0	95	0	1	5	0	6	195
Total	36	370	1	0	407	24	4	10	0	38	65	321	40	0	426	0	6	52	2	60	931
[BREAK]																					
03:00 PM	0	90	0	0	90	11	8	3	0	22	24	101	1	0	126	0	1	21	0	22	260
03:15 PM	0	93	1	0	94	5	1	2	0	8	20	116	3	0	139	0	1	18	0	19	260
03:30 PM	0	91	0	0	91	2	2	2	0	6	19	104	0	0	123	0	1	11	2	14	234
03:45 PM	0	90	0	0	90	2	1	1	0	4	20	110	2	0	132	1	1	16	0	18	244
Total	0	364	1	0	365	20	12	8	0	40	83	431	6	0	520	1	4	66	2	73	998
04:00 PM	0	113	1	0	114	1	1	1	0	3	22	122	0	0	144	0	2	17	0	19	280
04:15 PM	0	117	0	0	117	5	2	2	0	9	20	156	1	0	177	1	0	20	1	22	325
04:30 PM	1	101	0	0	102	0	1	1	0	2	24	193	0	0	217	0	0	14	0	14	335
04:45 PM	1	102	0	0	103	0	1	0	1	2	24	173	1	0	198	0	1	19	0	20	323
Total	2	433	1	0	436	6	5	4	1	16	90	644	2	0	736	1	3	70	1	75	1263
05:00 PM	1	121	0	0	122	2	0	1	0	3	41	253	1	0	295	0	0	10	2	12	432
05:15 PM	0	117	1	0	118	0	0	0	1	1	37	206	0	0	243	0	1	28	0	29	391
05:30 PM	0	85	0	0	85	2	0	0	0	2	31	174	0	0	205	0	0	28	0	28	320
05:45 PM	0	95	0	0	95	0	0	0	0	0	33	134	0	0	167	0	0	21	2	23	285
Total	1	418	1	0	420	4	0	1	1	6	142	767	1	0	910	0	1	87	4	92	1428
Grand Total	83	4220	7	0	4310	77	29	35	14	155	693	3465	85	1	4244	6	41	584	12	643	9352
Approch %	1.9	97.9	0.1	0.0		0.8	0.3	0.4	0.1	1.7	7.4	37.1	0.9	0.0	45.4	0.1	0.4	6.2	0.1	6.9	
Total %	0.9	45.1	0.1	0.0	45.1	0.8	0.3	0.4	0.1	1.7	7.4	37.1	0.9	0.0	45.4	0.1	0.4	6.2	0.1	6.9	

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Board #: 1351
 Location: N. Guadalupe & Alamo

File Name : NGUADA~1
 Site Code : 00002345
 Start Date : 11/9/2005
 Page No : 1

Groups Printed- Trucks

Start Time	North Guadalupe From the North					Nat'l Cemetery Entrance From the East					South Guadalupe From the South					Alamo From the West					Int. Total	
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	8
07:45 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3
Total	1	8	0	0	9	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	14
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	7
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	19
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	19
[BREAK]																						
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	5
Total	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	12
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	7	0	0	7	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	15
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	11
[BREAK]																						
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	6
[BREAK]																						
Grand Total	17	55	0	0	57	0	1	1	0	2	3	54	0	0	57	0	0	4	0	4	0	120
Approach %	17.5%	45.7%	0.0%	0.0%	47.5%	0.0%	0.8%	0.8%	0.0%	1.7%	2.5%	45.0%	0.0%	0.0%	47.5%	0.0%	0.0%	3.3%	0.0%	3.3%	0.0%	100%
Total %	0.8%	45.7%	0.0%	0.0%	47.5%	0.0%	0.8%	0.8%	0.0%	1.7%	2.5%	45.0%	0.0%	0.0%	47.5%	0.0%	0.0%	3.3%	0.0%	3.3%	0.0%	100%

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

Weather: Fair
 Counted by: R. Roman
 Card #: 1351
 Corner: N. Guadalupe & Alamo

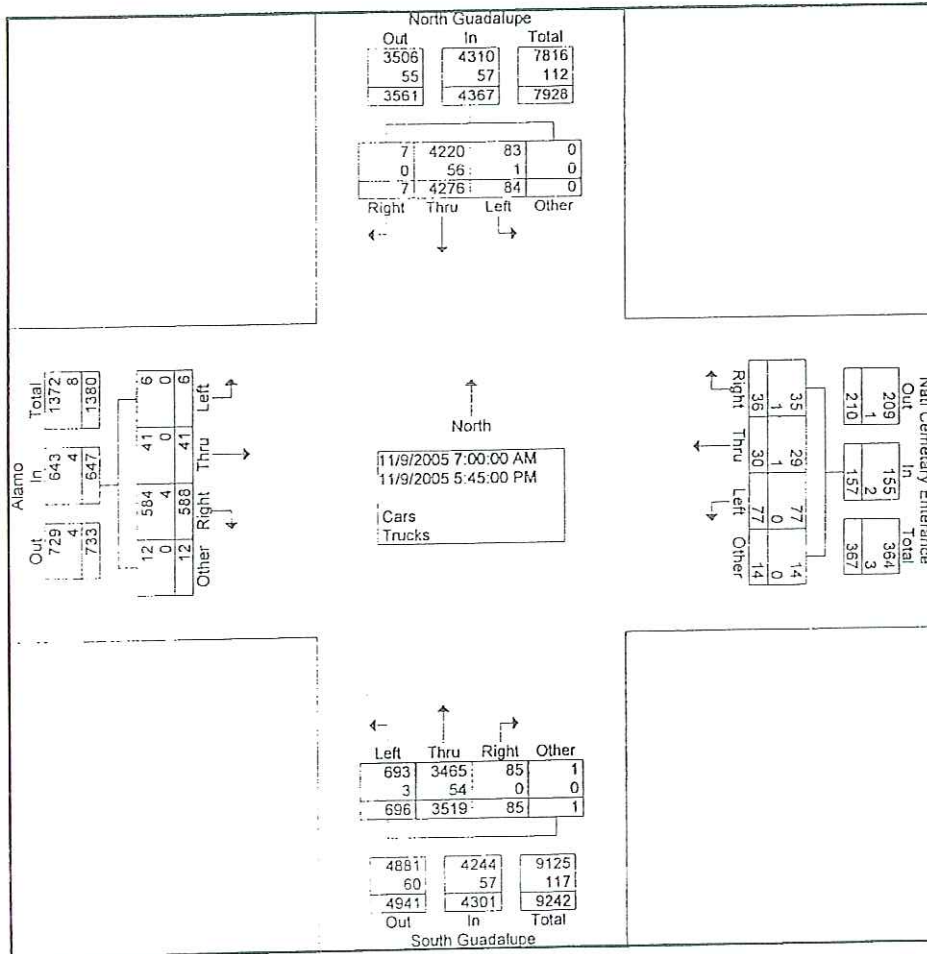
File Name : NGUADA~1
 Site Code : 00002345
 Start Date : 11/9/2005
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	North Guadalupe From the North					Natl Cemetary Entrance From the East					South Guadalupe From the South					Alamo From the West					Int. Total
	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	Left	Thru	Rig ht	Oth er	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	90	0	0	92	0	0	0	2	2	6	39	3	0	48	0	0	7	0	7	149
07:15 AM	3	135	0	0	138	0	0	0	0	0	8	67	0	0	75	0	0	9	0	9	222
07:30 AM	1	253	0	0	254	0	0	0	2	2	15	55	0	0	70	0	2	16	1	19	345
07:45 AM	1	320	0	0	321	0	0	1	0	1	11	68	1	0	80	0	1	19	0	20	422
Total	7	798	0	0	805	0	0	1	4	5	40	229	4	0	273	0	3	51	1	55	1138
08:00 AM	1	208	0	0	209	1	0	0	1	2	10	64	0	0	74	0	1	20	0	21	306
08:15 AM	0	156	0	0	156	1	0	0	0	1	20	81	2	0	103	0	0	14	0	14	274
08:30 AM	0	141	0	0	141	2	0	0	2	4	18	66	0	1	85	0	0	16	0	16	246
08:45 AM	2	135	0	0	137	0	0	0	1	1	21	48	0	0	69	0	0	15	0	15	222
Total	3	640	0	0	643	4	0	0	4	8	69	259	2	1	331	0	1	65	0	66	1048
09:00 AM	0	106	0	0	106	2	2	0	1	5	14	51	0	0	65	0	2	13	0	15	191
09:15 AM	1	113	1	0	115	0	0	0	1	1	8	64	2	0	74	0	1	9	1	11	201
09:30 AM	1	106	0	0	107	2	0	1	0	3	8	63	0	0	71	3	1	11	0	15	196
09:45 AM	2	123	1	0	126	0	0	1	0	1	14	60	3	0	77	0	3	14	0	17	221
Total	4	448	2	0	454	4	2	2	2	10	44	238	5	0	287	3	7	47	1	58	809
[BREAK]																					
11:00 AM	10	89	0	0	99	0	1	0	1	2	18	58	3	0	79	0	1	23	0	24	204
11:15 AM	0	101	0	0	101	1	0	0	0	1	13	56	0	0	69	0	1	15	0	16	187
11:30 AM	0	93	0	0	93	1	0	0	0	1	14	64	1	0	79	0	3	19	1	23	196
11:45 AM	0	105	0	0	105	5	1	7	1	14	20	80	2	0	102	0	1	17	0	18	239
Total	10	388	0	0	398	7	2	7	2	18	65	258	6	0	329	0	6	74	1	81	826
12:00 PM	0	93	0	0	93	2	2	1	0	5	32	109	1	0	142	0	0	19	0	19	259
12:15 PM	0	102	1	0	103	4	1	0	0	5	19	83	3	0	105	0	4	23	0	27	240
12:30 PM	1	97	0	0	98	1	2	0	0	3	21	82	7	0	110	1	2	19	0	22	233
12:45 PM	20	107	0	0	127	1	0	2	0	3	25	78	8	0	111	0	4	13	0	17	258
Total	21	399	1	0	421	8	5	3	0	16	97	352	19	0	468	1	10	74	0	85	990
01:00 PM	29	96	0	0	125	4	0	0	0	4	15	73	9	0	97	0	1	14	0	15	241
01:15 PM	6	80	1	0	87	4	1	2	0	7	16	83	5	0	104	0	3	13	0	16	214
01:30 PM	1	107	0	0	108	15	3	6	0	24	22	90	21	0	133	0	1	21	2	24	289
01:45 PM	0	93	0	0	93	1	0	2	0	3	13	78	5	0	96	0	1	5	0	6	198
Total	36	376	1	0	413	24	4	10	0	38	66	324	40	0	430	0	6	53	2	61	942
[BREAK]																					
03:00 PM	0	91	0	0	91	11	8	3	0	22	24	101	1	0	126	0	1	21	0	22	261
03:15 PM	0	95	1	0	96	5	1	2	0	8	20	118	3	0	141	0	1	18	0	19	264
03:30 PM	0	95	0	0	95	2	2	2	0	6	19	106	0	0	125	0	1	11	2	14	240
03:45 PM	0	90	0	0	90	2	1	1	0	4	20	112	2	0	134	1	1	16	0	18	246
Total	0	371	1	0	372	20	12	8	0	40	83	437	6	0	526	1	4	66	2	73	1011
04:00 PM	0	114	1	0	115	1	1	1	0	3	22	125	0	0	147	0	2	17	0	19	284
04:15 PM	0	118	0	0	118	5	2	2	0	9	20	160	1	0	181	1	0	20	1	22	330
04:30 PM	1	102	0	0	103	0	1	1	0	2	24	194	0	0	218	0	0	14	0	14	337
04:45 PM	1	102	0	0	103	0	1	0	1	2	24	173	1	0	198	0	1	19	0	20	323
Total	2	436	1	0	439	6	5	4	1	16	90	652	2	0	744	1	3	70	1	75	1274
05:00 PM	1	122	0	0	123	2	0	1	0	3	41	254	1	0	296	0	0	10	2	12	434
05:15 PM	0	117	1	0	118	0	0	0	1	1	37	208	0	0	245	0	1	28	0	29	393
05:30 PM	0	86	0	0	86	2	0	0	0	2	31	174	0	0	205	0	0	29	0	29	322
05:45 PM	0	95	0	0	95	0	0	0	0	0	33	134	0	0	167	0	0	21	2	23	285
Total	1	420	1	0	422	4	0	1	1	6	142	770	1	0	913	0	1	88	4	93	1434
Grand Total	84	427	7	0	4357	77	30	36	14	157	696	3519	85	1	4301	6	41	588	12	647	9472
Approach	0.9	0.95	0.1	0.0	0.95	0.9	0.3	0.4	0.1	0.9	0.73	0.92	0.09	0.0	0.95	0.1	0.4	0.7	0.1	0.9	0.9
Total %	0.9	45.1	0.1	0.0	46.1	0.8	0.3	0.4	0.1	1.7	7.3	37.2	0.9	0.0	45.4	0.1	0.4	6.7	0.1	6.6	100.0

Weather: Fair
 Counted by: R. Roman
 Card #: 1351
 Corner: N. Guadalupe & Alamo

File Name : NGUADA~1
 Site Code : 00002345
 Start Date : 11/9/2005
 Page No : 2



Weather: Fair
Counted by: M. Roman
Card #: 1145
Counter: St. Francis/Alamo Drive

Albuquerque, NM 87109 File Name : St.Francis&AlamoDriveAdj
505-881-4470 Site Code : 00004545
Start Date : 11/10/2005
Page No : 1

Groups Printed- Cars

Start Time	St. Francis From the North					Alamo From the East					St. Francis From the South					Alamo From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	159	2	1	162	0	0	0	0	0	0	0	0	0	0	5	8	3	7	23	185
07:15 AM	0	252	2	1	255	0	0	0	0	0	0	0	0	0	0	8	6	5	18	37	292
07:30 AM	0	354	0	0	354	0	0	0	0	0	0	0	0	0	0	13	14	11	16	54	408
07:45 AM	0	398	4	2	404	0	0	0	0	0	0	0	0	0	0	13	15	10	22	60	464
Total	0	1163	8	4	1175	0	0	0	0	0	0	0	0	0	0	39	43	29	63	174	1349
08:00 AM	0	259	3	0	262	0	0	0	0	0	0	0	0	0	0	12	17	12	18	59	321
08:15 AM	0	208	6	0	214	0	0	0	0	0	0	0	0	0	0	9	18	12	6	45	259
08:30 AM	0	209	3	0	212	0	0	0	0	0	0	0	0	0	0	2	19	8	15	44	256
08:45 AM	0	183	2	0	185	0	0	0	0	0	0	0	0	0	0	7	16	2	11	36	221
Total	0	859	14	0	873	0	0	0	0	0	0	0	0	0	0	30	70	34	50	184	1057
09:00 AM	0	114	2	0	116	0	0	0	0	0	0	0	0	0	0	0	8	2	4	14	130
09:15 AM	0	148	2	0	150	0	0	0	0	0	0	0	0	0	0	1	20	11	9	41	191
09:30 AM	0	210	3	0	213	0	0	0	0	0	0	0	0	0	0	4	9	7	11	31	244
09:45 AM	1	162	2	0	165	0	0	0	0	0	0	0	0	0	0	2	7	7	12	28	193
Total	1	634	9	0	644	0	0	0	0	0	0	0	0	0	0	7	44	27	36	114	758
[BREAK]																					
11:00 AM	0	147	0	0	147	0	0	0	0	0	0	0	0	0	0	6	15	4	16	41	188
11:15 AM	1	170	1	0	172	0	0	0	0	0	0	0	0	0	0	6	21	8	8	43	215
11:30 AM	0	161	1	0	162	0	0	0	0	0	0	0	0	0	0	6	14	4	17	41	203
11:45 AM	0	125	1	0	126	0	0	0	0	0	0	0	0	0	0	1	11	3	10	25	151
Total	1	603	3	0	607	0	0	0	0	0	0	0	0	0	0	19	61	19	51	150	757
12:00 PM	0	47	0	0	47	0	0	0	0	0	0	0	0	0	0	2	6	2	4	14	61
12:15 PM	0	141	2	0	143	0	0	0	0	0	0	0	0	0	0	8	6	3	11	28	171
12:30 PM	1	149	1	0	151	0	0	0	0	0	0	0	0	0	0	4	18	6	17	45	196
12:45 PM	0	174	2	0	176	0	0	0	0	0	0	0	0	0	0	6	10	5	12	33	209
Total	1	511	5	0	517	0	0	0	0	0	0	0	0	0	0	20	40	16	44	120	637
01:00 PM	0	150	4	1	155	0	0	0	0	0	0	0	0	0	0	4	14	3	12	33	188
01:15 PM	0	150	1	0	151	0	0	0	0	0	0	0	0	0	0	2	12	4	13	31	182
01:30 PM	1	164	2	0	167	0	0	0	0	0	0	0	0	0	0	3	16	3	19	41	208
01:45 PM	1	186	1	0	188	0	0	0	0	0	0	0	0	0	0	5	13	8	9	35	223
Total	2	650	8	1	661	0	0	0	0	0	0	0	0	0	0	14	55	18	53	140	801
[BREAK]																					
03:00 PM	0	127	2	0	129	0	0	0	0	0	0	0	0	0	0	5	8	2	3	18	147
03:15 PM	0	144	0	0	144	0	0	0	0	0	0	0	0	0	0	3	15	4	9	31	175
03:30 PM	0	201	3	0	204	0	0	0	0	0	0	0	0	0	0	2	8	8	11	29	233
03:45 PM	1	162	3	1	167	0	0	0	0	0	0	0	0	0	0	5	16	5	13	40	207
Total	1	634	8	1	644	0	0	0	0	0	0	0	0	0	0	15	47	20	36	118	762
04:00 PM	0	196	5	0	201	0	0	0	0	0	0	0	0	0	0	3	14	4	9	30	231
04:15 PM	0	211	4	0	215	0	0	0	0	0	0	0	0	0	0	4	10	5	32	51	266
04:30 PM	0	209	4	0	213	0	0	0	0	0	0	0	0	0	0	6	11	9	8	34	247
04:45 PM	0	209	3	0	212	0	0	0	0	0	0	0	0	0	0	6	18	13	3	40	252
Total	0	825	16	0	841	0	0	0	0	0	0	0	0	0	0	19	53	31	52	155	996
05:00 PM	0	187	3	1	191	0	0	0	0	0	0	0	0	0	0	12	11	19	7	49	240
05:15 PM	0	227	2	0	229	0	0	0	0	0	0	0	0	0	0	13	13	11	8	45	274
05:30 PM	0	194	6	0	200	0	0	0	0	0	0	0	0	0	0	6	13	19	3	41	241
5:45 PM	0	204	4	0	208	0	0	0	0	0	0	0	0	0	0	6	10	35	0	51	259
Total	0	812	15	1	828	0	0	0	0	0	0	0	0	0	0	37	47	84	18	186	1014
Grand Total	6	669	86	7	679	0	0	0	0	0	0	0	0	0	0	209	460	278	403	1341	8131
Approach Total %	0.1	82.3	1.1	0.1	83.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.7	3.4	5.0	16.5	

Weather: Fair
Counted by: M. Roman
Card #: 1145

Albuquerque, NM 87109 File Name : St.Francis&AlamoDriveAdj
505-881-4470 Site Code : 00004545
Start Date : 11/10/2005
Page No : 1

Location: St. Francis/Alamo Drive

Groups Printed- Trucks

Start Time	St. Francis From the North					Alamo From the East					St. Francis From the South					Alamo From the West					Int. Total	
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	8
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	7
Total	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	27
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	13
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
[BREAK]																						
09:30 AM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
Total	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	18
[BREAK]																						
11:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
11:30 AM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:45 AM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	34
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
12:15 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11
12:45 PM	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	20
Total	0	40	0	0	40	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	4	44
01:00 PM	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	12
01:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
Total	0	35	1	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	39
[BREAK]																						
03:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
03:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	29
04:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	10
04:30 PM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	34
05:00 PM	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
05:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	10
05:30 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	34
Grand Total	0	251	1	0	252	0	0	0	0	0	0	0	0	0	0	0	6	5	2	7	20	272
Approach %	0.0	99.6	0.4	0.0	0.0	99.9	0.0	0.0	0.0	99.9	0.0	0.0	0.0	99.9	0.0	30.0	25.0	10.0	35.0			
Total %	0.0	99.6	0.4	0.0	0.0	99.9	0.0	0.0	0.0	99.9	0.0	0.0	0.0	99.9	0.0	30.0	25.0	10.0	35.0			

Weather: Fair
Counted by: M. Roman
Card #: 1145
Counter: St. Francis/Alamo Drive

Albuquerque, NM 87109 File Name : St.Francis&AlamoDriveAdj
505-881-4470 Site Code : 00004545
Start Date : 11/10/2005
Page No : 1

Groups Printed- Cars - Trucks

Start Time	St. Francis From the North					Alamo From the East					St. Francis From the South					Alamo From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	164	2	1	167	0	0	0	0	0	0	0	0	0	0	5	8	3	7	23	190
07:15 AM	0	259	2	1	262	0	0	0	0	0	0	0	0	0	0	8	6	5	18	37	299
07:30 AM	0	360	0	0	360	0	0	0	0	0	0	0	0	0	0	14	15	11	16	56	416
07:45 AM	0	403	4	2	409	0	0	0	0	0	0	0	0	0	0	14	16	10	22	62	471
Total	0	1186	8	4	1198	0	0	0	0	0	0	0	0	0	0	41	45	29	63	178	1376
08:00 AM	0	261	3	0	264	0	0	0	0	0	0	0	0	0	0	12	17	12	18	59	323
08:15 AM	0	211	6	0	217	0	0	0	0	0	0	0	0	0	0	9	18	12	6	45	262
08:30 AM	0	212	3	0	215	0	0	0	0	0	0	0	0	0	0	2	19	8	15	44	259
08:45 AM	0	187	2	0	189	0	0	0	0	0	0	0	0	0	0	7	17	2	11	37	226
Total	0	871	14	0	885	0	0	0	0	0	0	0	0	0	0	30	71	34	50	185	1070
09:00 AM	0	117	2	0	119	0	0	0	0	0	0	0	0	0	0	0	8	2	4	14	133
09:15 AM	0	148	2	0	150	0	0	0	0	0	0	0	0	0	0	1	20	11	9	41	191
09:30 AM	0	219	3	0	222	0	0	0	0	0	0	0	0	0	0	4	9	7	12	32	254
09:45 AM	1	166	2	0	169	0	0	0	0	0	0	0	0	0	0	3	7	7	12	29	198
Total	1	650	9	0	660	0	0	0	0	0	0	0	0	0	0	8	44	27	37	116	776
[BREAK]																					
11:00 AM	0	155	0	0	155	0	0	0	0	0	0	0	0	0	0	6	15	4	16	41	196
11:15 AM	1	176	1	0	178	0	0	0	0	0	0	0	0	0	0	7	21	8	8	44	222
11:30 AM	0	172	1	0	173	0	0	0	0	0	0	0	0	0	0	6	14	4	17	41	214
11:45 AM	0	133	1	0	134	0	0	0	0	0	0	0	0	0	0	1	11	3	10	25	159
Total	1	636	3	0	640	0	0	0	0	0	0	0	0	0	0	20	61	19	51	151	791
12:00 PM	0	48	0	0	48	0	0	0	0	0	0	0	0	0	0	3	7	2	4	16	64
12:15 PM	0	151	2	0	153	0	0	0	0	0	0	0	0	0	0	8	6	3	11	28	181
12:30 PM	1	159	1	0	161	0	0	0	0	0	0	0	0	0	0	4	18	6	18	46	207
12:45 PM	0	193	2	0	195	0	0	0	0	0	0	0	0	0	0	7	10	5	12	34	229
Total	1	551	5	0	557	0	0	0	0	0	0	0	0	0	0	22	41	16	45	124	681
01:00 PM	0	159	5	1	165	0	0	0	0	0	0	0	0	0	0	4	14	4	13	35	200
01:15 PM	0	158	1	0	159	0	0	0	0	0	0	0	0	0	0	2	12	4	13	31	190
01:30 PM	1	174	2	0	177	0	0	0	0	0	0	0	0	0	0	3	16	3	19	41	218
01:45 PM	1	194	1	0	196	0	0	0	0	0	0	0	0	0	0	5	13	8	10	36	232
Total	2	685	9	1	697	0	0	0	0	0	0	0	0	0	0	14	55	19	55	143	840
[BREAK]																					
03:00 PM	0	134	2	0	136	0	0	0	0	0	0	0	0	0	0	5	8	2	3	18	154
03:15 PM	0	151	0	0	151	0	0	0	0	0	0	0	0	0	0	3	15	4	10	32	183
03:30 PM	0	206	3	0	209	0	0	0	0	0	0	0	0	0	0	2	8	8	11	29	238
03:45 PM	1	171	3	1	176	0	0	0	0	0	0	0	0	0	0	5	16	6	13	40	216
Total	1	662	8	1	672	0	0	0	0	0	0	0	0	0	0	15	47	20	37	119	791
04:00 PM	0	202	5	0	207	0	0	0	0	0	0	0	0	0	0	3	14	4	9	30	237
04:15 PM	0	219	4	0	223	0	0	0	0	0	0	0	0	0	0	4	10	6	33	53	276
04:30 PM	0	220	4	0	224	0	0	0	0	0	0	0	0	0	0	6	11	9	8	34	258
04:45 PM	0	216	3	0	219	0	0	0	0	0	0	0	0	0	0	6	18	13	3	40	259
Total	0	857	16	0	873	0	0	0	0	0	0	0	0	0	0	19	53	32	53	157	1030
05:00 PM	0	201	3	1	205	0	0	0	0	0	0	0	0	0	0	12	11	19	7	49	254
05:15 PM	0	235	2	0	237	0	0	0	0	0	0	0	0	0	0	13	14	11	9	47	284
05:30 PM	0	203	6	0	209	0	0	0	0	0	0	0	0	0	0	6	13	19	3	41	250
05:45 PM	0	205	4	0	209	0	0	0	0	0	0	0	0	0	0	6	10	35	0	51	260
Total	0	844	15	1	860	0	0	0	0	0	0	0	0	0	0	37	48	84	19	188	1048
Grand Total	6	694	27	7	704	0	0	0	0	0	0	0	0	0	0	205	465	280	410	1361	8403
Approach %	0.1	98.1	1.2	0.1	98.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.5	3.3	4.9	16.2	
Total %	0.1	82.6	1.0	0.1	83.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	5.5	3.3	4.9	16.2	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: R. Roman
Ird #: 1079
Other: Calle De Los Montoyas & Buckman Rd

Albuquerque, NM 87109
505-881-4700
Site Code : 00001234
Start Date : 11/30/2005
Page No : 1

Groups Printed- Cars

Start Time	Calle De Los Montoyas From the North					Buckman Rd. From the East					Calle De Los Montoyas From the South					Buckman Rd. From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	0	1	0	4	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	14
07:15 AM	3	0	0	0	3	0	5	2	0	7	0	0	0	0	0	0	17	0	0	17	27
07:30 AM	2	0	1	0	3	0	6	5	0	11	0	0	0	0	0	0	40	0	0	40	54
07:45 AM	17	0	0	0	17	0	11	7	0	18	0	0	0	0	0	0	39	0	0	39	74
Total	25	0	2	0	27	0	28	14	0	42	0	0	0	0	0	0	100	0	0	100	169
08:00 AM	5	0	0	0	5	0	8	6	0	14	0	0	0	0	0	0	26	0	0	26	45
08:15 AM	4	0	0	0	4	0	17	1	0	18	0	0	0	0	0	0	24	0	0	24	46
08:30 AM	5	0	0	0	5	0	13	3	0	16	0	0	0	0	0	1	14	0	0	15	36
08:45 AM	3	0	0	0	3	0	17	6	0	23	0	0	0	0	0	1	27	0	0	28	54
Total	17	0	0	0	17	0	55	16	0	71	0	0	0	0	0	2	91	0	0	93	181
09:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
09:15 AM	5	0	1	0	6	0	13	1	0	14	0	0	0	0	0	0	14	0	0	14	34
09:30 AM	3	0	0	0	3	0	6	1	0	7	0	0	0	0	0	0	16	0	0	16	26
09:45 AM	0	0	0	0	0	0	15	6	0	21	0	0	0	0	0	0	23	0	0	23	44
Total	8	0	1	0	9	0	46	8	0	54	0	0	0	0	0	0	67	0	0	67	130
[BREAK]																					
11:00 AM	3	0	0	0	3	0	14	4	0	18	0	0	0	0	0	1	27	0	0	28	49
11:15 AM	2	0	0	0	2	0	10	4	0	14	0	0	0	0	0	0	9	0	0	9	25
11:30 AM	6	0	0	0	6	0	14	0	0	14	0	0	0	0	0	0	19	0	0	19	39
11:45 AM	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	36
Total	15	0	0	0	15	0	48	8	0	56	0	0	0	0	0	1	77	0	0	78	149
12:00 PM	2	0	0	0	2	0	11	5	0	16	0	0	0	0	0	1	22	0	0	23	41
12:15 PM	6	0	1	0	7	0	9	4	0	13	0	0	0	0	0	0	14	0	0	14	34
12:30 PM	4	0	0	0	4	0	7	1	0	8	0	0	0	0	0	0	13	0	0	13	25
12:45 PM	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	2	22	0	0	24	34
Total	14	0	1	0	15	0	35	10	0	45	0	0	0	0	0	3	71	0	0	74	134
01:00 PM	8	0	0	0	8	0	18	2	0	20	0	0	0	0	0	0	15	0	0	15	43
01:15 PM	5	0	0	0	5	0	17	3	0	20	0	0	0	0	0	0	21	0	0	21	46
01:30 PM	2	0	0	0	2	0	17	3	0	20	0	0	0	0	0	0	23	0	0	23	45
01:45 PM	1	0	0	0	1	0	8	4	0	12	0	0	0	0	0	0	16	0	0	16	29
Total	16	0	0	0	16	0	60	12	0	72	0	0	0	0	0	0	75	0	0	75	163
[BREAK]																					
03:00 PM	1	0	0	0	1	0	22	7	0	29	0	0	0	0	0	1	19	0	0	20	50
03:15 PM	1	0	0	0	1	0	24	2	0	26	0	0	0	0	0	0	17	0	0	17	44
03:30 PM	1	0	1	0	2	0	13	7	0	20	0	0	0	0	0	0	18	0	0	18	40
03:45 PM	4	0	0	0	4	0	21	4	0	25	0	0	0	0	0	0	22	0	0	22	51
Total	7	0	1	0	8	0	80	20	0	100	0	0	0	0	0	1	76	0	0	77	185
04:00 PM	4	0	0	0	4	0	29	3	0	32	0	0	0	0	0	0	18	0	0	18	54
04:15 PM	2	0	0	0	2	0	21	2	0	23	0	0	0	0	0	0	16	0	0	16	41
04:30 PM	6	0	0	0	6	0	26	3	0	29	0	0	0	0	0	0	21	0	0	21	56
04:45 PM	3	0	0	0	3	0	21	2	0	23	0	0	0	0	0	0	21	0	0	21	47
Total	15	0	0	0	15	0	97	10	0	107	0	0	0	0	0	0	76	0	0	76	198
05:00 PM	3	0	0	0	3	0	25	1	0	26	0	0	0	0	0	0	29	0	0	29	58
05:15 PM	5	0	1	0	6	0	28	4	0	32	0	0	0	0	0	0	18	0	0	18	56
05:30 PM	2	0	0	0	2	0	33	2	0	35	0	0	0	0	0	0	14	0	0	14	51
05:45 PM	3	0	0	0	3	0	17	5	0	22	0	0	0	0	0	0	12	0	0	12	37
Total	13	0	1	0	14	0	103	12	0	115	0	0	0	0	0	0	73	0	0	73	202
Grand Total	130	0	5	0	136	0	552	110	0	662	0	0	0	0	0	7	706	0	0	713	1511
Approach %	95.6	0.0	4.4	0.0	96.0	0.0	83.4	16.6	0.0	83.4	0.0	0.0	0.0	0.0	0.0	10.0	99.0	0.0	0.0	99.0	
Total %	8.5	0.0	0.4	0.0	9.0	0.0	36.5	7.3	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.5	46.5	0.0	0.0	46.5	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: R. Roman
Card #: 1079

Albuquerque, NM 87109
505-881-4722
Start Date : 11/30/2005
Page No : 1

Counter: Calle De Los Montoyas & Buckman Rd

Groups Printed- Trucks

Start Time	Calle De Los Montoyas From the North					Buckman Rd. From the East					Calle De Los Montoyas From the South					Buckman Rd. From the West					Int. Total						
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total							
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
[BREAK]																											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
08:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																											
Total	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
[BREAK]																											
11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																											
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
[BREAK]																											
1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
[BREAK]																											
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
[BREAK]																											
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
[BREAK]																											
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
[BREAK]																											
Grand Total	2	0	0	0	2	0	6	2	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8	18
Apprch %	100.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
Total %	11.1	0.0	0.0	0.0	11.1	0.0	33.3	11.1	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: R. Roman
Card #: 1079

Albuquerque, NM 87109
505-881-4700
Start Date : 11/30/2005
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Calle De Los Montoyas From the North					Buckman Rd. From the East					Calle De Los Montoyas From the South					Buckman Rd. From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	0	1	0	4	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	15
07:15 AM	3	0	0	0	3	0	5	2	0	7	0	0	0	0	0	0	17	0	0	17	27
07:30 AM	2	0	1	0	3	0	6	5	0	11	0	0	0	0	0	0	40	0	0	40	54
07:45 AM	17	0	0	0	17	0	11	7	0	18	0	0	0	0	0	0	39	0	0	39	74
Total	25	0	2	0	27	0	28	14	0	42	0	0	0	0	0	0	101	0	0	101	170
08:00 AM	5	0	0	0	5	0	8	6	0	14	0	0	0	0	0	0	26	0	0	26	45
08:15 AM	5	0	0	0	5	0	17	2	0	19	0	0	0	0	0	0	24	0	0	24	48
08:30 AM	6	0	0	0	6	0	13	3	0	16	0	0	0	0	0	1	14	0	0	15	37
08:45 AM	3	0	0	0	3	0	17	6	0	23	0	0	0	0	0	1	27	0	0	28	54
Total	19	0	0	0	19	0	55	17	0	72	0	0	0	0	0	2	91	0	0	93	184
09:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
09:15 AM	5	0	1	0	6	0	14	1	0	15	0	0	0	0	0	0	14	0	0	14	35
09:30 AM	3	0	0	0	3	0	6	1	0	7	0	0	0	0	0	0	17	0	0	17	27
09:45 AM	0	0	0	0	0	0	16	6	0	22	0	0	0	0	0	0	23	0	0	23	45
Total	8	0	1	0	9	0	48	8	0	56	0	0	0	0	0	0	68	0	0	68	133
[BREAK]																					
11:00 AM	3	0	0	0	3	0	14	5	0	19	0	0	0	0	0	1	27	0	0	28	50
11:15 AM	2	0	0	0	2	0	10	4	0	14	0	0	0	0	0	0	9	0	0	9	25
11:30 AM	6	0	0	0	6	0	14	0	0	14	0	0	0	0	0	0	19	0	0	19	39
11:45 AM	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	36
Total	15	0	0	0	15	0	48	9	0	57	0	0	0	0	0	1	77	0	0	78	150
12:00 PM	2	0	0	0	2	0	11	5	0	16	0	0	0	0	0	1	23	0	0	24	42
12:15 PM	6	0	1	0	7	0	9	4	0	13	0	0	0	0	0	0	15	0	0	15	35
12:30 PM	4	0	0	0	4	0	7	1	0	8	0	0	0	0	0	0	13	0	0	13	25
12:45 PM	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	2	22	0	0	24	35
Total	14	0	1	0	15	0	36	10	0	46	0	0	0	0	0	3	73	0	0	76	137
01:00 PM	8	0	0	0	8	0	18	2	0	20	0	0	0	0	0	0	15	0	0	15	43
01:15 PM	5	0	0	0	5	0	18	3	0	21	0	0	0	0	0	0	21	0	0	21	47
01:30 PM	2	0	0	0	2	0	18	3	0	21	0	0	0	0	0	0	23	0	0	23	46
01:45 PM	1	0	0	0	1	0	9	4	0	13	0	0	0	0	0	0	16	0	0	16	30
Total	16	0	0	0	16	0	63	12	0	75	0	0	0	0	0	0	75	0	0	75	166
[BREAK]																					
03:00 PM	1	0	0	0	1	0	22	7	0	29	0	0	0	0	0	1	19	0	0	20	50
03:15 PM	1	0	0	0	1	0	24	2	0	26	0	0	0	0	0	0	17	0	0	17	44
03:30 PM	1	0	1	0	2	0	13	7	0	20	0	0	0	0	0	0	18	0	0	18	40
03:45 PM	4	0	0	0	4	0	21	4	0	25	0	0	0	0	0	0	25	0	0	25	54
Total	7	0	1	0	8	0	80	20	0	100	0	0	0	0	0	1	79	0	0	80	188
04:00 PM	4	0	0	0	4	0	29	3	0	32	0	0	0	0	0	0	19	0	0	19	55
04:15 PM	2	0	0	0	2	0	21	2	0	23	0	0	0	0	0	0	16	0	0	16	41
04:30 PM	6	0	0	0	6	0	26	3	0	29	0	0	0	0	0	0	21	0	0	21	56
04:45 PM	3	0	0	0	3	0	21	2	0	23	0	0	0	0	0	0	21	0	0	21	47
Total	15	0	0	0	15	0	97	10	0	107	0	0	0	0	0	0	77	0	0	77	199
05:00 PM	3	0	0	0	3	0	25	1	0	26	0	0	0	0	0	0	29	0	0	29	58
05:15 PM	5	0	1	0	6	0	28	4	0	32	0	0	0	0	0	0	18	0	0	18	56
05:30 PM	2	0	0	0	2	0	33	2	0	35	0	0	0	0	0	0	14	0	0	14	51
05:45 PM	3	0	0	0	3	0	17	5	0	22	0	0	0	0	0	0	12	0	0	12	37
Total	13	0	1	0	14	0	103	12	0	115	0	0	0	0	0	0	73	0	0	73	202
Grand Total	132	0	6	0	138	0	558	112	0	670	0	0	0	0	0	7	714	0	0	721	1529
Approach %	9.7	0.0	4.3	0.0		0.0	83.3	16.7	0.0		0.0	0.0	0.0	0.0		1.0	99.0	0.0	0.0		
Total %	8.5	0.0	0.4	0.0		0.0	55.5	7.3	0.0		0.0	0.0	0.0	0.0		0.0	46.7	0.0	0.0		

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1143
 Corner: Camino De Las Crucitas & Buckman Rd

Albuquerque, NM 87109
 505-861-4700
 Start Date : 11/15/2005
 Page No : 1

Groups Printed- Cars

Start Time	Buckman Rd. From the North					Camino De Las Crucitas From the East					Buckman Rd. From the South					Camino De Las Crucitas From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	10	0	0	0	10	6	1	6	0	13	0	0	4	0	4	0	4	1	0	5	32
07:15 AM	20	0	0	0	20	7	1	7	0	15	0	1	9	0	10	0	0	0	0	0	45
07:30 AM	46	1	0	0	47	3	0	5	0	8	1	0	10	0	11	0	1	0	0	1	67
07:45 AM	73	1	0	0	74	7	3	16	0	26	1	0	12	0	13	0	6	3	0	9	122
Total	149	2	0	0	151	23	5	34	0	62	2	1	35	0	38	0	11	4	0	15	266
08:00 AM	31	0	0	0	31	7	2	18	0	27	2	0	12	0	14	1	4	1	0	6	78
08:15 AM	22	0	1	0	23	2	2	16	0	20	1	1	11	0	13	0	4	1	0	5	61
08:30 AM	25	0	0	0	25	6	3	12	0	21	1	0	10	0	11	0	3	1	0	4	61
08:45 AM	29	0	0	0	29	8	1	20	0	29	2	0	4	0	6	1	1	1	0	3	67
Total	107	0	1	0	108	23	8	66	0	97	6	1	37	0	44	2	12	4	0	18	267
09:00 AM	23	0	0	0	23	8	1	16	0	25	2	0	8	0	10	0	1	3	0	4	62
09:15 AM	27	1	2	0	30	7	2	14	0	23	0	0	12	0	12	0	1	0	0	1	66
09:30 AM	19	0	0	0	19	7	2	8	0	17	1	0	7	0	8	0	2	0	0	2	46
09:45 AM	17	0	0	0	17	2	1	13	0	16	1	1	5	0	7	0	4	3	0	7	47
Total	86	1	2	0	89	24	6	51	0	81	4	1	32	0	37	0	8	6	0	14	221
[BREAK]																					
11:00 AM	17	2	1	0	20	5	4	18	0	27	0	0	6	0	6	0	4	1	0	5	58
11:15 AM	15	0	0	0	15	2	2	11	0	15	1	2	8	0	11	0	4	1	0	5	46
11:30 AM	21	0	0	0	21	2	2	14	0	18	0	0	2	0	2	0	5	1	0	6	47
11:45 AM	19	0	0	0	19	4	3	11	0	18	1	0	0	0	1	0	4	1	0	5	43
Total	72	2	1	0	75	13	11	54	0	78	2	2	16	0	20	0	17	4	0	21	194
12:00 PM	23	0	2	0	25	2	6	15	0	23	1	0	1	0	2	0	1	0	0	1	51
12:15 PM	27	1	0	0	28	6	3	12	0	21	0	0	6	0	6	1	1	0	0	2	57
12:30 PM	23	0	0	0	23	0	1	8	0	9	0	0	2	0	2	0	1	1	0	2	36
12:45 PM	20	0	0	0	20	1	2	7	0	10	0	0	6	0	6	1	2	0	0	3	39
Total	93	1	2	0	96	9	12	42	0	63	1	0	15	0	16	2	5	1	0	8	183
01:00 PM	17	0	0	0	17	0	2	9	0	11	0	0	1	0	1	1	4	0	0	5	34
01:15 PM	16	0	1	0	17	3	1	18	0	22	1	0	5	0	6	1	6	1	0	8	53
01:30 PM	20	0	1	0	21	7	0	11	0	18	0	0	4	0	4	0	5	1	0	6	49
01:45 PM	20	0	1	0	21	9	2	14	0	25	1	0	2	0	3	0	2	1	0	3	52
Total	73	0	3	0	76	19	5	52	0	76	2	0	12	0	14	2	17	3	0	22	188
[BREAK]																					
03:00 PM	21	1	2	1	25	3	1	14	0	18	3	0	3	0	6	1	1	0	0	2	51
03:15 PM	20	0	1	0	21	7	5	18	0	30	0	0	6	0	6	0	2	0	0	2	59
03:30 PM	19	0	0	0	19	6	2	18	0	26	2	1	1	0	4	2	7	1	0	10	59
03:45 PM	28	0	0	0	28	8	1	24	0	33	1	0	6	0	7	0	1	0	0	1	69
Total	88	1	3	1	93	24	9	74	0	107	6	1	16	0	23	3	11	1	0	15	238
04:00 PM	30	0	1	0	31	15	2	19	0	36	1	0	5	0	6	0	3	4	0	7	80
04:15 PM	27	0	1	0	28	11	2	18	0	31	1	0	9	0	10	0	3	4	0	7	76
04:30 PM	25	0	1	0	26	10	2	14	0	26	1	0	20	0	21	0	5	5	0	10	83
04:45 PM	17	0	1	0	18	10	6	22	0	38	4	0	18	0	22	0	1	0	0	1	79
Total	99	0	4	0	103	46	12	73	0	131	7	0	52	0	59	0	12	13	0	25	318
05:00 PM	27	0	0	0	27	11	6	19	0	36	2	0	11	0	13	1	4	6	0	11	87
05:15 PM	26	0	1	0	27	10	2	27	0	39	5	1	19	0	25	0	3	3	0	6	97
05:30 PM	17	0	0	0	17	6	2	22	0	30	3	0	14	0	17	0	0	2	0	2	66
05:45 PM	20	0	1	0	21	4	2	16	0	22	1	0	15	0	16	0	0	3	0	3	62
Total	90	0	2	0	92	31	12	84	0	127	11	1	59	0	71	1	7	14	0	22	312
Grand Total	857	7	18	1	883	212	80	530	0	822	41	7	274	0	322	10	100	50	0	160	2187
Approch %	97.1	0.8	2.0	0.1		25.8	9.7	64.5	0.0		12.7	2.2	85.1	0.0		6.3	62.5	31.3	0.0		
Total %	39.2	0.3	0.8	0.0	40.4	3.7	3.7	24.2	0.0	37.4	1.3	0.5	12.5	0.0	14.7	0.3	4.0	7.0	0.0	7.3	

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1143

Start Date : 11/15/2005
 Page No : 1

Counter: Camino De Las Crucitas & Buckman Rd

Groups Printed- Cars - Trucks

Start Time	Buckman Rd. From the North					Camino De Las Crucitas From the East					Buckman Rd. From the South					Camino De Las Crucitas From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	10	0	0	0	10	6	1	6	0	13	0	0	4	0	4	0	4	1	0	5	32
07:15 AM	20	0	0	0	20	7	1	7	0	15	0	1	9	0	10	0	0	0	0	0	45
07:30 AM	46	1	0	0	47	3	0	7	0	10	1	0	10	0	11	0	1	0	0	1	69
07:45 AM	73	1	0	0	74	7	3	16	0	26	1	0	12	0	13	0	6	3	0	9	122
Total	149	2	0	0	151	23	5	36	0	64	2	1	35	0	38	0	11	4	0	15	268
08:00 AM	31	0	0	0	31	7	2	18	0	27	2	0	12	0	14	1	5	1	0	7	79
08:15 AM	23	0	1	0	24	2	2	16	0	20	1	1	11	0	13	0	4	1	0	5	62
08:30 AM	25	0	0	0	25	6	3	12	0	21	1	0	10	0	11	0	4	1	0	5	62
08:45 AM	30	0	0	0	30	8	2	20	0	30	2	0	4	0	6	1	2	1	0	4	70
Total	109	0	1	0	110	23	9	66	0	98	6	1	37	0	44	2	15	4	0	21	273
09:00 AM	23	0	0	0	23	8	1	16	0	25	2	0	8	0	10	0	1	3	0	4	62
09:15 AM	27	1	2	0	30	7	2	14	0	23	0	0	12	0	12	0	1	0	0	1	66
09:30 AM	19	0	0	0	19	7	2	8	0	17	1	0	7	0	8	0	2	0	0	2	46
09:45 AM	17	0	0	0	17	2	1	13	0	16	1	1	5	0	7	0	4	3	0	7	47
Total	86	1	2	0	89	24	6	51	0	81	4	1	32	0	37	0	8	6	0	14	221
[BREAK]																					
11:00 AM	17	2	1	0	20	5	4	19	0	28	0	0	6	0	6	0	4	1	0	5	59
11:15 AM	15	0	0	0	15	2	2	11	0	15	1	2	8	0	11	0	5	1	0	6	47
11:30 AM	21	0	0	0	21	2	2	14	0	18	0	0	2	0	2	0	5	1	0	6	47
11:45 AM	19	0	0	0	19	4	3	11	0	18	1	0	0	0	1	0	4	1	0	5	43
Total	72	2	1	0	75	13	11	55	0	79	2	2	16	0	20	0	18	4	0	22	196
12:00 PM	24	0	2	0	26	2	6	15	0	23	1	0	1	0	2	0	1	0	0	1	52
12:15 PM	27	1	0	0	28	6	3	12	0	21	0	0	6	0	6	1	1	0	0	2	57
12:30 PM	24	0	0	0	24	0	2	8	0	10	0	0	2	0	2	0	2	1	0	3	39
12:45 PM	21	0	0	0	21	1	2	7	0	10	0	0	6	0	6	1	2	0	0	3	40
Total	96	1	2	0	99	9	13	42	0	64	1	0	15	0	16	2	6	1	0	9	188
01:00 PM	17	0	0	0	17	0	2	9	0	11	0	0	1	0	1	1	4	0	0	5	34
01:15 PM	17	0	1	0	18	3	1	18	0	22	1	0	5	0	6	1	6	1	0	8	54
01:30 PM	20	0	1	0	21	7	0	11	0	18	0	0	4	0	4	0	5	1	0	6	49
01:45 PM	20	0	1	0	21	9	2	14	0	25	1	0	2	0	3	0	2	1	0	3	52
Total	74	0	3	0	77	19	5	52	0	76	2	0	12	0	14	2	17	3	0	22	189
[BREAK]																					
03:00 PM	21	1	2	1	25	3	1	14	0	18	3	0	3	0	6	1	1	0	0	2	51
03:15 PM	22	0	1	0	23	7	6	18	0	31	0	0	6	0	6	0	2	0	0	2	62
03:30 PM	19	0	0	0	19	6	2	18	0	26	2	1	1	0	4	2	7	1	0	10	59
03:45 PM	28	0	0	0	28	8	1	24	0	33	1	0	6	0	7	0	1	0	0	1	69
Total	90	1	3	1	95	24	10	74	0	108	6	1	16	0	23	3	11	1	0	15	241
04:00 PM	30	0	1	0	31	15	2	19	0	36	1	0	5	0	6	0	3	4	0	7	80
04:15 PM	27	0	1	0	28	11	2	18	0	31	1	0	9	0	10	0	3	4	0	7	76
04:30 PM	25	0	1	0	26	10	2	14	0	26	1	0	20	0	21	0	5	5	0	10	83
04:45 PM	17	0	1	0	18	10	6	22	0	38	4	0	18	0	22	0	1	0	0	1	79
Total	99	0	4	0	103	46	12	73	0	131	7	0	52	0	59	0	12	13	0	25	318
05:00 PM	27	0	0	0	27	11	6	19	0	36	2	0	11	0	13	1	4	6	0	11	87
05:15 PM	26	0	1	0	27	10	2	27	0	39	5	1	19	0	25	0	3	3	0	6	97
05:30 PM	17	0	0	0	17	6	2	22	0	30	3	0	14	0	17	0	0	2	0	2	66
05:45 PM	20	0	1	0	21	4	2	16	0	22	1	0	15	0	16	0	0	3	0	3	62
Total	90	0	2	0	92	31	12	84	0	127	11	1	59	0	71	1	7	14	0	22	312
Grand Total	865	7	18	1	891	212	83	533	0	828	41	7	274	0	322	10	105	50	0	165	2206
Approach %	97.1	0.8	2.9	0.1	25.6	10.0	54.4	0.0	12.7	2.2	85.1	0.0	6.1	63.6	30.3	0.0					
Total %	97.1	0.8	2.9	0.1	25.6	10.0	54.4	0.0	12.7	2.2	85.1	0.0	6.1	63.6	30.3	0.0					

Digital Traffic Systems, Inc.
 3813 Academy Parkway South, NE
 Albuquerque, NM 87109
 505-881-4470

File Name : CalleMejia&VeintoAdj
 Site Code : 00001234
 Start Date : 11/29/2005
 Page No : 1

Weather: Fair
 Counted by: R. Roman
 Road #: 1079
 Owner: Viento and St. Francis

Groups Printed- Cars

Start Time	St. Francis From the North					Viento From the East					St. Francis From the South					Viento From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	259	3	0	262	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	270
07:15 AM	0	355	5	0	360	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	370
07:30 AM	0	545	7	0	552	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	558
07:45 AM	0	725	3	0	728	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	742
Total	0	1884	18	0	1902	0	0	0	0	0	0	0	0	0	0	0	0	38	0	38	1940
08:00 AM	0	467	6	0	473	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	485
08:15 AM	0	363	2	0	365	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	378
08:30 AM	0	310	6	0	316	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	327
08:45 AM	0	363	6	0	369	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	381
Total	0	1503	20	0	1523	0	0	0	0	0	0	0	0	0	0	0	0	48	0	48	1571
09:00 AM	0	258	5	0	263	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	277
09:15 AM	0	263	5	0	268	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	281
09:30 AM	0	277	2	0	279	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	295
09:45 AM	0	315	2	0	317	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	330
Total	0	1113	14	0	1127	0	0	0	0	0	0	0	0	0	0	0	0	56	0	56	1183
[BREAK]																					
11:00 AM	0	202	2	0	204	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	211
11:15 AM	0	233	3	0	236	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	244
11:30 AM	0	200	2	0	202	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	214
11:45 AM	0	237	4	0	241	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	249
Total	0	872	11	0	883	0	0	0	0	0	0	0	0	0	0	0	0	35	0	35	918
12:00 PM	0	216	6	0	222	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	233
12:15 PM	0	201	2	0	203	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	214
12:30 PM	0	247	3	0	250	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	256
12:45 PM	0	232	2	0	234	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	245
Total	0	896	13	0	909	0	0	0	0	0	0	0	0	0	0	0	0	39	0	39	948
01:00 PM	0	233	1	0	234	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	244
01:15 PM	0	228	2	0	230	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	238
01:30 PM	0	235	3	0	238	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	252
01:45 PM	0	220	2	0	222	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	234
Total	0	916	8	0	924	0	0	0	0	0	0	0	0	0	0	0	0	44	0	44	968
[BREAK]																					
03:00 PM	0	246	5	0	251	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	260
03:15 PM	0	225	4	0	229	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	238
03:30 PM	0	279	4	0	283	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	291
03:45 PM	0	255	6	0	261	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	272
Total	0	1005	19	0	1024	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37	1061
04:00 PM	0	258	5	0	263	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	269
04:15 PM	0	257	8	0	265	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	272
04:30 PM	0	262	10	0	272	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	278
04:45 PM	0	280	2	0	282	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	288
Total	0	1057	25	0	1082	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	1107
05:00 PM	0	303	7	0	310	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	321
05:15 PM	0	319	16	0	335	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	343
05:30 PM	0	292	14	0	306	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	319
05:45 PM	0	257	15	0	272	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	287
Total	0	1227	55	0	1272	0	0	0	0	0	0	0	0	0	0	0	0	46	0	46	1274

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Page 1
ST FRANCIS TO ST MICHAELS OFF RAMP

Site Code: 5

Start Time	12-Sep-06 Tue	NB
12:00 AM		12
01:00		5
02:00		2
03:00		2
04:00		8
05:00		61
06:00		180
07:00		437
08:00		612
09:00		452
10:00		372
11:00		326
12:00 PM		353
01:00		442
02:00		382
03:00		413
04:00		356
05:00		258
06:00		207
07:00		166
08:00		96
09:00		82
10:00		56
11:00		22
Total		5302
AM Peak	08:00	
Vol.		612
PM Peak	13:00	
Vol.		442

Start Time	13-Sep-06 Wed	NB
12:00 AM		13
01:00		6
02:00		14
03:00		3
04:00		10
05:00		56
06:00		181
07:00		402
08:00		558
09:00		390
10:00		388
11:00		332
12:00 PM		374
01:00		398
02:00		364
03:00		409
04:00		320
05:00		263
06:00		228
07:00		166
08:00		128
09:00		72
10:00		44
11:00		28
Total		5147
AM Peak		08:00
Vol.		558
PM Peak		15:00
Vol.		409
Total		10449
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		51
01:00		20
02:00		14
03:00		39
04:00		204
05:00		581
06:00		699
07:00		784
08:00		777
09:00		698
10:00		776
11:00		836
12:00 PM		888
01:00		826
02:00		950
03:00		1263
04:00		1481
05:00		1020
06:00		810
07:00		570
08:00		447
09:00		214
10:00		110
11:00		62
Total		14120
AM Peak	11:00	
Vol.		836
PM Peak	16:00	
Vol.		1481

Start Time	13-Sep-06 Wed	NB
12:00 AM		42
01:00		18
02:00		20
03:00		50
04:00		211
05:00		576
06:00		710
07:00		775
08:00		766
09:00		704
10:00		770
11:00		764
12:00 PM		833
01:00		827
02:00		980
03:00		1254
04:00		1410
05:00		900
06:00		822
07:00		634
08:00		424
09:00		221
10:00		115
11:00		73
Total		13899
AM Peak		07:00
Vol.		775
PM Peak		16:00
Vol.		1410
Total		28019
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		75
01:00		34
02:00		29
03:00		34
04:00		54
05:00		116
06:00		442
07:00		1179
08:00		975
09:00		810
10:00		714
11:00		682
12:00 PM		696
01:00		775
02:00		726
03:00		820
04:00		930
05:00		918
06:00		736
07:00		476
08:00		359
09:00		305
10:00		448
11:00		133
Total		12466
AM Peak	07:00	
Vol.		1179
PM Peak	16:00	
Vol.		930

Start Time	13-Sep-06 Wed	SB
12:00 AM		72
01:00		42
02:00		26
03:00		42
04:00		54
05:00		110
06:00		443
07:00		1164
08:00		1031
09:00		824
10:00		750
11:00		717
12:00 PM		720
01:00		758
02:00		776
03:00		861
04:00		898
05:00		940
06:00		740
07:00		514
08:00		332
09:00		265
10:00		166
11:00		100
Total		12345
AM Peak		07:00
Vol.		1164
PM Peak		17:00
Vol.		940
Total		24811
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		38
01:00		27
02:00		48
03:00		86
04:00		210
05:00		719
06:00		1728
07:00		1630
08:00		1063
09:00		806
10:00		715
11:00		745
12:00 PM		723
01:00		684
02:00		736
03:00		797
04:00		771
05:00		638
06:00		408
07:00		289
08:00		244
09:00		173
10:00		99
11:00		66
Total		13443
AM Peak		06:00
Vol.		1728
PM Peak		15:00
Vol.		797

Start Time	13-Sep-06 Wed	NB
12:00 AM		52
01:00		24
02:00		40
03:00		71
04:00		192
05:00		660
06:00		1368
07:00		1341
08:00		1053
09:00		885
10:00		796
11:00		726
12:00 PM		737
01:00		752
02:00		808
03:00		838
04:00		736
05:00		602
06:00		448
07:00		288
08:00		237
09:00		191
10:00		119
11:00		86
Total		13050
AM Peak		06:00
Vol.		1368
PM Peak		15:00
Vol.		838
Total		26493
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		70
01:00		45
02:00		28
03:00		29
04:00		60
05:00		98
06:00		272
07:00		561
08:00		676
09:00		600
10:00		636
11:00		676
12:00 PM		778
01:00		783
02:00		870
03:00		1112
04:00		2043
05:00		2134
06:00		1134
07:00		752
08:00		558
09:00		369
10:00		293
11:00		158
Total		14735
AM Peak	08:00	08:00
Vol.		676
PM Peak	17:00	17:00
Vol.		2134

Start Time	13-Sep-06 Wed	SB
12:00 AM		76
01:00		48
02:00		30
03:00		28
04:00		64
05:00		103
06:00		269
07:00		460
08:00		730
09:00		650
10:00		636
11:00		735
12:00 PM		790
01:00		811
02:00		944
03:00		1136
04:00		1568
05:00		1710
06:00		1136
07:00		784
08:00		607
09:00		357
10:00		262
11:00		130
Total		14064
AM Peak		11:00
Vol.		735
PM Peak		17:00
Vol.		1710
Total		28799
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		90
01:00		36
02:00		22
03:00		41
04:00		102
05:00		240
06:00		782
07:00		1862
08:00		1767
09:00		1292
10:00		970
11:00		906
12:00 PM		1007
01:00		968
02:00		890
03:00		990
04:00		968
05:00		988
06:00		754
07:00		498
08:00		337
09:00		284
10:00		186
11:00		97
Total		16077
AM Peak	07:00	
Vol.		1862
PM Peak	12:00	
Vol.		1007

Start Time	13-Sep-06 Wed	NB
12:00 AM		70
01:00		42
02:00		26
03:00		38
04:00		70
05:00		224
06:00		704
07:00		1627
08:00		1562
09:00		1224
10:00		1046
11:00		1026
12:00 PM		974
01:00		938
02:00		966
03:00		1066
04:00		1007
05:00		884
06:00		744
07:00		532
08:00		356
09:00		282
10:00		207
11:00		119
Total		15734
AM Peak		07:00
Vol.		1627
PM Peak		15:00
Vol.		1066
Total		31811
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		82
01:00		49
02:00		24
03:00		28
04:00		48
05:00		101
06:00		285
07:00		648
08:00		962
09:00		847
10:00		862
11:00		997
12:00 PM		1093
01:00		1070
02:00		1143
03:00		1441
04:00		1854
05:00		1988
06:00		1149
07:00		779
08:00		610
09:00		454
10:00		387
11:00		190
Total		17091
AM Peak	11:00	
Vol.		997
PM Peak	17:00	
Vol.		1988

Start Time	13-Sep-06 Wed	SB
12:00 AM		97
01:00		44
02:00		33
03:00		32
04:00		55
05:00		93
06:00		302
07:00		709
08:00		996
09:00		871
10:00		881
11:00		1093
12:00 PM		1137
01:00		1139
02:00		1186
03:00		1556
04:00		1696
05:00		1978
06:00		1325
07:00		885
08:00		681
09:00		477
10:00		326
11:00		182
Total		17774
AM Peak		11:00
Vol.		1093
PM Peak		17:00
Vol.		1978
Total		34865
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		7
01:00		6
02:00		10
03:00		10
04:00		11
05:00		25
06:00		164
07:00		704
08:00		834
09:00		496
10:00		448
11:00		416
12:00 PM		452
01:00		480
02:00		395
03:00		453
04:00		450
05:00		438
06:00		376
07:00		246
08:00		124
09:00		122
10:00		187
11:00		26
Total		6880
AM Peak	08:00	
Vol.		834
PM Peak	13:00	
Vol.		480

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Page 2
ST FRANCIS TO N GUADALUPE ST

Site Code: 25

Start Time	13-Sep-06 Wed	SB
12:00 AM		14
01:00		5
02:00		4
03:00		4
04:00		10
05:00		27
06:00		128
07:00		726
08:00		851
09:00		499
10:00		432
11:00		428
12:00 PM		486
01:00		430
02:00		410
03:00		416
04:00		444
05:00		452
06:00		380
07:00		232
08:00		118
09:00		67
10:00		39
11:00		37
Total		6639
AM Peak		08:00
Vol.		851
PM Peak		12:00
Vol.		486
Total		13519
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		21
01:00		19
02:00		9
03:00		8
04:00		8
05:00		24
06:00		92
07:00		274
08:00		458
09:00		411
10:00		404
11:00		480
12:00 PM		548
01:00		540
02:00		477
03:00		550
04:00		538
05:00		462
06:00		274
07:00		217
08:00		138
09:00		122
10:00		92
11:00		46
Total		6212
AM Peak		11:00
Vol.		480
PM Peak		15:00
Vol.		550

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Page 2
ST FRANCIS TO ST MICHAELS OFF RAMP

Site Code: 11

Start Time	13-Sep-06 Wed	SB
12:00 AM		24
01:00		12
02:00		10
03:00		7
04:00		13
05:00		30
06:00		85
07:00		274
08:00		459
09:00		394
10:00		434
11:00		502
12:00 PM		498
01:00		526
02:00		488
03:00		540
04:00		514
05:00		474
06:00		306
07:00		200
08:00		144
09:00		120
10:00		64
11:00		41
Total		6159
AM Peak		11:00
Vol.		502
PM Peak		15:00
Vol.		540
Total		12371
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		92
01:00		46
02:00		24
03:00		41
04:00		82
05:00		266
06:00		808
07:00		2010
08:00		2196
09:00		1467
10:00		1309
11:00		1216
12:00 PM		1313
01:00		1399
02:00		1221
03:00		1456
04:00		1360
05:00		1298
06:00		1088
07:00		786
08:00		507
09:00		429
10:00		247
11:00		126
Total		20787
AM Peak	08:00	
Vol.		2196
PM Peak	15:00	
Vol.		1456

Start Time	13-Sep-06 Wed	NB
12:00 AM		85
01:00		49
02:00		34
03:00		38
04:00		68
05:00		248
06:00		767
07:00		1872
08:00		2031
09:00		1429
10:00		1336
11:00		1258
12:00 PM		1334
01:00		1356
02:00		1284
03:00		1424
04:00		1380
05:00		1170
06:00		1016
07:00		792
08:00		550
09:00		398
10:00		264
11:00		140
Total		20323
AM Peak		08:00
Vol.		2031
PM Peak		15:00
Vol.		1424
Total		41110
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		108
01:00		65
02:00		32
03:00		37
04:00		64
05:00		134
06:00		379
07:00		862
08:00		1280
09:00		1127
10:00		1147
11:00		1326
12:00 PM		1453
01:00		1422
02:00		1520
03:00		1916
04:00		2465
05:00		2644
06:00		1528
07:00		1036
08:00		811
09:00		603
10:00		515
11:00		252
Total		22726
AM Peak	11:00	
Vol.		1326
PM Peak	17:00	
Vol.		2644

Start Time	13-Sep-06 Wed	SB
12:00 AM		119
01:00		54
02:00		40
03:00		39
04:00		67
05:00		114
06:00		372
07:00		874
08:00		1228
09:00		1074
10:00		1086
11:00		1347
12:00 PM		1402
01:00		1404
02:00		1462
03:00		1918
04:00		2090
05:00		2438
06:00		1634
07:00		1090
08:00		839
09:00		588
10:00		402
11:00		224
Total		21905
AM Peak		11:00
Vol.		1347
PM Peak		17:00
Vol.		2438
Total		44631
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		57
01:00		36
02:00		37
03:00		50
04:00		194
05:00		665
06:00		940
07:00		1244
08:00		1180
09:00		1147
10:00		1216
11:00		1359
12:00 PM		1368
01:00		1311
02:00		1474
03:00		1606
04:00		1893
05:00		1438
06:00		1140
07:00		838
08:00		623
09:00		310
10:00		168
11:00		84
Total		20378
AM Peak	11:00	
Vol.		1359
PM Peak	16:00	
Vol.		1893

Start Time	13-Sep-06 Wed	NB
12:00 AM		45
01:00		26
02:00		34
03:00		56
04:00		194
05:00		632
06:00		934
07:00		1352
08:00		1234
09:00		1140
10:00		1237
11:00		1286
12:00 PM		1292
01:00		1280
02:00		1455
03:00		1642
04:00		1818
05:00		1314
06:00		1046
07:00		876
08:00		621
09:00		320
10:00		168
11:00		112
Total		20114
AM Peak		07:00
Vol.		1352
PM Peak		16:00
Vol.		1818
Total		40492
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		134
01:00		68
02:00		36
03:00		74
04:00		57
05:00		188
06:00		684
07:00		1660
08:00		1602
09:00		1304
10:00		1274
11:00		1272
12:00 PM		1297
01:00		1404
02:00		1378
03:00		1496
04:00		1687
05:00		1610
06:00		1210
07:00		841
08:00		632
09:00		559
10:00		587
11:00		186
Total		21240
AM Peak		07:00
Vol.		1660
PM Peak		16:00
Vol.		1687

Start Time	13-Sep-06 Wed	SB
12:00 AM		106
01:00		52
02:00		32
03:00		56
04:00		66
05:00		159
06:00		624
07:00		1569
08:00		1593
09:00		1302
10:00		1262
11:00		1379
12:00 PM		1399
01:00		1387
02:00		1431
03:00		1592
04:00		1587
05:00		1652
06:00		1346
07:00		934
08:00		615
09:00		450
10:00		297
11:00		186
Total		21076
AM Peak		08:00
Vol.		1593
PM Peak		17:00
Vol.		1652
Total		42316
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB
12:00 AM		90
01:00		46
02:00		32
03:00		48
04:00		62
05:00		244
06:00		678
07:00		1325
08:00		1614
09:00		1324
10:00		1322
11:00		1461
12:00 PM		1514
01:00		1432
02:00		1418
03:00		1537
04:00		1736
05:00		1876
06:00		1272
07:00		970
08:00		640
09:00		464
10:00		259
11:00		146
Total		21510
AM Peak	08:00	
Vol.		1614
PM Peak	17:00	
Vol.		1876

Start Time	13-Sep-06 Wed	NB
12:00 AM		78
01:00		52
02:00		31
03:00		48
04:00		73
05:00		231
06:00		653
07:00		1283
08:00		1575
09:00		1288
10:00		1342
11:00		1472
12:00 PM		1492
01:00		1457
02:00		1466
03:00		1572
04:00		1731
05:00		1814
06:00		1122
07:00		868
08:00		638
09:00		445
10:00		256
11:00		132
Total		21119
AM Peak	08:00	
Vol.		1575
PM Peak	17:00	
Vol.		1814
Total		42629
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	SB
12:00 AM		99
01:00		52
02:00		30
03:00		30
04:00		62
05:00		143
06:00		476
07:00		1114
08:00		1556
09:00		1307
10:00		1284
11:00		1306
12:00 PM		1446
01:00		1550
02:00		1487
03:00		1645
04:00		1655
05:00		1768
06:00		1268
07:00		874
08:00		696
09:00		572
10:00		518
11:00		254
Total		21192
AM Peak		08:00
Vol.		1556
PM Peak		17:00
Vol.		1768

Start Time	13-Sep-06 Wed	SB
12:00 AM		106
01:00		54
02:00		42
03:00		48
04:00		70
05:00		142
06:00		461
07:00		1148
08:00		1539
09:00		1294
10:00		1372
11:00		1346
12:00 PM		1430
01:00		1520
02:00		1578
03:00		1755
04:00		1706
05:00		1718
06:00		1316
07:00		934
08:00		686
09:00		505
10:00		357
11:00		215
Total		21342
AM Peak		08:00
Vol.		1539
PM Peak		15:00
Vol.		1755
Total		42534
ADT		Not Calculated

Start Time	12-Sep-06 Tue	NB	SB	Total
12:00 AM		98	106	204
01:00		48	59	107
02:00		33	29	62
03:00		49	36	85
04:00		74	64	138
05:00		280	143	423
06:00		786	438	1224
07:00		1796	948	2744
08:00		2026	1454	3480
09:00		1524	1327	2851
10:00		1416	1328	2744
11:00		1468	1396	2864
12:00 PM		1506	1326	2832
01:00		1510	1328	2838
02:00		1412	1401	2813
03:00		1634	1462	3096
04:00		1690	1922	3612
05:00		1653	2129	3782
06:00		1180	1336	2516
07:00		904	958	1862
08:00		546	755	1301
09:00		444	599	1043
10:00		242	506	748
11:00		144	232	376
Total		22463	21282	43745
Percent		51.3%	48.7%	
AM Peak		08:00	08:00	08:00
Vol.		2026	1454	3480
PM Peak		16:00	17:00	17:00
Vol.		1690	2129	3782

Start Time	13-Sep-06 Wed	NB	SB	Total
12:00 AM		74	108	182
01:00		52	45	97
02:00		30	46	76
03:00		48	44	92
04:00		69	70	139
05:00		248	134	382
06:00		772	422	1194
07:00		1708	1016	2724
08:00		1958	1440	3398
09:00		1484	1099	2583
10:00		1416	1103	2519
11:00		1509	1206	2715
12:00 PM		1508	1269	2777
01:00		1515	1303	2818
02:00		1430	1292	2722
03:00		1592	1615	3207
04:00		1740	1820	3560
05:00		1554	1913	3467
06:00		1080	1327	2407
07:00		868	1012	1880
08:00		580	746	1326
09:00		420	541	961
10:00		268	366	634
11:00		136	204	340
Total		22059	20141	42200
Percent		52.3%	47.7%	
AM Peak		08:00	08:00	08:00
Vol.		1958	1440	3398
PM Peak		16:00	17:00	16:00
Vol.		1740	1913	3560
Grand Total		44522	41423	85945
Percent		51.8%	48.2%	
ADT	Not Calculated			

Start Time	12-Sep-06 Tue	NB
12:00 AM		102
01:00		52
02:00		28
03:00		46
04:00		90
05:00		262
06:00		876
07:00		2135
08:00		2419
09:00		1661
10:00		1444
11:00		1329
12:00 PM		1414
01:00		1488
02:00		1332
03:00		1527
04:00		1480
05:00		1381
06:00		1128
07:00		839
08:00		554
09:00		430
10:00		272
11:00		140
Total		22429
AM Peak	08:00	
Vol.		2419
PM Peak	15:00	
Vol.		1527

Start Time	13-Sep-06 Wed	NB
12:00 AM		88
01:00		55
02:00		36
03:00		42
04:00		76
05:00		246
06:00		817
07:00		2054
08:00		2230
09:00		1572
10:00		1469
11:00		1380
12:00 PM		1415
01:00		1458
02:00		1444
03:00		1551
04:00		1498
05:00		1299
06:00		1056
07:00		806
08:00		572
09:00		442
10:00		286
11:00		141
Total		22033
AM Peak		08:00
Vol.		2230
PM Peak		15:00
Vol.		1551
Total		44462
ADT		Not Calculated

Start Time	12-Sep-06 Tue	SB
12:00 AM		102
01:00		61
02:00		30
03:00		35
04:00		60
05:00		126
06:00		356
07:00		810
08:00		1203
09:00		1059
10:00		1078
11:00		1246
12:00 PM		1366
01:00		1337
02:00		1429
03:00		1801
04:00		2317
05:00		2485
06:00		1436
07:00		974
08:00		762
09:00		567
10:00		484
11:00		237
Total		21361
AM Peak	11:00	
Vol.		1246
PM Peak	17:00	
Vol.		2485

Start Time	13-Sep-06 Wed	SB
12:00 AM		124
01:00		56
02:00		42
03:00		41
04:00		70
05:00		119
06:00		387
07:00		909
08:00		1277
09:00		1117
10:00		1129
11:00		1401
12:00 PM		1458
01:00		1460
02:00		1520
03:00		1995
04:00		2174
05:00		2536
06:00		1699
07:00		1134
08:00		873
09:00		612
10:00		418
11:00		233
Total		22784
AM Peak		11:00
Vol.		1401
PM Peak		17:00
Vol.		2536
Total		44145
ADT		Not Calculated

Start Time	12-Sep-06 Tue	EB
12:00 AM		50
01:00		36
02:00		20
03:00		15
04:00		26
05:00		70
06:00		242
07:00		743
08:00		1136
09:00		1146
10:00		1188
11:00		1324
12:00 PM		1428
01:00		1216
02:00		1213
03:00		1323
04:00		1365
05:00		1307
06:00		693
07:00		517
08:00		376
09:00		231
10:00		198
11:00		116
Total		15979
AM Peak		11:00
Vol.		1324
PM Peak		12:00
Vol.		1428

Start Time	13-Sep-06 Wed	EB
12:00 AM		49
01:00		33
02:00		22
03:00		18
04:00		28
05:00		75
06:00		221
07:00		751
08:00		1099
09:00		1060
10:00		1113
11:00		1322
12:00 PM		1397
01:00		1250
02:00		1200
03:00		1298
04:00		1375
05:00		1204
06:00		778
07:00		540
08:00		373
09:00		257
10:00		144
11:00		116
Total		15723
AM Peak		11:00
Vol.		1322
PM Peak		12:00
Vol.		1397
Total		31702
ADT		Not Calculated

Start Time	12-Sep-06 Tue	WB
12:00 AM		42
01:00		21
02:00		20
03:00		8
04:00		29
05:00		78
06:00		256
07:00		668
08:00		962
09:00		919
10:00		916
11:00		937
12:00 PM		1210
01:00		1165
02:00		1141
03:00		1121
04:00		1164
05:00		1178
06:00		734
07:00		525
08:00		391
09:00		260
10:00		185
11:00		90
Total		14020
AM Peak		08:00
Vol.		962
PM Peak		12:00
Vol.		1210

Start Time	13-Sep-06 Wed	WB
12:00 AM		38
01:00		24
02:00		13
03:00		16
04:00		18
05:00		76
06:00		214
07:00		701
08:00		1044
09:00		857
10:00		896
11:00		984
12:00 PM		1124
01:00		1137
02:00		1128
03:00		1175
04:00		1112
05:00		1261
06:00		783
07:00		594
08:00		389
09:00		249
10:00		148
11:00		84
Total		14065
AM Peak		08:00
Vol.		1044
PM Peak		17:00
Vol.		1261
Total		28085
ADT		Not Calculated

Start Time	12-Sep-06 Tue	EB
12:00 AM		7
01:00		2
02:00		3
03:00		1
04:00		3
05:00		20
06:00		45
07:00		89
08:00		150
09:00		149
10:00		140
11:00		180
12:00 PM		188
01:00		186
02:00		185
03:00		173
04:00		185
05:00		168
06:00		83
07:00		92
08:00		41
09:00		40
10:00		29
11:00		16
Total		2175
AM Peak		11:00
Vol.		180
PM Peak		12:00
Vol.		188

Start Time	13-Sep-06 Wed	EB
12:00 AM		3
01:00		3
02:00		3
03:00		6
04:00		3
05:00		16
06:00		34
07:00		84
08:00		152
09:00		124
10:00		124
11:00		172
12:00 PM		170
01:00		198
02:00		182
03:00		167
04:00		178
05:00		188
06:00		101
07:00		90
08:00		59
09:00		27
10:00		20
11:00		6
Total		2110
AM Peak	11:00	
Vol.		172
PM Peak	13:00	
Vol.		198
Total		4285
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	EB
12:00 AM		20
01:00		16
02:00		7
03:00		12
04:00		16
05:00		23
06:00		76
07:00		190
08:00		280
09:00		316
10:00		318
11:00		390
12:00 PM		432
01:00		410
02:00		438
03:00		604
04:00		932
05:00		804
06:00		349
07:00		261
08:00		168
09:00		118
10:00		112
11:00		57
Total		6349
AM Peak	11:00	
Vol.		390
PM Peak	16:00	
Vol.		932

Start Time	13-Sep-06 Wed	EB
12:00 AM		23
01:00		15
02:00		5
03:00		8
04:00		8
05:00		19
06:00		65
07:00		213
08:00		269
09:00		278
10:00		330
11:00		426
12:00 PM		388
01:00		372
02:00		410
03:00		569
04:00		536
05:00		598
06:00		395
07:00		274
08:00		220
09:00		147
10:00		90
11:00		62
Total		5720
AM Peak		11:00
Vol.		426
PM Peak		17:00
Vol.		598
Total		12069
ADT		Not Calculated

Start Time	12-Sep-06 Tue	WB
12:00 AM		6
01:00		0
02:00		5
03:00		6
04:00		3
05:00		32
06:00		90
07:00		178
08:00		214
09:00		188
10:00		182
11:00		211
12:00 PM		216
01:00		170
02:00		196
03:00		224
04:00		264
05:00		246
06:00		125
07:00		93
08:00		54
09:00		34
10:00		24
11:00		14
Total		2775
AM Peak	08:00	
Vol.		214
PM Peak	16:00	
Vol.		264

Start Time	13-Sep-06 Wed	WB
12:00 AM		5
01:00		4
02:00		3
03:00		2
04:00		8
05:00		26
06:00		94
07:00		188
08:00		222
09:00		168
10:00		189
11:00		209
12:00 PM		224
01:00		185
02:00		199
03:00		234
04:00		256
05:00		246
06:00		128
07:00		92
08:00		47
09:00		37
10:00		25
11:00		16
Total		2807
AM Peak	08:00	
Vol.		222
PM Peak	16:00	
Vol.		256
Total		5582
ADT	Not Calculated	

Start Time	12-Sep-06 Tue	EB	WB	Total
12:00 AM		29	35	64
01:00		12	20	32
02:00		16	20	36
03:00		8	22	30
04:00		17	24	41
05:00		92	80	172
06:00		324	286	610
07:00		958	804	1762
08:00		1328	1092	2420
09:00		1078	1100	2178
10:00		1020	1142	2162
11:00		930	1334	2264
12:00 PM		1178	1332	2510
01:00		1298	1154	2452
02:00		1180	1187	2367
03:00		1164	1432	2596
04:00		1044	1784	2828
05:00		966	1548	2514
06:00		674	654	1328
07:00		454	492	946
08:00		337	340	677
09:00		236	184	420
10:00		128	158	286
11:00		65	103	168
Total		14536	16327	30863
Percent		47.1%	52.9%	
AM Peak		08:00	11:00	08:00
Vol.		1328	1334	2420
PM Peak		13:00	16:00	16:00
Vol.		1298	1784	2828

Start Time	13-Sep-06 Wed	EB	WB	Total
12:00 AM		32	36	68
01:00		14	23	37
02:00		13	16	29
03:00		9	15	24
04:00		19	22	41
05:00		93	88	181
06:00		330	278	608
07:00		906	826	1732
08:00		1396	1058	2454
09:00		1024	973	1997
10:00		1038	1107	2145
11:00		978	1328	2306
12:00 PM		1130	1356	2486
01:00		1215	1168	2383
02:00		1175	1163	2338
03:00		1194	1382	2576
04:00		1054	1436	2490
05:00		1072	1300	2372
06:00		694	736	1430
07:00		513	518	1031
08:00		329	356	685
09:00		237	234	471
10:00		120	142	262
11:00		69	115	184
Total		14654	15676	30330
Percent		48.3%	51.7%	
AM Peak		08:00	11:00	08:00
Vol.		1396	1328	2454
PM Peak		13:00	16:00	15:00
Vol.		1215	1436	2576
Grand Total		29190	32003	61193
Percent		47.7%	52.3%	
ADT		Not Calculated		

APPENDIX B

EXISTING

CAPACITY ANALYSIS

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: AM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: North-bound
 Jurisdiction: City of SF
 Analysis Year: Existing
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Sawmill					
1	W Zia	0.34	2	40	33.9	1
2	Siringo	0.34	2	40	33.9	2
3	San Mateo	0.70	2	40	64.3	3
4	Alta Vista	0.62	2	40	57.2	4
5	Cordova	0.22	2	40	24.9	5
6	Cerrillos	0.25	2	40	27.5	6
7	Hickox	0.28	2	40	29.5	7
8	Agua Fria	0.19	2	40	21.9	8
9	Alameda	0.31	2	40	31.4	9
10	PdP North	0.13	2	40	14.9	10
11	Alamo	0.40	2	40	38.4	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.372	0.810	600		4	1.000	0.0	0	40.0	0.0	D
2	110.0	0.464	0.730	600		4	0.483	0.0	0	23.4	0.0	C
3	110.0	0.582	0.760	600		4	0.608	0.0	0	16.1	0.0	B
4	110.0	0.500	0.680	600		4	0.564	0.0	0	19.5	0.0	B
5	110.0	0.464	0.730	600		4	0.676	0.0	0	24.8	0.0	C
6	110.0	0.436	0.490	600		4	0.608	0.0	0	20.7	0.0	C

7	110.0	0.473	0.520	600	4	0.865	0.0	0	19.1	0.0	B
8	110.0	0.455	0.460	600	4	0.842	0.0	0	19.3	0.0	B
9	110.0	0.473	0.540	600	4	0.886	0.0	0	19.6	0.0	B
10	110.0	0.455	0.570	600	4	0.825	0.0	0	21.5	0.0	C
11	110.0	0.700	0.270	600	4	0.798	0.0	0	2.4	0.0	A
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	33.9	40.0	0.0	73.8	0.34	16.6	E
2	2	33.9	23.4	0.0	57.2	0.34	21.4	D
3	3	64.3	16.1	0.0	80.4	0.70	31.3	B
4	4	57.2	19.5	0.0	76.7	0.62	29.1	B
5	5	24.9	24.8	0.0	49.7	0.22	15.9	E
6	6	27.5	20.7	0.0	48.2	0.25	18.7	D
7	7	29.5	19.1	0.0	48.6	0.28	20.8	D
8	8	21.9	19.3	0.0	41.1	0.19	16.6	E
9	9	31.4	19.6	0.0	51.1	0.31	21.9	D
10	10	14.9	21.5	0.0	36.5	0.13	12.8	F
11	11	38.4	2.4	0.0	40.8	0.40	35.3	A
12								
13								
14								
15								

Total travel time (x) = 604.1 sec
 Total length (y) = 3.78 miles
 Total travel speed, $S_a = 3600 \times (y)/(x) = 22.5$ mph
 Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

- 1:
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OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: PM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: North-bound
 Jurisdiction: City of SF
 Analysis Year: Existing
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Sawmill					
1	W Zia	0.34	2	45	33.0	1
2	Siringo	0.34	2	45	33.0	2
3	San Mateo	0.70	2	45	59.4	3
4	Alta Vista	0.62	2	45	53.4	4
5	Cordova	0.22	2	35	27.0	5
6	Cerrillos	0.25	2	35	29.8	6
7	Hickox	0.28	2	35	31.8	7
8	Agua Fria	0.19	2	35	23.8	8
9	Alameda	0.31	2	35	33.9	9
10	PdP North	0.13	2	35	16.3	10
11	Alamo	0.40	2	45	37.6	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.372	0.450	600		4	1.000	0.0	0	26.5	0.0	C
2	110.0	0.464	0.580	600		4	0.893	0.0	0	21.3	0.0	C
3	110.0	0.582	0.440	600		4	0.789	0.0	0	9.8	0.0	A
4	110.0	0.500	0.800	600		4	0.899	0.0	0	27.3	0.0	C
5	110.0	0.464	0.800	600		4	0.500	0.0	0	26.2	0.0	C
6	110.0	0.436	0.420	600		4	0.500	0.0	0	19.4	0.0	B

7	110.0	0.473	0.820	600	4	0.911	0.0	0	31.1	0.0	C
8	110.0	0.455	0.750	600	4	0.465	0.0	0	24.6	0.0	C
9	110.0	0.473	0.820	600	4	0.579	0.0	0	27.4	0.0	C
10	110.0	0.455	0.510	600	4	0.465	0.0	0	19.1	0.0	B
11	110.0	0.700	0.490	600	4	0.850	0.0	0	4.4	0.0	A
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	33.0	26.5	0.0	59.5	0.34	20.6	D
2	2	33.0	21.3	0.0	54.3	0.34	22.5	C
3	3	59.4	9.8	0.0	69.2	0.70	36.4	A
4	4	53.4	27.3	0.0	80.7	0.62	27.7	C
5	5	27.0	26.2	0.0	53.2	0.22	14.9	E
6	6	29.8	19.4	0.0	49.1	0.25	18.3	D
7	7	31.8	31.1	0.0	62.9	0.28	16.0	E
8	8	23.8	24.6	0.0	48.4	0.19	14.1	E
9	9	33.9	27.4	0.0	61.3	0.31	18.2	D
10	10	16.3	19.1	0.0	35.4	0.13	13.2	E
11	11	37.6	4.4	0.0	42.0	0.40	34.3	B
12								
13								
14								
15								

Total travel time (x) = 615.8 sec
Total length (y) = 3.78 miles
Total travel speed, $S_a = 3600 \times (y) / (x)$ = 22.1 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

- 1:
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OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: AM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: South-bound
 Jurisdiction: City of SF
 Analysis Year: Existing
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Alamo					
1	PdP North	0.40	2	40	38.4	1
2	Alameda	0.13	2	40	14.9	2
3	Agua Fria	0.31	2	40	31.4	3
4	Hickox	0.19	2	40	21.9	4
5	Cerrillos	0.28	2	40	29.5	5
6	Cordova	0.25	2	40	27.5	6
7	Alta Vista	0.22	2	40	24.9	7
8	W San Mateo	0.62	2	40	57.2	8
9	Siringo	0.70	2	40	64.3	9
10	W Zia	0.34	2	40	33.9	10
11	Sawmill	0.34	2	40	33.9	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.409	0.420	600		4	1.000	0.0	0	22.7	0.0	C
2	110.0	0.436	0.710	600		4	0.911	0.0	0	28.0	0.0	C
3	110.0	0.355	0.830	600		4	0.637	0.0	0	38.9	0.0	D
4	110.0	0.455	0.700	600		4	0.448	0.0	0	23.0	0.0	C
5	110.0	0.473	0.860	600		4	0.650	0.0	0	31.1	0.0	C
6	110.0	0.436	0.610	600		4	0.393	0.0	0	22.2	0.0	C

7	110.0	0.500	0.610	600	4	0.758	0.0	0	18.7	0.0	B
8	110.0	0.509	0.470	600	4	0.758	0.0	0	15.1	0.0	B
9	110.0	0.573	0.390	600	4	0.880	0.0	0	9.9	0.0	A
10	110.0	0.500	0.560	600	4	0.927	0.0	0	18.1	0.0	B
11	110.0	0.409	0.230	600	4	0.808	0.0	0	19.5	0.0	B
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	38.4	22.7	0.0	61.1	0.40	23.6	C
2	2	14.9	28.0	0.0	43.0	0.13	10.9	F
3	3	31.4	38.9	0.0	70.3	0.31	15.9	E
4	4	21.9	23.0	0.0	44.8	0.19	15.3	E
5	5	29.5	31.1	0.0	60.5	0.28	16.7	E
6	6	27.5	22.2	0.0	49.7	0.25	18.1	D
7	7	24.9	18.7	0.0	43.5	0.22	18.2	D
8	8	57.2	15.1	0.0	72.3	0.62	30.9	B
9	9	64.3	9.9	0.0	74.2	0.70	34.0	B
10	10	33.9	18.1	0.0	52.0	0.34	23.5	C
11	11	33.9	19.5	0.0	53.4	0.34	22.9	C
12								
13								
14								
15								

Total travel time (x) = 624.7 sec
 Total length (y) = 3.78 miles
 Total travel speed, Sa = 3600 x (y) / (x) = 21.8 mph
 Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: PM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: South-bound
 Jurisdiction: City of SF
 Analysis Year: Existing
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Alamo					
1	PdP North	0.40	2	45	37.6	1
2	Alameda	0.13	2	35	16.3	2
3	Agua Fria	0.31	2	35	33.9	3
4	Hickox	0.19	2	35	23.8	4
5	Cerrillos	0.28	2	35	31.8	5
6	Cordova	0.25	2	35	29.8	6
7	Alta Vista	0.22	2	35	27.0	7
8	W San Mateo	0.62	2	45	53.4	8
9	Siringo	0.70	2	45	59.4	9
10	W Zia	0.34	2	45	33.0	10
11	Sawmill	0.34	2	45	33.0	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.409	0.400	600		4	1.000	0.0	0	22.3	0.0	C
2	110.0	0.436	0.880	600		4	0.922	0.0	0	40.0	0.0	D
3	110.0	0.355	0.930	600		4	0.354	0.0	0	42.6	0.0	D
4	110.0	0.455	0.760	600		4	0.251	0.0	0	23.1	0.0	C
5	110.0	0.473	0.700	600		4	0.564	0.0	0	22.3	0.0	C
6	110.0	0.436	0.720	600		4	0.650	0.0	0	26.6	0.0	C

7	110.0	0.500	0.800	600	4	0.623	0.0	0	24.5	0.0	C
8	110.0	0.509	0.750	600	4	0.500	0.0	0	20.5	0.0	C
9	110.0	0.573	0.780	600	4	0.579	0.0	0	17.4	0.0	B
10	110.0	0.500	0.860	600	4	0.532	0.0	0	27.1	0.0	C
11	110.0	0.409	0.930	600	4	0.393	0.0	0	38.9	0.0	D
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	37.6	22.3	0.0	59.9	0.40	24.0	C
2	2	16.3	40.0	0.0	56.2	0.13	8.3	F
3	3	33.9	42.6	0.0	76.6	0.31	14.6	E
4	4	23.8	23.1	0.0	46.8	0.19	14.6	E
5	5	31.8	22.3	0.0	54.1	0.28	18.6	D
6	6	29.8	26.6	0.0	56.4	0.25	16.0	E
7	7	27.0	24.5	0.0	51.5	0.22	15.4	E
8	8	53.4	20.5	0.0	73.8	0.62	30.2	B
9	9	59.4	17.4	0.0	76.7	0.70	32.9	B
10	10	33.0	27.1	0.0	60.1	0.34	20.4	D
11	11	33.0	38.9	0.0	71.9	0.34	17.0	D
12								
13								
14								
15								
























Total travel time (x) = 684.0 sec
Total length (y) = 3.78 miles
Total travel speed, $S_a = 3600 \times (y) / (x) = 19.9$ mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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St. Francis Corridor Study
3: Sawmill Road & St. Francis

Existing Conditions - AM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	324	31	129	16	25	121	196	1386	5	38	529	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.881				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1586	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.376			0.098		
Satd. Flow (perm)	3319	1586	0	1711	1801	1507	677	4916	1497	176	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148				141			5			260
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.85	0.81	0.87	0.62	0.84	0.59	0.85	0.87	0.95	0.77	0.98	0.88
Adj. Flow (vph)	381	38	148	26	30	205	231	1593	5	49	540	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	186	0	26	30	205	231	1593	5	49	540	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0



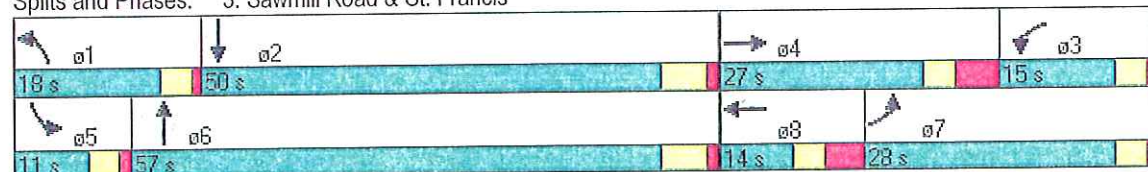
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	17.8	25.6		11.1	12.3	12.3	67.8	58.8	58.8	59.1	51.8	51.8
Actuated g/C Ratio	0.16	0.23		0.10	0.11	0.11	0.62	0.53	0.53	0.54	0.47	0.47
v/c Ratio	0.71	0.39		0.15	0.15	0.70	0.44	0.61	0.01	0.25	0.23	0.30
Control Delay	51.0	13.2		44.9	45.9	29.9	12.8	20.2	9.2	13.1	4.4	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	13.2		44.9	45.9	29.9	12.8	20.2	9.2	13.1	4.4	1.4
LOS	D	B		D	D	C	B	C	A	B	A	A
Approach Delay		38.6			33.2			19.3			4.0	
Approach LOS		D			C			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 19.7
 Intersection Capacity Utilization 58.5%
 Analysis Period (min) 15
























Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Sawmill Road & St. Francis



St. Francis Corridor Study
6: Zia Road & St. Francis

Existing Conditions - AM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	527	248	41	119	140	245	116	1471	192	172	680	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frnt		0.975				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3336	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3336	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				257			320			365
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.94	0.83	0.68	0.86	0.90	0.78	0.56	0.95	0.60	0.86	0.93	0.79
Adj. Flow (vph)	561	299	60	138	156	314	207	1548	320	200	731	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	561	359	0	138	156	314	207	1548	320	200	731	365
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7



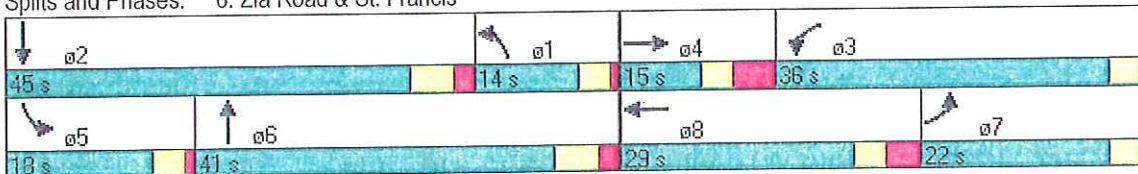
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.5	11.1		28.6	15.2	15.2	25.1	42.6	42.6	11.7	29.2	29.2
Actuated g/C Ratio	0.22	0.10		0.26	0.14	0.14	0.23	0.39	0.39	0.11	0.27	0.27
v/c Ratio	0.76	1.02		0.16	0.33	0.73	0.27	0.81	0.41	0.57	0.56	0.54
Control Delay	48.2	99.8		31.1	43.3	19.6	35.6	31.4	8.0	51.9	26.4	6.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	99.8		31.1	43.3	19.6	35.6	31.4	8.0	51.9	26.4	6.2
LOS	D	F		C	D	B	D	C	A	D	C	A
Approach Delay		68.4			28.3			28.2			24.7	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 34.8
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 6: Zia Road & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	178	92	113	81	67	7	237	2067	112	39	955	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frnt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.527			0.694			0.212			0.075		
Satd. Flow (perm)	1841	1801	1531	2424	1801	1531	382	4916	1531	135	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			9			116			40
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.85	0.95	0.89	0.75	0.90	0.76	0.77	0.96	0.91	0.82	0.97	0.85
Adj. Flow (vph)	209	97	127	108	74	9	308	2153	123	48	985	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	97	127	108	74	9	308	2153	123	48	985	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7



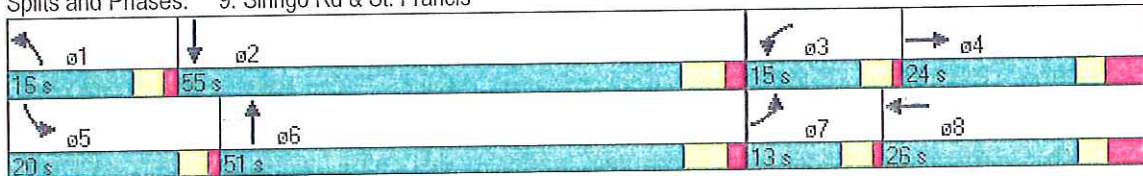
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.2	14.8	14.8	20.8	14.5	14.5	74.9	65.9	65.9	64.1	56.9	56.9
Actuated g/C Ratio	0.22	0.13	0.13	0.19	0.13	0.13	0.68	0.60	0.60	0.58	0.52	0.52
v/c Ratio	0.37	0.40	0.40	0.21	0.31	0.04	0.72	0.73	0.13	0.26	0.39	0.10
Control Delay	34.5	47.8	11.2	32.8	45.5	20.7	15.5	18.7	3.4	15.2	5.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	47.8	11.2	32.8	45.5	20.7	15.5	18.7	3.4	15.2	5.5	0.8
LOS	C	D	B	C	D	C	B	B	A	B	A	A
Approach Delay		30.6			37.1			17.6			5.6	
Approach LOS		C			D			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 67.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 9: Siringo Rd & St. Francis



St. Francis Corridor Study
12: San Mateo & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	78	47	67	70	27	161	2178	55	100	1217	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Fr't			0.850			0.850		0.996			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4896	0	1711	4847	0
Flt Permitted	0.490			0.706			0.147			0.065		
Satd. Flow (perm)	880	1801	1506	1271	1801	1509	265	4896	0	117	4847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			38		5			25	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	78	47	67	70	38	161	2178	55	100	1217	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	78	47	67	70	38	161	2233	0	100	1345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0



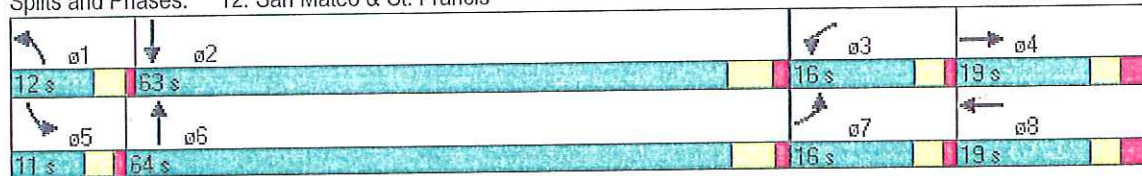
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	23.3	13.8	13.8	19.1	11.9	11.9	74.3	65.9		72.4	64.9	
Actuated g/C Ratio	0.21	0.13	0.13	0.17	0.11	0.11	0.68	0.60		0.66	0.59	
v/c Ratio	0.53	0.34	0.20	0.26	0.36	0.19	0.56	0.76		0.54	0.47	
Control Delay	41.9	47.7	14.5	34.3	50.0	16.0	21.2	7.1		37.9	3.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.9	47.7	14.5	34.3	50.0	16.0	21.2	7.1		37.9	3.4	
LOS	D	D	B	C	D	B	C	A		D	A	
Approach Delay		38.8			36.6			8.0			5.7	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 10.4
 Intersection Capacity Utilization 73.9%
 Analysis Period (min) 15
























Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 12: San Mateo & St. Francis



St. Francis Corridor Study
15: Alta Vist & St. Francis

Existing Conditions - AM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	61	56	70	31	36	80	1621	71	67	1493	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frnt			0.850		0.918			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1640	0	1711	4886	0	1711	4916	1531
Flt Permitted	0.699			0.544			0.085			0.071		
Satd. Flow (perm)	1259	1801	1506	980	1640	0	153	4886	0	128	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86		49			8				62
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.68	0.69	0.65	0.69	0.75	0.73	0.54	0.87	0.85	0.79	0.93	0.58
Adj. Flow (vph)	84	88	86	101	41	49	148	1863	84	85	1605	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	88	86	101	90	0	148	1947	0	85	1605	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

St. Francis Corridor Study
15: Alta Vist & St. Francis

Existing Conditions - AM Peak
5/1/2009



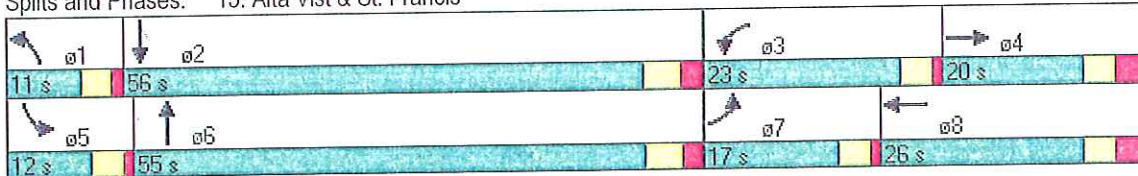
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	22.9	13.2	13.2	25.2	16.1		73.5	64.5		67.3	59.3	59.3
Actuated g/C Ratio	0.21	0.12	0.12	0.23	0.15		0.67	0.59		0.61	0.54	0.54
v/c Ratio	0.28	0.41	0.34	0.34	0.32		0.57	0.68		0.44	0.61	0.08
Control Delay	33.1	49.8	12.8	34.5	24.7		31.3	8.9		32.1	6.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	49.8	12.8	34.5	24.7		31.3	8.9		32.1	6.5	0.6
LOS	C	D	B	C	C		C	A		C	A	A
Approach Delay		32.0			29.9			10.5			7.5	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 15: Alta Vist & St. Francis



St. Francis Corridor Study
18: Cordova & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	165	102	155	182	77	135	1491	86	140	1362	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frnt			0.850			0.850		0.991			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4867	0	1711	4878	0
Flt Permitted	0.627			0.403			0.101			0.073		
Satd. Flow (perm)	1129	3421	1531	726	3421	1531	182	4867	0	131	4878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			103		11			9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.66	0.86	0.95	0.87	0.92	0.75	0.90	0.89	0.79	0.81	0.93	0.73
Adj. Flow (vph)	133	192	107	178	198	103	150	1675	109	173	1465	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	192	107	178	198	103	150	1784	0	173	1540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0



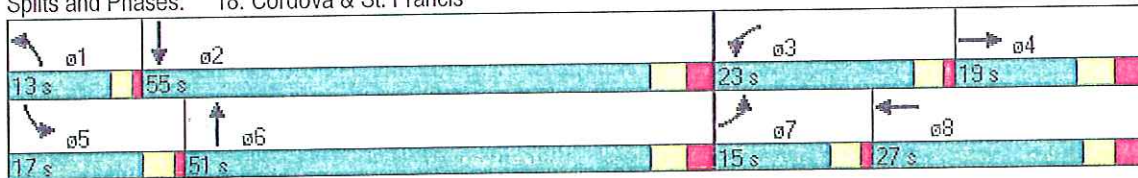
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	24.3	14.0	14.0	31.1	18.0	18.0	63.6	54.9		67.9	57.0	
Actuated g/C Ratio	0.22	0.13	0.13	0.28	0.16	0.16	0.58	0.50		0.62	0.52	
v/c Ratio	0.44	0.44	0.37	0.53	0.35	0.31	0.66	0.73		0.73	0.61	
Control Delay	33.7	47.4	12.2	35.8	41.7	9.7	40.9	22.3		28.0	20.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.7	47.4	12.2	35.8	41.7	9.7	40.9	22.3		28.0	20.9	
LOS	C	D	B	D	D	A	D	C		C	C	
Approach Delay		34.5			32.6			23.8			21.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.9
 Intersection Capacity Utilization 66.2%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 18: Cordova & St. Francis



St. Francis Corridor Study
21: Cerrillos Road & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	411	506	23	219	240	14	0	1071	684	0	1108	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Fr _t		0.993			0.981				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3397	0	3319	3356	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3397	0	3319	3356	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			14				282			511
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.79	0.85	0.79	0.76	0.61	0.25	0.25	0.93	0.94	0.25	0.79	0.71
Adj. Flow (vph)	520	595	29	288	393	56	0	1152	728	0	1403	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	624	0	288	449	0	0	1152	728	0	1403	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0



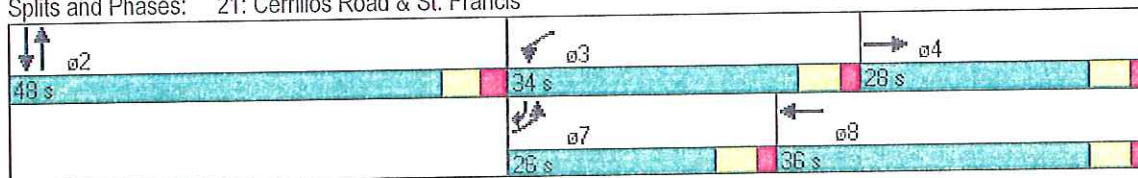
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	21.6	27.6		18.1	24.1			52.3	52.3		52.3	21.6
Actuated g/C Ratio	0.20	0.25		0.16	0.22			0.48	0.48		0.48	0.20
v/c Ratio	0.80	0.73		0.53	0.60			0.49	0.83		0.86	0.65
Control Delay	52.3	42.6		45.7	40.3			14.7	25.4		28.4	29.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	52.3	42.6		45.7	40.3			14.7	25.4		28.4	29.7
LOS	D	D		D	D			B	C		C	C
Approach Delay		47.0			42.4			18.8			28.8	
Approach LOS		D			D			B			C	






















Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 67.8%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 21: Cerrillos Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	170	84	63	69	51	63	1243	49	80	1690	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.949			0.926			0.993			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1709	0	1711	1667	0	1711	4881	0	1711	4901	0
Flt Permitted	0.432			0.348			0.073			0.135		
Satd. Flow (perm)	778	1709	0	627	1667	0	131	4881	0	243	4901	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			42			9			4	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.82	0.94	0.91	0.78	0.82	0.63	0.84	0.97	0.77	0.88	0.95	0.64
Adj. Flow (vph)	99	181	92	81	84	81	75	1281	64	91	1779	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	273	0	81	165	0	75	1345	0	91	1817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	



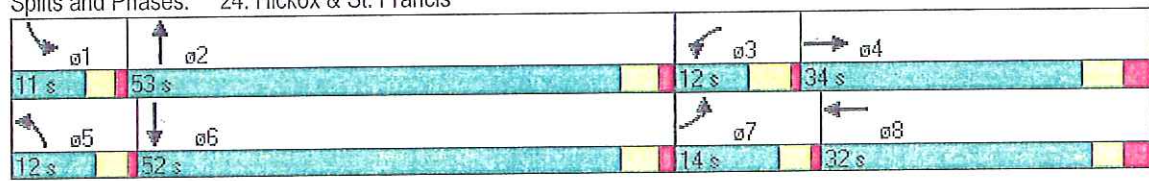
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.4	24.7		29.1	21.1		64.5	58.3		64.5	58.3	
Actuated g/C Ratio	0.29	0.22		0.26	0.19		0.59	0.53		0.59	0.53	
v/c Ratio	0.32	0.68		0.33	0.47		0.40	0.52		0.37	0.70	
Control Delay	28.3	44.2		28.8	31.9		13.8	15.5		18.0	15.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.3	44.2		28.8	31.9		13.8	15.5		18.0	15.0	
LOS	C	D		C	C		B	B		B	B	
Approach Delay		40.0			30.8			15.4			15.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 24: Hickox & St. Francis



St. Francis Corridor Study
27: Agua Fria & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	340	84	60	47	71	19	64	1178	40	29	1704	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		0.99
Frt		0.939			0.967			0.994				0.977
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1691	0	1711	1741	0	1711	4881	0	1711	4778	0
Flt Permitted	0.420			0.646			0.069			0.165		
Satd. Flow (perm)	1467	1691	0	1163	1741	0	124	4881	0	297	4778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			7			41	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.89	0.80	0.84	0.86	0.81	0.75	0.86	0.97	0.75	0.93	0.95	0.82
Adj. Flow (vph)	382	105	71	55	88	25	74	1214	53	31	1794	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	176	0	55	113	0	74	1267	0	31	2122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

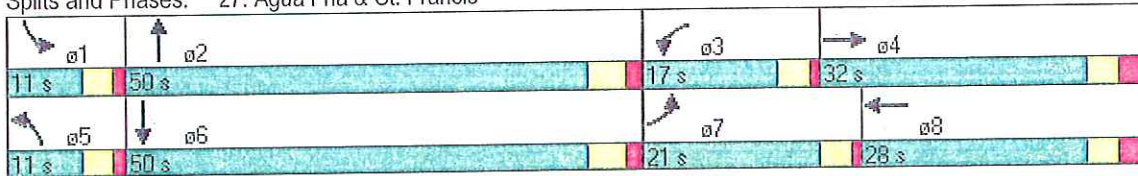


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.6	23.5		22.3	14.0		66.7	61.7		64.5	58.8	
Actuated g/C Ratio	0.31	0.21		0.20	0.13		0.61	0.56		0.59	0.53	
v/c Ratio	0.54	0.46		0.20	0.48		0.39	0.46		0.12	0.83	
Control Delay	32.2	35.4		27.8	46.1		34.0	12.2		4.3	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.2	35.4		27.8	46.1		34.0	12.2		4.3	21.8	
LOS	C	D		C	D		C	B		A	C	
Approach Delay		33.2			40.1			13.4			21.6	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 21.2
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis



St. Francis Corridor Study
30: Alameda & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	131	111	84	87	13	208	1430	52	12	1496	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.993			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4881	0	1711	4886	0
Flt Permitted	0.399			0.628			0.076			0.133		
Satd. Flow (perm)	718	1801	1531	1131	1801	1510	137	4881	0	239	4886	0
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)			150			19		8			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.71	0.79	0.74	0.91	0.65	0.67	0.90	0.97	0.77	0.62	0.96	0.99
Adj. Flow (vph)	179	166	150	92	134	19	231	1474	68	19	1558	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	166	150	92	134	19	231	1542	0	19	1623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0



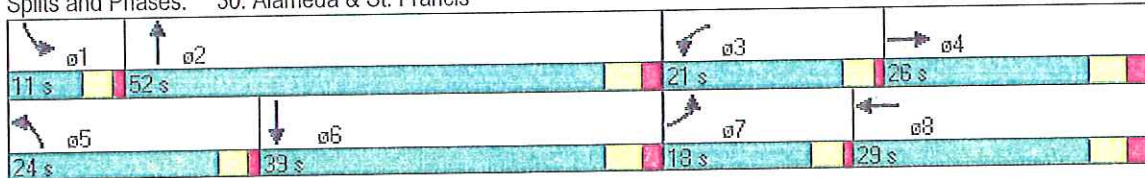
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.0	21.1	21.1	25.7	15.8	15.8	69.2	64.8		58.1	51.1	
Actuated g/C Ratio	0.29	0.19	0.19	0.23	0.14	0.14	0.63	0.59		0.53	0.46	
v/c Ratio	0.55	0.48	0.36	0.29	0.52	0.08	0.80	0.54		0.09	0.71	
Control Delay	35.7	45.0	8.7	29.7	49.9	16.1	50.1	11.3		7.3	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.7	45.0	8.7	29.7	49.9	16.1	50.1	11.3		7.3	21.4	
LOS	D	D	A	C	D	B	D	B		A	C	
Approach Delay		30.6			39.7			16.4			21.2	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 30: Alameda & St. Francis



St. Francis Corridor Study
33: Las Crucitas & St. Francis

Existing Conditions - AM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	76	135	224	26	11	36	1126	421	24	1209	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frnt			0.850			0.850			0.850			
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	1531	3319	1801	1531	1711	3421	1531	1711	4916	0
Flt Permitted		0.987		0.950			0.178			0.173		
Satd. Flow (perm)	0	1777	1531	3319	1801	1511	321	3421	1531	312	4916	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			11			421			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	4	76	135	224	26	11	36	1126	421	24	1209	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	135	224	26	11	36	1126	421	24	1210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0



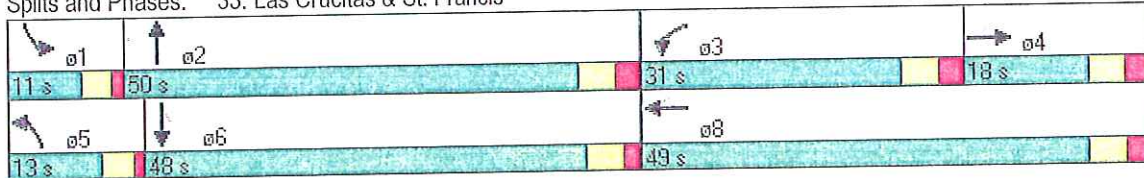
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		12.6	12.6	14.8	31.4	31.4	68.3	63.9	63.9	68.1	63.8	
Actuated g/C Ratio		0.11	0.11	0.13	0.29	0.29	0.62	0.58	0.58	0.62	0.58	
v/c Ratio		0.39	0.46	0.50	0.05	0.03	0.12	0.57	0.39	0.09	0.42	
Control Delay		50.1	12.6	47.7	26.2	12.2	6.2	9.0	1.3	4.2	11.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		50.1	12.6	47.7	26.2	12.2	6.2	9.0	1.3	4.2	11.2	
LOS		D	B	D	C	B	A	A	A	A	B	
Approach Delay		26.6			44.1			6.9			11.1	
Approach LOS		C			D			A			B	























Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.7
 Intersection Capacity Utilization 53.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 33: Las Crucitas & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	81	134	4	42	1	63	690	12	1	1200	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frt		0.907			0.997				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1633	0	1711	1795	0	1711	3421	1531	0	4906	0
Flt Permitted	0.729			0.338			0.185				0.940	
Satd. Flow (perm)	1313	1633	0	609	1795	0	333	3421	1531	0	4612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			1				12		2	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	37	81	134	4	42	1	63	690	12	1	1200	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	215	0	4	43	0	63	690	12	0	1215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

St. Francis Corridor Study
 36: Alamo Drive & St. Francis

Existing Conditions - AM Peak
 5/1/2009



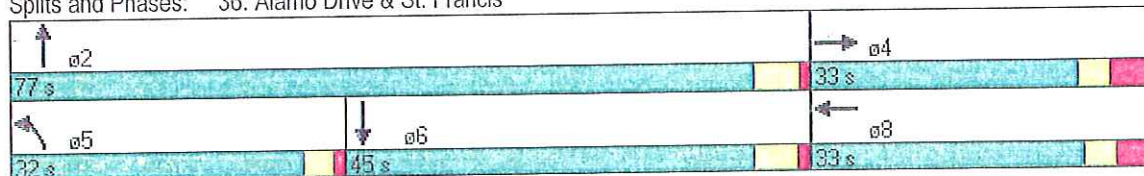
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0	14.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	18.4	18.4		18.4	18.4		83.6	83.6	83.6		74.6	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.76	0.76	0.76		0.68	
v/c Ratio	0.17	0.64		0.04	0.14		0.18	0.27	0.01		0.39	
Control Delay	38.4	35.7		35.5	36.8		4.2	5.4	2.1		9.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	38.4	35.7		35.5	36.8		4.2	5.4	2.1		9.4	
LOS	D	D		D	D		A	A	A		A	
Approach Delay		36.1			36.7			5.3			9.4	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 65.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 36: Alamo Drive & St. Francis



St. Francis Corridor Study
3: Sawmill Road & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	457	26	311	10	27	82	198	537	19	98	1989	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.862				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1552	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.082			0.407		
Satd. Flow (perm)	3319	1552	0	1711	1801	1507	148	4916	1497	733	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		318				139			20			421
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.85	0.81	0.87	0.62	0.84	0.59	0.85	0.87	0.95	0.77	0.98	0.88
Adj. Flow (vph)	538	32	357	16	32	139	233	617	20	127	2030	618
Shared Lane Traffic (%)												
Lane Group Flow (vph)	538	389	0	16	32	139	233	617	20	127	2030	618
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0

St. Francis Corridor Study
3: Sawmill Road & St. Francis

Existing Conditions - PM Peak
5/1/2009



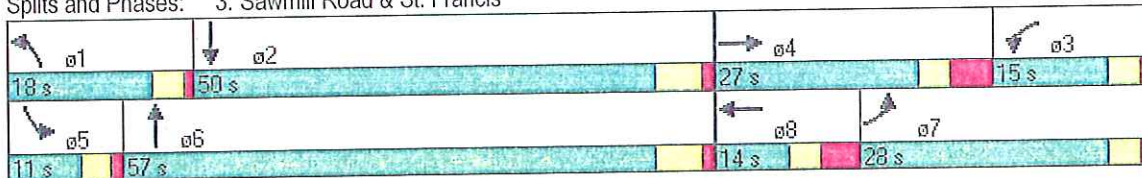
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	21.8	29.1		9.2	10.0	10.0	66.0	54.9	54.9	56.4	49.0	49.0
Actuated g/C Ratio	0.20	0.26		0.08	0.09	0.09	0.60	0.50	0.50	0.51	0.45	0.45
v/c Ratio	0.82	0.60		0.11	0.20	0.53	0.84	0.25	0.03	0.29	0.93	0.68
Control Delay	53.1	12.6		47.0	49.5	15.8	50.4	16.5	6.2	3.8	21.1	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	12.6		47.0	49.5	15.8	50.4	16.5	6.2	3.8	21.1	4.5
LOS	D	B		D	D	B	D	B	A	A	C	A
Approach Delay		36.1			24.2			25.3			16.6	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 22.3
 Intersection Capacity Utilization 80.0%
 Analysis Period (min) 15
























Intersection LOS: C
ICU Level of Service D

Splits and Phases: 3: Sawmill Road & St. Francis



St. Francis Corridor Study
6: Zia Road & St. Francis

Existing Conditions - PM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	364	135	79	349	263	166	42	857	108	267	1906	752
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frnt		0.938				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3209	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3209	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		116				213			180			595
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.94	0.83	0.68	0.86	0.90	0.78	0.56	0.95	0.60	0.86	0.93	0.79
Adj. Flow (vph)	387	163	116	406	292	213	75	902	180	310	2049	952
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	279	0	406	292	213	75	902	180	310	2049	952
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

St. Francis Corridor Study
6: Zia Road & St. Francis

Existing Conditions - PM Peak
5/1/2009



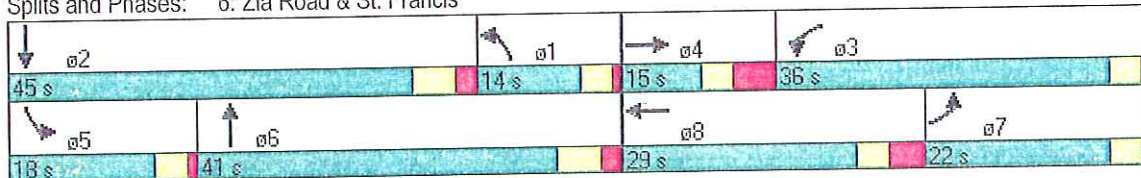
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	17.7	11.9		23.0	17.2	17.2	8.1	44.7	44.7	14.4	53.2	53.2
Actuated g/C Ratio	0.16	0.11		0.21	0.16	0.16	0.07	0.41	0.41	0.13	0.48	0.48
v/c Ratio	0.73	0.62		0.59	0.54	0.51	0.31	0.45	0.25	0.71	0.86	0.91
Control Delay	51.9	33.6		41.9	46.3	9.8	37.0	15.3	1.8	59.0	22.6	17.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	33.6		41.9	46.3	9.8	37.0	15.3	1.8	59.0	22.6	17.9
LOS	D	C		D	D	A	D	B	A	E	C	B
Approach Delay		44.2			35.8			14.6			24.6	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 73.6%
 Analysis Period (min) 15



























Intersection LOS: C
ICU Level of Service D

Splits and Phases: 6: Zia Road & St. Francis



St. Francis Corridor Study
9: Siringo Rd & St. Francis

Existing Conditions - PM Peak
5/1/2009

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	116	80	255	196	129	55	117	1411	134	151	1949	328	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	400		400	180		300	200		300	200		50	
Storage Lanes	2		1	2		1	1		1	1		1	
Taper Length (ft)	25		25	25		25	25		25	25		25	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frnt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531	
Flt Permitted	0.570			0.557			0.074			0.106			
Satd. Flow (perm)	1991	1801	1531	1946	1801	1531	133	4916	1531	191	4916	1531	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			230			72			147			96	
Link Speed (mph)		30			45			45			45		
Link Distance (ft)		1051			1013			1836			3676		
Travel Time (s)		23.9			15.3			27.8			55.7		
Peak Hour Factor	0.85	0.95	0.89	0.75	0.90	0.76	0.77	0.96	0.91	0.82	0.97	0.85	
Adj. Flow (vph)	136	84	287	261	143	72	152	1470	147	184	2009	386	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	136	84	287	261	143	72	152	1470	147	184	2009	386	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		22			22			22			22		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	
Detector Template													
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (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	
Detector 1 Queue (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	
Detector 1 Delay (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	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	
Protected Phases	7	4		3	8		1	6		5	2		
Permitted Phases	4		4	8		8	6		6	2		2	
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2	
Switch Phase													
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0	
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3	
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0	
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%	
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7	

St. Francis Corridor Study
9: Siringo Rd & St. Francis

Existing Conditions - PM Peak
5/1/2009



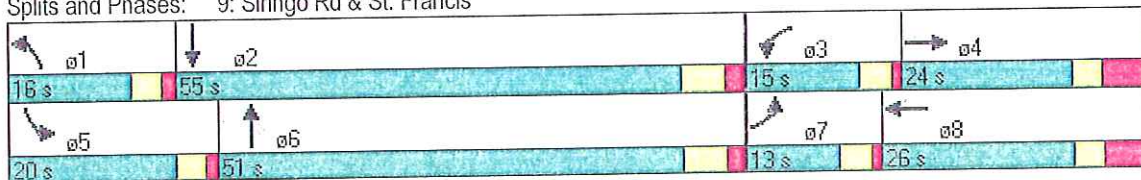
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	23.6	15.2	15.2	28.2	17.5	17.5	66.6	56.3	56.3	69.6	57.8	57.8
Actuated g/C Ratio	0.21	0.14	0.14	0.26	0.16	0.16	0.61	0.51	0.51	0.63	0.53	0.53
v/c Ratio	0.26	0.34	0.70	0.41	0.50	0.24	0.67	0.58	0.17	0.65	0.78	0.45
Control Delay	30.8	45.4	20.0	33.0	47.8	10.8	31.9	21.0	7.0	34.8	11.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	45.4	20.0	33.0	47.8	10.8	31.9	21.0	7.0	34.8	11.4	4.3
LOS	C	D	C	C	D	B	C	C	A	C	B	A
Approach Delay		27.1			34.1			20.8			12.0	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15
























Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 9: Siringo Rd & St. Francis



St. Francis Corridor Study
12: San Mateo & St. Francis

Existing Conditions - PM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	83	103	124	96	52	99	1192	64	59	1950	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frnt			0.850			0.850		0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4876	0	1711	4876	0
Flt Permitted	0.559			0.703			0.064			0.176		
Satd. Flow (perm)	1004	1801	1506	1266	1801	1509	115	4876	0	317	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			72		12			12	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	168	83	103	124	96	72	99	1192	64	59	1950	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	83	103	124	96	72	99	1256	0	59	2056	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

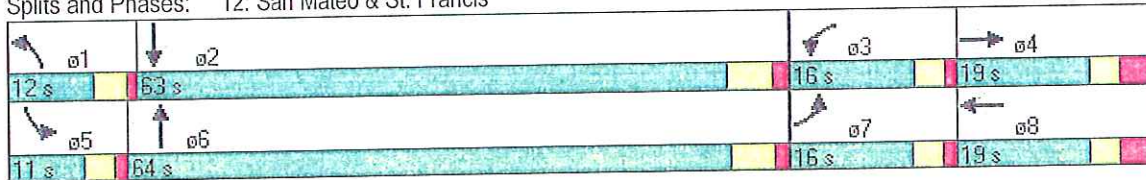


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.2	13.6	13.6	23.6	12.8	12.8	71.0	64.8		69.1	62.1	
Actuated g/C Ratio	0.23	0.12	0.12	0.21	0.12	0.12	0.65	0.59		0.63	0.56	
v/c Ratio	0.55	0.37	0.37	0.39	0.46	0.30	0.54	0.44		0.20	0.75	
Control Delay	40.6	48.9	12.5	35.9	52.0	13.5	42.9	4.2		4.0	6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.6	48.9	12.5	35.9	52.0	13.5	42.9	4.2		4.0	6.6	
LOS	D	D	B	D	D	B	D	A		A	A	
Approach Delay		34.4			35.7			7.0			6.5	
Approach LOS		C			D			A			A	

Intersection Summary























Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 71.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 12: San Mateo & St. Francis



St. Francis Corridor Study
15: Alta Vist & St. Francis

Existing Conditions - PM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	66	109	190	30	44	30	1615	88	84	1917	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frnt			0.850		0.910			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	4876	0	1711	4916	1531
Flt Permitted	0.692			0.439			0.075			0.072		
Satd. Flow (perm)	1246	1801	1506	790	1624	0	135	4876	0	130	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166		60			10				43
Link Speed (mph)		25			45			45				35
Link Distance (ft)		893			773			3261				1204
Travel Time (s)		24.4			11.7			49.4				23.5
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.68	0.69	0.65	0.69	0.75	0.73	0.54	0.87	0.85	0.79	0.93	0.58
Adj. Flow (vph)	147	96	168	275	40	60	56	1856	104	106	2061	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	96	168	275	100	0	56	1960	0	106	2061	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0



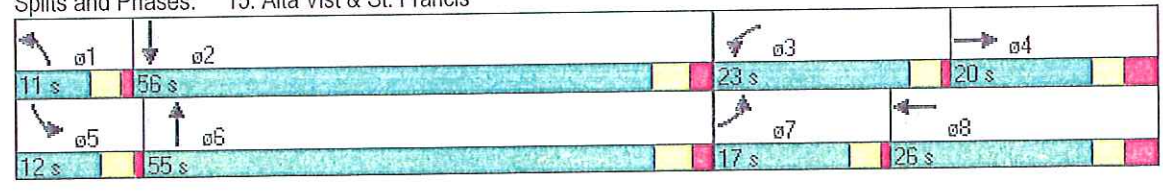
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	24.7	13.2	13.2	35.1	19.7		62.1	55.0		64.4	57.9	57.9
Actuated g/C Ratio	0.22	0.12	0.12	0.32	0.18		0.56	0.50		0.59	0.53	0.53
v/c Ratio	0.45	0.44	0.51	0.68	0.29		0.31	0.80		0.56	0.80	0.08
Control Delay	32.1	50.9	12.8	39.1	19.8		16.4	22.0		36.5	12.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.1	50.9	12.8	39.1	19.8		16.4	22.0		36.5	12.4	3.4
LOS	C	D	B	D	B		B	C		D	B	A
Approach Delay		28.6			34.0			21.8			13.3	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 15: Alta Vist & St. Francis



St. Francis Corridor Study
18: Cordova & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	146	210	240	279	231	171	111	1514	44	162	1553	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	200		80	250		200	170		0	350		0	
Storage Lanes	1		1	1		1	1		0	1		0	
Taper Length (ft)	25		25	25		25	25		25	25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91	
Ped Bike Factor							1.00	1.00			1.00		
Frt			0.850			0.850		0.995			0.996		
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4889	0	1711	4894	0	
Flt Permitted	0.596			0.325			0.087			0.078			
Satd. Flow (perm)	1073	3421	1531	585	3421	1531	157	4889	0	140	4894	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			199			207		5			5		
Link Speed (mph)		45			45			35			35		
Link Distance (ft)		1228			996			1204			1284		
Travel Time (s)		18.6			15.1			23.5			25.0		
Confl. Peds. (#/hr)							2		2			1	
Peak Hour Factor	0.66	0.86	0.95	0.87	0.92	0.75	0.90	0.89	0.79	0.81	0.93	0.73	
Adj. Flow (vph)	221	244	253	321	251	228	123	1701	56	200	1670	48	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	221	244	253	321	251	228	123	1757	0	200	1718	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		11			11			11			11		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Number of Detectors	1	1	1	1	1	1	1	1		1	1		
Detector Template													
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40		
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0		
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0		
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40		
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt			
Protected Phases	7	4		3	8		1	6		5	2		
Permitted Phases	4		4	8		8	6			2			
Detector Phase	7	4	4	3	8	8	1	6		5	2		
Switch Phase													
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0		
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2		
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0	



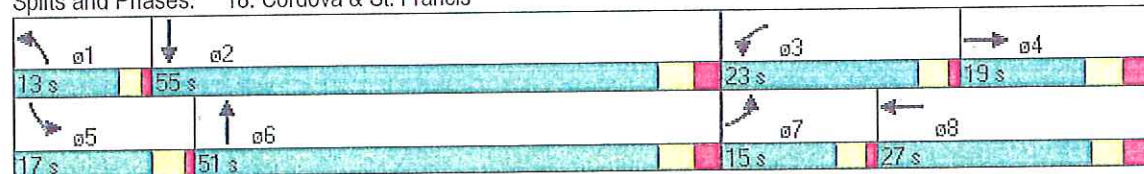
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.6	14.5	14.5	36.9	21.8	21.8	57.2	49.4		64.8	53.3	
Actuated g/C Ratio	0.23	0.13	0.13	0.34	0.20	0.20	0.52	0.45		0.59	0.48	
v/c Ratio	0.70	0.54	0.68	0.83	0.37	0.49	0.64	0.80		0.80	0.72	
Control Delay	43.1	49.4	21.4	49.7	39.6	10.7	39.2	32.3		30.0	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.1	49.4	21.4	49.7	39.6	10.7	39.2	32.3		30.0	17.3	
LOS	D	D	C	D	D	B	D	C		C	B	
Approach Delay		37.6			35.4			32.8			18.6	
Approach LOS		D			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 18: Cordova & St. Francis



St. Francis Corridor Study
21: Cerrillos Road & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	624	431	28	478	432	15	0	1611	421	0	1212	467
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frts		0.990			0.988				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3387	0	3319	3380	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3387	0	3319	3380	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3				116			500
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.79	0.85	0.79	0.76	0.61	0.25	0.25	0.93	0.94	0.25	0.79	0.71
Adj. Flow (vph)	790	507	35	629	708	60	0	1732	448	0	1534	658
Shared Lane Traffic (%)												
Lane Group Flow (vph)	790	542	0	629	768	0	0	1732	448	0	1534	658
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

St. Francis Corridor Study
 21: Cerrillos Road & St. Francis

Existing Conditions - PM Peak
 5/1/2009



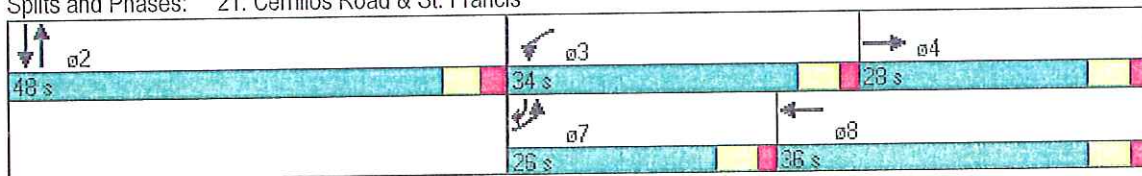
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	25.1		27.1	30.2			45.8	45.8		45.8	22.0
Actuated g/C Ratio	0.20	0.23		0.25	0.27			0.42	0.42		0.42	0.20
v/c Ratio	1.19	0.70		0.77	0.83			0.85	0.64		1.08	0.70
Control Delay	139.2	44.2		45.3	45.6			26.2	15.7		73.2	31.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	139.2	44.2		45.3	45.6			26.2	15.7		73.2	31.1
LOS	F	D		D	D			C	B		E	C
Approach Delay		100.5			45.5			24.1			60.6	
Approach LOS		F			D			C			E	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 53.9
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 21: Cerrillos Road & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	131	87	91	167	76	91	1860	46	77	1605	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.939			0.944			0.995			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1691	0	1711	1700	0	1711	4891	0	1711	4891	0
Flt Permitted	0.170			0.440			0.077			0.080		
Satd. Flow (perm)	306	1691	0	792	1700	0	139	4891	0	144	4891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			26			5			6	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.82	0.94	0.91	0.78	0.82	0.63	0.84	0.97	0.77	0.88	0.95	0.64
Adj. Flow (vph)	161	139	96	117	204	121	108	1918	60	88	1689	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	235	0	117	325	0	108	1978	0	88	1745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

St. Francis Corridor Study
24: Hickox & St. Francis

Existing Conditions - PM Peak
5/1/2009

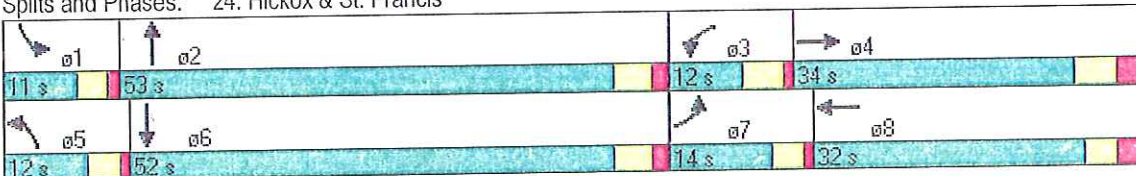


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	36.4	26.6		32.8	24.8		60.8	54.4		58.8	51.6	
Actuated g/C Ratio	0.33	0.24		0.30	0.23		0.55	0.49		0.53	0.47	
v/c Ratio	0.71	0.54		0.39	0.81		0.57	0.82		0.49	0.76	
Control Delay	43.3	35.7		28.1	52.5		22.0	14.8		32.5	21.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.3	35.7		28.1	52.5		22.0	14.8		32.5	21.1	
LOS	D	D		C	D		C	B		C	C	
Approach Delay		38.8			46.1			15.2			21.6	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 22.5
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 24: Hickox & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	106	27	100	176	27	107	1760	51	26	1551	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00			0.99	
Frt		0.971			0.979			0.995			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1748	0	1711	1763	0	1711	4887	0	1711	4724	0
Flt Permitted	0.251			0.584			0.075			0.080		
Satd. Flow (perm)	877	1748	0	1052	1763	0	135	4887	0	144	4724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			6			77	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.89	0.80	0.84	0.86	0.81	0.75	0.86	0.97	0.75	0.93	0.95	0.82
Adj. Flow (vph)	291	132	32	116	217	36	124	1814	68	28	1633	445
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	164	0	116	253	0	124	1882	0	28	2078	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

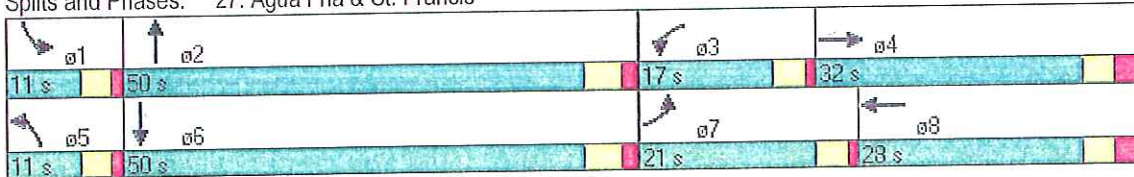


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.3	24.4		32.3	21.9		61.6	56.6		58.1	51.1	
Actuated g/C Ratio	0.34	0.22		0.29	0.20		0.56	0.51		0.53	0.46	
v/c Ratio	0.50	0.41		0.31	0.71		0.65	0.75		0.16	0.93	
Control Delay	27.4	36.7		25.8	50.9		44.5	21.9		7.1	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.4	36.7		25.8	50.9		44.5	21.9		7.1	26.1	
LOS	C	D		C	D		D	C		A	C	
Approach Delay		30.7			43.0			23.3			25.8	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis



St. Francis Corridor Study
30: Alameda & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	66	143	149	163	32	260	1961	68	15	1503	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frft			0.850			0.850		0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4857	0
Flt Permitted	0.301			0.649			0.087			0.095		
Satd. Flow (perm)	542	1801	1531	1169	1801	1510	157	4886	0	171	4857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193			48		7			14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.71	0.79	0.74	0.91	0.65	0.67	0.90	0.97	0.77	0.62	0.96	0.99
Adj. Flow (vph)	137	84	193	164	251	48	289	2022	88	24	1566	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	84	193	164	251	48	289	2110	0	24	1705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

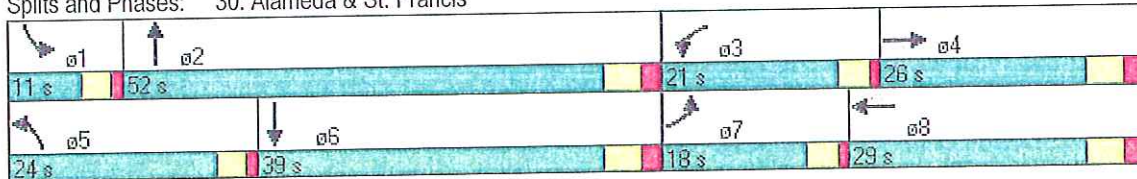
	↖	→	↘	↙	←	↗	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.3	20.4	20.4	34.6	21.6	21.6	64.5	57.9		50.9	43.9	
Actuated g/C Ratio	0.29	0.19	0.19	0.31	0.20	0.20	0.59	0.53		0.46	0.40	
v/c Ratio	0.48	0.25	0.44	0.38	0.71	0.14	0.88	0.82		0.14	0.88	
Control Delay	30.6	39.3	8.7	27.9	52.5	10.9	47.4	22.8		12.6	36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.6	39.3	8.7	27.9	52.5	10.9	47.4	22.8		12.6	36.4	
LOS	C	D	A	C	D	B	D	C		B	D	
Approach Delay		22.2			39.5			25.8			36.1	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.3
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 30: Alameda & St. Francis



St. Francis Corridor Study
33: Las Crucitas & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	62	88	519	89	10	94	1064	478	41	936	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frnt			0.850			0.850			0.850		0.999	
Flt Protected		0.996		0.950			0.950			0.950		
Satd. Flow (prot)	0	1793	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.974		0.950			0.223			0.169		
Satd. Flow (perm)	0	1754	1531	3319	1801	1511	402	3421	1531	304	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			10			478		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	5	62	88	519	89	10	94	1064	478	41	936	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	88	519	89	10	94	1064	478	41	940	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

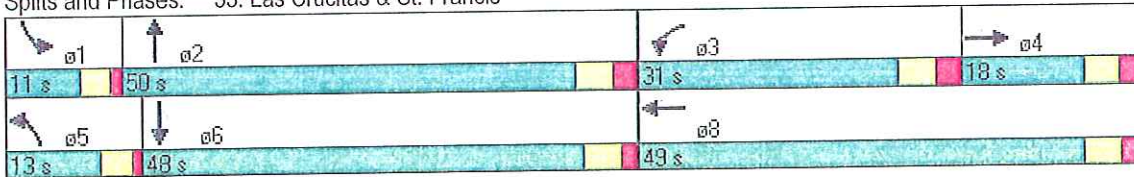
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effect Green (s)		11.7	11.7	23.8	39.5	39.5	61.2	55.8	55.8	58.2	52.5	
Actuated g/C Ratio		0.11	0.11	0.22	0.36	0.36	0.56	0.51	0.51	0.53	0.48	
v/c Ratio		0.36	0.37	0.72	0.14	0.02	0.29	0.61	0.47	0.16	0.40	
Control Delay		50.7	13.9	46.0	22.9	10.0	13.4	15.6	3.2	10.4	18.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		50.7	13.9	46.0	22.9	10.0	13.4	15.6	3.2	10.4	18.4	
LOS		D	B	D	C	A	B	B	A	B	B	
Approach Delay		29.8			42.1			11.8			18.1	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 66.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 33: Las Crucitas & St. Francis



St. Francis Corridor Study
36: Alamo Drive & St. Francis

Existing Conditions - PM Peak
5/1/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	54	105	9	104	1	114	1333	15	2	880	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frt		0.901			0.999				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1622	0	1711	1799	0	1711	3421	1531	0	4896	0
Flt Permitted	0.601			0.425			0.273				0.938	
Satd. Flow (perm)	1082	1622	0	765	1799	0	492	3421	1531	0	4593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86							15		4	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	54	105	9	104	1	114	1333	15	2	880	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	159	0	9	105	0	114	1333	15	0	904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

St. Francis Corridor Study
36: Alamo Drive & St. Francis

Existing Conditions - PM Peak
5/1/2009

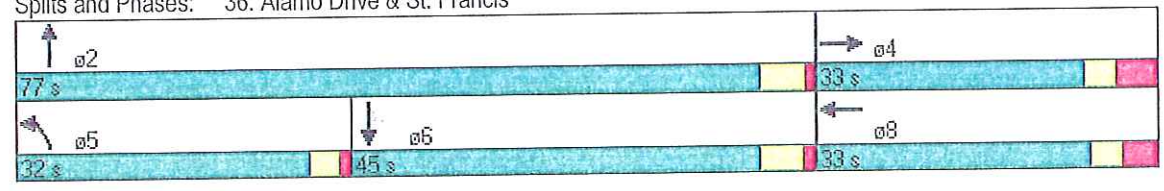


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	14.8	14.8		14.8	14.8		87.2	87.2	87.2		75.7	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.79	0.79	0.79		0.69	
v/c Ratio	0.19	0.54		0.09	0.43		0.24	0.49	0.01		0.29	
Control Delay	43.4	27.5		41.2	48.4		2.2	4.2	0.1		7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	43.4	27.5		41.2	48.4		2.2	4.2	0.1		7.3	
LOS	D	C		D	D		A	A	A		A	
Approach Delay		29.8			47.9			4.0			7.3	
Approach LOS		C			D			A			A	

Intersection Summary
























Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 36: Alamo Drive & St. Francis



APPENDIX C

EXISTING CAPACITY ANALYSIS WITH TWO LANES SOUTH OF SAN MATEO RD.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	324	31	129	16	25	121	196	1386	5	38	529	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.881				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1586	0	1711	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.360			0.080		
Satd. Flow (perm)	3319	1586	0	1711	1801	1507	648	3421	1497	144	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148				141			3			260
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.85	0.81	0.87	0.62	0.84	0.59	0.85	0.87	0.95	0.77	0.98	0.88
Adj. Flow (vph)	381	38	148	26	30	205	231	1593	5	49	540	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	381	186	0	26	30	205	231	1593	5	49	540	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0

St. Francis Corridor Study
3: Sawmill Road & St. Francis

Existing AM Peak (2 Lanes S/O San Mateo)
5/1/2009

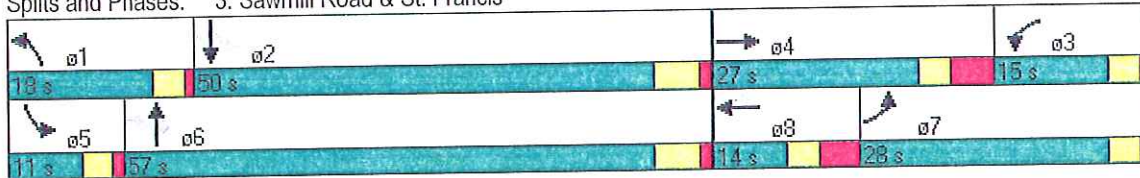


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	17.8	24.5		9.9	10.0	10.0	70.0	61.1	61.1	61.7	54.4	54.4
Actuated g/C Ratio	0.16	0.22		0.09	0.09	0.09	0.64	0.56	0.56	0.56	0.49	0.49
v/c Ratio	0.71	0.40		0.17	0.18	0.77	0.44	0.84	0.01	0.27	0.32	0.29
Control Delay	51.0	13.5		47.1	49.2	37.3	11.7	27.1	10.6	15.7	5.4	1.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	13.5		47.1	49.2	37.3	11.7	27.1	10.6	15.7	5.4	1.3
LOS	D	B		D	D	D	B	C	B	B	A	A
Approach Delay		38.7			39.6			25.1			4.7	
Approach LOS		D			D			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 23.4
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 3: Sawmill Road & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗		↖↖	↗↗	↗	↖↖	↗↗	↗	↖↖	↗↗	↗
Volume (vph)	527	248	41	119	140	245	116	1471	192	172	680	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt		0.975				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3336	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3336	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				257			252			365
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.94	0.83	0.68	0.86	0.90	0.78	0.56	0.95	0.60	0.86	0.93	0.79
Adj. Flow (vph)	561	299	60	138	156	314	207	1548	320	200	731	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	561	359	0	138	156	314	207	1548	320	200	731	365
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

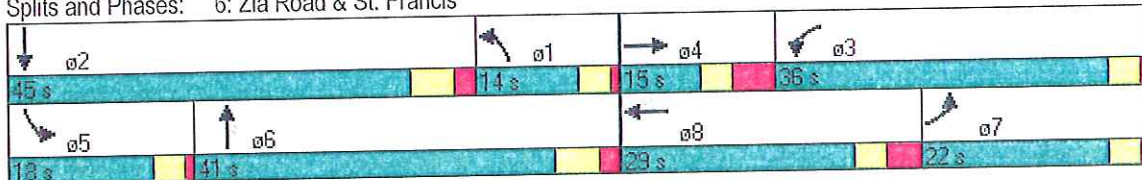


























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.5	11.0		28.7	15.2	15.2	18.6	42.6	42.6	11.7	35.7	35.7
Actuated g/C Ratio	0.22	0.10		0.26	0.14	0.14	0.17	0.39	0.39	0.11	0.32	0.32
v/c Ratio	0.76	1.03		0.16	0.33	0.73	0.37	1.17	0.43	0.57	0.66	0.49
Control Delay	48.2	102.5		31.1	43.3	19.6	48.2	114.7	13.6	51.1	19.8	3.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	102.5		31.1	43.3	19.6	48.2	114.7	13.6	51.1	19.8	3.0
LOS	D	F		C	D	B	D	F	B	D	B	A
Approach Delay		69.4			28.3			92.5			19.9	
Approach LOS		E			C			F			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 61.0
 Intersection Capacity Utilization 80.9%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service D

Splits and Phases: 6: Zia Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	178	92	113	81	67	7	237	2067	112	39	955	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.527			0.694			0.167			0.080		
Satd. Flow (perm)	1841	1801	1531	2424	1801	1531	301	3421	1531	144	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			9			81			28
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.85	0.95	0.89	0.75	0.90	0.76	0.77	0.96	0.91	0.82	0.97	0.85
Adj. Flow (vph)	209	97	127	108	74	9	308	2153	123	48	985	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	97	127	108	74	9	308	2153	123	48	985	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

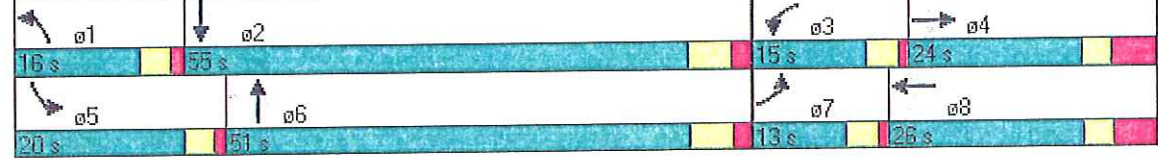


























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.2	14.8	14.8	20.8	14.5	14.5	74.9	65.9	65.9	61.2	54.0	54.0
Actuated g/C Ratio	0.22	0.13	0.13	0.19	0.13	0.13	0.68	0.60	0.60	0.56	0.49	0.49
v/c Ratio	0.37	0.40	0.40	0.21	0.31	0.04	0.73	1.05	0.13	0.26	0.59	0.10
Control Delay	34.5	47.8	11.2	32.8	45.5	20.7	14.7	51.3	3.8	13.5	8.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	47.8	11.2	32.8	45.5	20.7	14.7	51.3	3.8	13.5	8.3	1.5
LOS	C	D	B	C	D	C	B	D	A	B	A	A
Approach Delay		30.6			37.1			44.7			8.0	
Approach LOS		C			D			D			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 33.5
 Intersection Capacity Utilization 84.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 9: Siringo Rd & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	78	47	67	70	27	161	2178	55	100	1217	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frnt			0.850			0.850		0.996			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	3408	0	1711	4847	0
Flt Permitted	0.490			0.706			0.147			0.065		
Satd. Flow (perm)	880	1801	1506	1271	1801	1509	265	3408	0	117	4847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			38		4			25	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	78	47	67	70	38	161	2178	55	100	1217	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	78	47	67	70	38	161	2233	0	100	1345	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

St. Francis Corridor Study
12: San Mateo & St. Francis

Existing AM Peak (2 Lanes S/O San Mateo)
5/1/2009

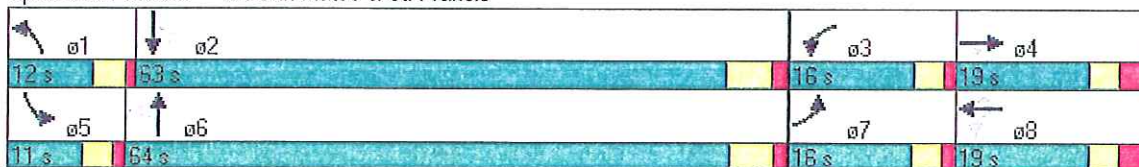
























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	23.3	13.8	13.8	19.1	11.9	11.9	74.3	65.9		72.4	64.9	
Actuated g/C Ratio	0.21	0.13	0.13	0.17	0.11	0.11	0.68	0.60		0.66	0.59	
v/c Ratio	0.53	0.34	0.20	0.26	0.36	0.19	0.56	1.09		0.54	0.47	
Control Delay	41.9	47.7	14.5	34.3	50.0	16.0	15.9	57.5		37.9	3.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.9	47.7	14.5	34.3	50.0	16.0	15.9	57.5		37.9	3.4	
LOS	D	D	B	C	D	B	B	E		D	A	
Approach Delay		38.8			36.6			54.7			5.7	
Approach LOS		D			D			D			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 92.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 12: San Mateo & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	61	56	70	31	36	80	1621	71	67	1493	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.918			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1640	0	1711	4886	0	1711	4916	1531
Flt Permitted	0.699			0.544			0.085			0.071		
Satd. Flow (perm)	1259	1801	1506	980	1640	0	153	4886	0	128	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86		49			8				62
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.68	0.69	0.65	0.69	0.75	0.73	0.54	0.87	0.85	0.79	0.93	0.58
Adj. Flow (vph)	84	88	86	101	41	49	148	1863	84	85	1605	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	88	86	101	90	0	148	1947	0	85	1605	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	22.9	13.2	13.2	25.2	16.1		73.5	64.5		67.3	59.3	59.3
Actuated g/C Ratio	0.21	0.12	0.12	0.23	0.15		0.67	0.59		0.61	0.54	0.54
v/c Ratio	0.28	0.41	0.34	0.34	0.32		0.57	0.68		0.44	0.61	0.08
Control Delay	33.1	49.8	12.8	34.5	24.7		25.1	7.0		32.1	6.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	49.8	12.8	34.5	24.7		25.1	7.0		32.1	6.5	0.6
LOS	C	D	B	C	C		C	A		C	A	A
Approach Delay		32.0			29.9			8.3			7.5	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 15: Alta Vist & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	165	102	155	182	77	135	1491	86	140	1362	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frnt			0.850			0.850		0.991			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4867	0	1711	4878	0
Flt Permitted	0.627			0.403			0.101			0.073		
Satd. Flow (perm)	1129	3421	1531	726	3421	1531	182	4867	0	131	4878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			103		11			9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.66	0.86	0.95	0.87	0.92	0.75	0.90	0.89	0.79	0.81	0.93	0.73
Adj. Flow (vph)	133	192	107	178	198	103	150	1675	109	173	1465	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	192	107	178	198	103	150	1784	0	173	1540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

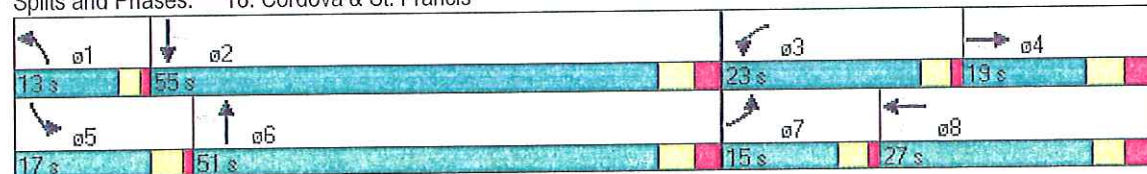






















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	24.3	14.0	14.0	31.1	18.0	18.0	63.6	54.9		67.9	57.0	
Actuated g/C Ratio	0.22	0.13	0.13	0.28	0.16	0.16	0.58	0.50		0.62	0.52	
v/c Ratio	0.44	0.44	0.37	0.53	0.35	0.31	0.66	0.73		0.73	0.61	
Control Delay	33.7	47.4	12.2	35.8	41.7	9.7	39.6	24.5		28.0	20.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	33.7	47.4	12.2	35.8	41.7	9.7	39.6	24.5		28.0	20.9	
LOS	C	D	B	D	D	A	D	C		C	C	
Approach Delay		34.5			32.6			25.7			21.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 25.7
 Intersection Capacity Utilization 66.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 18: Cordova & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	411	506	23	219	240	14	0	1071	684	0	1108	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.993			0.981				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3397	0	3319	3356	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3397	0	3319	3356	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			14				282			511
Link Speed (mph)		35			45				35			35
Link Distance (ft)		975			735				1284			422
Travel Time (s)		19.0			11.1				25.0			8.2
Peak Hour Factor	0.79	0.85	0.79	0.76	0.61	0.25	0.25	0.93	0.94	0.25	0.79	0.71
Adj. Flow (vph)	520	595	29	288	393	56	0	1152	728	0	1403	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	520	624	0	288	449	0	0	1152	728	0	1403	614
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22				11			11
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0



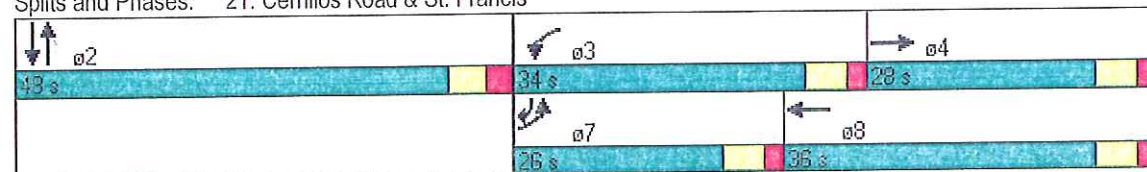
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	21.6	27.6		18.1	24.1			52.3	52.3		52.3	21.6
Actuated g/C Ratio	0.20	0.25		0.16	0.22			0.48	0.48		0.48	0.20
v/c Ratio	0.80	0.73		0.53	0.60			0.49	0.83		0.86	0.65
Control Delay	52.3	42.6		45.7	40.3			15.5	26.3		28.4	29.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	52.3	42.6		45.7	40.3			15.5	26.3		28.4	29.7
LOS	D	D		D	D			B	C		C	C
Approach Delay		47.0			42.4			19.7			28.8	
Approach LOS		D			D			B			C	




















Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 31.2
 Intersection Capacity Utilization 67.8%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Splits and Phases: 21: Cerrillos Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	170	84	63	69	51	63	1243	49	80	1690	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Fr't		0.949			0.926			0.993			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1709	0	1711	1667	0	1711	4881	0	1711	4901	0
Flt Permitted	0.432			0.348			0.073			0.135		
Satd. Flow (perm)	778	1709	0	627	1667	0	131	4881	0	243	4901	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			42			9			4	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.82	0.94	0.91	0.78	0.82	0.63	0.84	0.97	0.77	0.88	0.95	0.64
Adj. Flow (vph)	99	181	92	81	84	81	75	1281	64	91	1779	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	273	0	81	165	0	75	1345	0	91	1817	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	



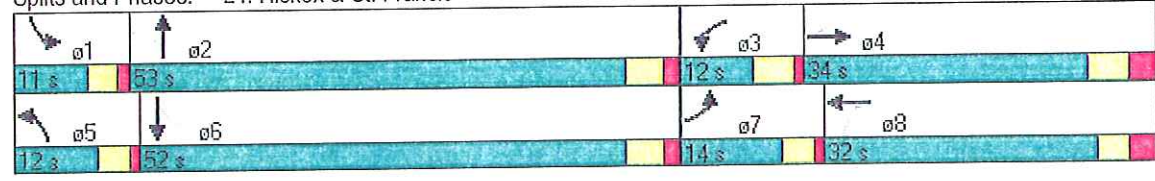
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.4	24.7		29.1	21.1		64.5	58.3		64.5	58.3	
Actuated g/C Ratio	0.29	0.22		0.26	0.19		0.59	0.53		0.59	0.53	
v/c Ratio	0.32	0.68		0.33	0.47		0.40	0.52		0.37	0.70	
Control Delay	28.3	44.2		28.8	31.9		13.8	15.6		18.0	15.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.3	44.2		28.8	31.9		13.8	15.6		18.0	15.0	
LOS	C	D		C	C		B	B		B	B	
Approach Delay		40.0			30.8			15.5			15.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases: 24: Hickox & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	340	84	60	47	71	19	64	1178	40	29	1704	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00	0.99	
Frnt		0.939			0.967			0.994			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1691	0	1711	1741	0	1711	4881	0	1711	4778	0
Flt Permitted	0.420			0.646			0.069			0.165		
Satd. Flow (perm)	1467	1691	0	1163	1741	0	124	4881	0	297	4778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			7			41	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.89	0.80	0.84	0.86	0.81	0.75	0.86	0.97	0.75	0.93	0.95	0.82
Adj. Flow (vph)	382	105	71	55	88	25	74	1214	53	31	1794	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	382	176	0	55	113	0	74	1267	0	31	2122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

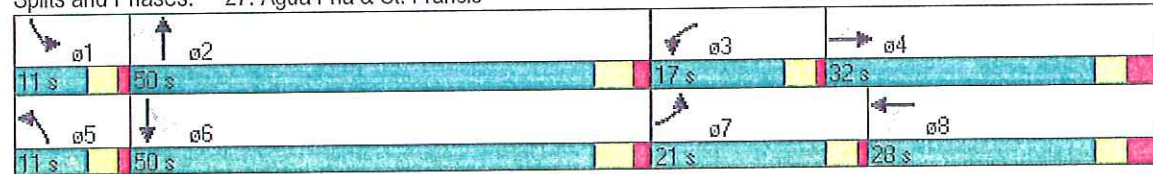


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)							5.0			5.0		
Flash Dont Walk (s)							17.0			15.0		
Pedestrian Calls (#/hr)							0			0		
Act Effct Green (s)	33.6	23.5		22.3	14.0		66.7	61.7		64.5	58.8	
Actuated g/C Ratio	0.31	0.21		0.20	0.13		0.61	0.56		0.59	0.53	
v/c Ratio	0.54	0.46		0.20	0.48		0.39	0.46		0.12	0.83	
Control Delay	32.2	35.4		27.8	46.1		34.0	12.2		4.3	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.2	35.4		27.8	46.1		34.0	12.2		4.3	21.8	
LOS	C	D		C	D		C	B		A	C	
Approach Delay		33.2			40.1			13.4			21.6	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 21.2
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis



St. Francis Corridor Study
30: Alameda & St. Francis

Existing AM Peak (2 Lanes S/O San Mateo)

5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	131	111	84	87	13	208	1430	52	12	1496	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.993			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4881	0	1711	4886	0
Flt Permitted	0.399			0.628			0.076			0.133		
Satd. Flow (perm)	718	1801	1531	1131	1801	1510	137	4881	0	239	4886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150			19		8			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.71	0.79	0.74	0.91	0.65	0.67	0.90	0.97	0.77	0.62	0.96	0.99
Adj. Flow (vph)	179	166	150	92	134	19	231	1474	68	19	1558	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	166	150	92	134	19	231	1542	0	19	1623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

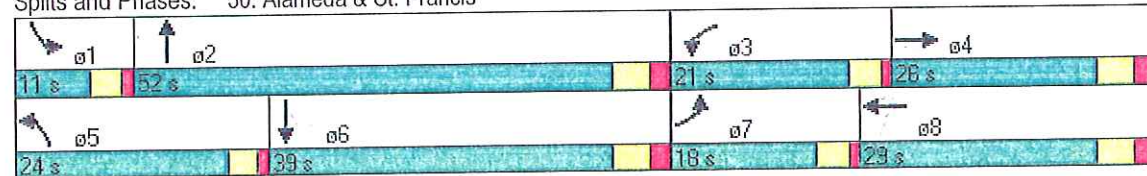


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.0	21.1	21.1	25.7	15.8	15.8	69.2	64.8		58.1	51.1	
Actuated g/C Ratio	0.29	0.19	0.19	0.23	0.14	0.14	0.63	0.59		0.53	0.46	
v/c Ratio	0.55	0.48	0.36	0.29	0.52	0.08	0.80	0.54		0.09	0.71	
Control Delay	35.7	45.0	8.7	29.7	49.9	16.1	50.1	11.3		7.3	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.7	45.0	8.7	29.7	49.9	16.1	50.1	11.3		7.3	21.4	
LOS	D	D	A	C	D	B	D	B		A	C	
Approach Delay		30.6			39.7			16.4			21.2	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 30: Alameda & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖↗	↕	↗	↖	↕↕	↗	↖	↕↕↕	
Volume (vph)	4	76	135	224	26	11	36	1126	421	24	1209	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850			
Flt Protected		0.998		0.950			0.950			0.950		
Satd. Flow (prot)	0	1797	1531	3319	1801	1531	1711	3421	1531	1711	4916	0
Flt Permitted		0.987		0.950			0.178			0.173		
Satd. Flow (perm)	0	1777	1531	3319	1801	1511	321	3421	1531	312	4916	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			11			421			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	4	76	135	224	26	11	36	1126	421	24	1209	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	135	224	26	11	36	1126	421	24	1210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0



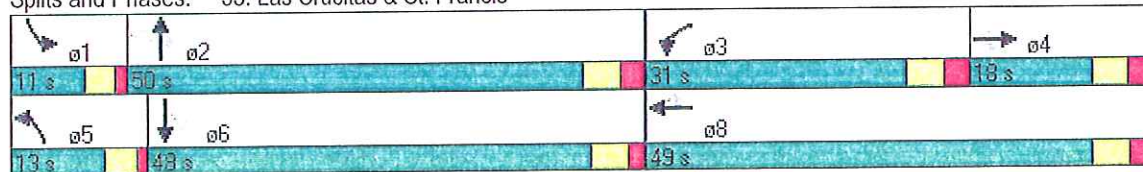
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		12.6	12.6	14.8	31.4	31.4	68.3	63.9	63.9	68.1	63.8	
Actuated g/C Ratio		0.11	0.11	0.13	0.29	0.29	0.62	0.58	0.58	0.62	0.58	
v/c Ratio		0.39	0.46	0.50	0.05	0.03	0.12	0.57	0.39	0.09	0.42	
Control Delay		50.1	12.6	47.7	26.2	12.2	6.2	9.0	1.3	4.2	11.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		50.1	12.6	47.7	26.2	12.2	6.2	9.0	1.3	4.2	11.2	
LOS		D	B	D	C	B	A	A	A	A	B	
Approach Delay		26.6			44.1			6.9			11.1	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.7
 Intersection Capacity Utilization 53.0%
 Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service A






















Splits and Phases: 33: Las Crucitas & St. Francis



St. Francis Corridor Study
36: Alamo Drive & St. Francis

Existing AM Peak (2 Lanes S/O San Mateo)

5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	81	134	4	42	1	63	690	12	1	1200	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frnt		0.907			0.997				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1633	0	1711	1795	0	1711	3421	1531	0	4906	0
Flt Permitted	0.729			0.338			0.185				0.940	
Satd. Flow (perm)	1313	1633	0	609	1795	0	333	3421	1531	0	4612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74			1				12		2	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	37	81	134	4	42	1	63	690	12	1	1200	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	215	0	4	43	0	63	690	12	0	1215	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	



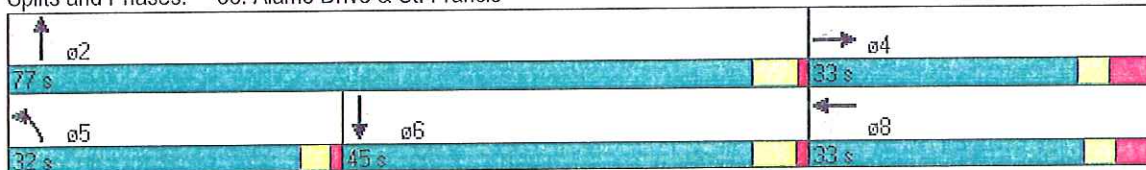
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0		
Pedestrian Calls (#/hr)							0	0	0	0		
Act Effect Green (s)	18.4	18.4		18.4	18.4		83.6	83.6	83.6		74.6	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.76	0.76	0.76		0.68	
v/c Ratio	0.17	0.64		0.04	0.14		0.18	0.27	0.01		0.39	
Control Delay	38.4	35.7		35.5	36.8		4.2	5.4	2.1		9.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	38.4	35.7		35.5	36.8		4.2	5.4	2.1		9.4	
LOS	D	D		D	D		A	A	A		A	
Approach Delay		36.1			36.7			5.3			9.4	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 65.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 36: Alamo Drive & St. Francis



St. Francis Corridor Study
3: Sawmill Road & St. Francis

Existing PM Peak (2 Lanes S/O San Mateo)
5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	457	26	311	10	27	82	198	537	19	98	1989	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.862				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1552	0	1711	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.950			0.950			0.082			0.392		
Satd. Flow (perm)	3319	1552	0	1711	1801	1507	148	3421	1497	706	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		318				139			20			293
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confil. Peds. (#/hr)						1			1			
Peak Hour Factor	0.85	0.81	0.87	0.62	0.84	0.59	0.85	0.87	0.95	0.77	0.98	0.88
Adj. Flow (vph)	538	32	357	16	32	139	233	617	20	127	2030	618
Shared Lane Traffic (%)												
Lane Group Flow (vph)	538	389	0	16	32	139	233	617	20	127	2030	618
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0

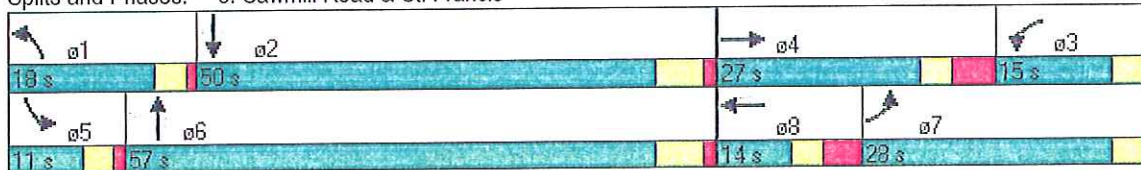


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	21.8	29.1		9.2	10.0	10.0	66.0	54.9	54.9	56.4	49.0	49.0
Actuated g/C Ratio	0.20	0.26		0.08	0.09	0.09	0.60	0.50	0.50	0.51	0.45	0.45
v/c Ratio	0.82	0.60		0.11	0.20	0.53	0.84	0.36	0.03	0.30	1.33	0.73
Control Delay	53.1	12.6		47.0	49.5	15.8	50.4	18.0	6.2	2.8	169.5	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	12.6		47.0	49.5	15.8	50.4	18.0	6.2	2.8	169.5	3.5
LOS	D	B		D	D	B	D	B	A	A	F	A
Approach Delay		36.1			24.2			26.4			124.9	
Approach LOS		D			C			C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 85.6
 Intersection Capacity Utilization 96.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F

Splits and Phases: 3: Sawmill Road & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	364	135	79	349	263	166	42	857	108	267	1906	752
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frnt		0.938				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3209	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3209	0	3319	3421	1531	3319	3421	1531	3319	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		116				213			180			415
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.94	0.83	0.68	0.86	0.90	0.78	0.56	0.95	0.60	0.86	0.93	0.79
Adj. Flow (vph)	387	163	116	406	292	213	75	902	180	310	2049	952
Shared Lane Traffic (%)												
Lane Group Flow (vph)	387	279	0	406	292	213	75	902	180	310	2049	952
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	17.7	11.6		23.3	17.2	17.2	8.4	44.7	44.7	14.4	52.9	52.9
Actuated g/C Ratio	0.16	0.11		0.21	0.16	0.16	0.08	0.41	0.41	0.13	0.48	0.48
v/c Ratio	0.73	0.63		0.58	0.54	0.51	0.30	0.65	0.25	0.71	1.25	1.00
Control Delay	52.0	34.3		41.5	46.3	9.8	39.7	21.4	2.4	58.4	135.9	33.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	34.3		41.5	46.3	9.8	39.7	21.4	2.4	58.4	135.9	33.8
LOS	D	C		D	D	A	D	C	A	E	F	C
Approach Delay		44.6			35.6			19.6			99.3	
Approach LOS		D			D			B			F	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 68.4

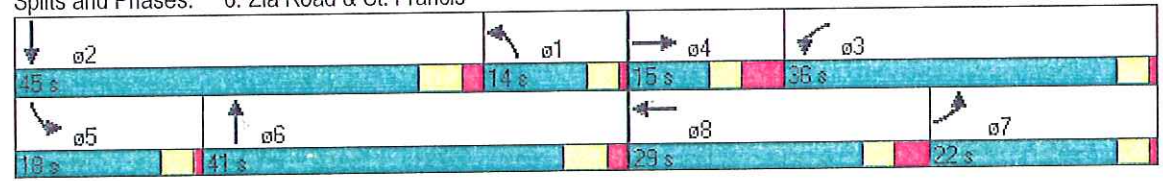
Intersection Capacity Utilization 89.5%

























Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service E

Splits and Phases: 6: Zia Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	80	255	196	129	55	117	1411	134	151	1949	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frts			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	3421	1531	1711	3421	1531
Flt Permitted	0.570			0.557			0.074			0.072		
Satd. Flow (perm)	1991	1801	1531	1946	1801	1531	133	3421	1531	130	3421	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230			72			141			67
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.85	0.95	0.89	0.75	0.90	0.76	0.77	0.96	0.91	0.82	0.97	0.85
Adj. Flow (vph)	136	84	287	261	143	72	152	1470	147	184	2009	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	84	287	261	143	72	152	1470	147	184	2009	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

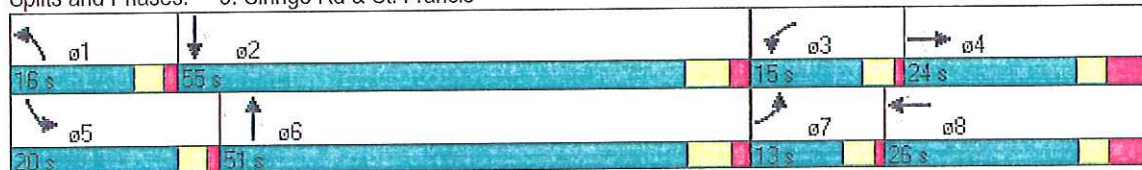


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	23.6	15.2	15.2	28.2	17.5	17.5	66.6	56.3	56.3	69.6	57.8	57.8
Actuated g/C Ratio	0.21	0.14	0.14	0.26	0.16	0.16	0.61	0.51	0.51	0.63	0.53	0.53
v/c Ratio	0.26	0.34	0.70	0.41	0.50	0.24	0.67	0.84	0.17	0.73	1.12	0.46
Control Delay	30.8	45.4	20.0	33.0	47.8	10.8	30.1	28.7	6.0	50.3	76.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	45.4	20.0	33.0	47.8	10.8	30.1	28.7	6.0	50.3	76.1	5.5
LOS	C	D	C	C	D	B	C	C	A	D	E	A
Approach Delay		27.1			34.1			27.0			63.7	
Approach LOS		C			C			C			E	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.12
Intersection Signal Delay:	45.4
Intersection Capacity Utilization	86.3%
Analysis Period (min)	15
Intersection LOS:	D
ICU Level of Service	E

























Splits and Phases: 9: Siringo Rd & St. Francis



St. Francis Corridor Study
12: San Mateo & St. Francis

Existing PM Peak (2 Lanes S/O San Mateo)

5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	83	103	124	96	52	99	1192	64	59	1950	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	3394	0	1711	4876	0
Flt Permitted	0.559			0.703			0.064			0.145		
Satd. Flow (perm)	1004	1801	1506	1266	1801	1509	115	3394	0	261	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			72		8			12	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	168	83	103	124	96	72	99	1192	64	59	1950	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	83	103	124	96	72	99	1256	0	59	2056	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

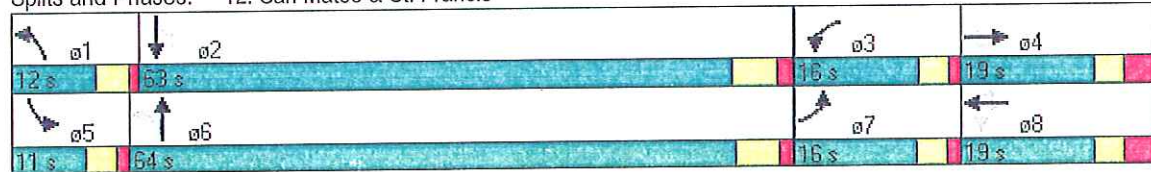

























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.2	13.6	13.6	23.6	12.8	12.8	71.0	64.8		69.1	62.1	
Actuated g/C Ratio	0.23	0.12	0.12	0.21	0.12	0.12	0.65	0.59		0.63	0.56	
v/c Ratio	0.55	0.37	0.37	0.39	0.46	0.30	0.54	0.63		0.23	0.75	
Control Delay	40.6	48.9	12.5	35.9	52.0	13.5	37.4	5.0		4.3	6.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.6	48.9	12.5	35.9	52.0	13.5	37.4	5.0		4.3	6.6	
LOS	D	D	B	D	D	B	D	A		A	A	
Approach Delay		34.4			35.7			7.3			6.6	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 11.3
 Intersection Capacity Utilization 71.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 12: San Mateo & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	66	109	190	30	44	30	1615	88	84	1917	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	4876	0	1711	4916	1531
Flt Permitted	0.692			0.439			0.075			0.072		
Satd. Flow (perm)	1246	1801	1506	790	1624	0	135	4876	0	130	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166		60			10				43
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			2						
Peak Hour Factor	0.68	0.69	0.65	0.69	0.75	0.73	0.54	0.87	0.85	0.79	0.93	0.58
Adj. Flow (vph)	147	96	168	275	40	60	56	1856	104	106	2061	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	96	168	275	100	0	56	1960	0	106	2061	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0



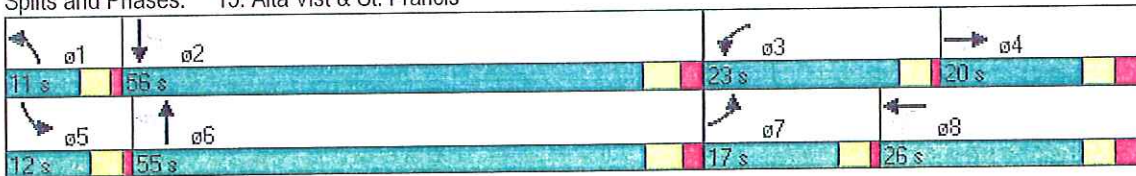
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	24.7	13.2	13.2	35.1	19.7		62.1	55.0		64.4	57.9	57.9
Actuated g/C Ratio	0.22	0.12	0.12	0.32	0.18		0.56	0.50		0.59	0.53	0.53
v/c Ratio	0.45	0.44	0.51	0.68	0.29		0.31	0.80		0.56	0.80	0.08
Control Delay	32.1	50.9	12.8	39.1	19.8		15.0	20.0		36.5	12.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.1	50.9	12.8	39.1	19.8		15.0	20.0		36.5	12.4	3.4
LOS	C	D	B	D	B		B	C		D	B	A
Approach Delay		28.6			34.0			19.9			13.3	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 15: Alta Vist & St. Francis



St. Francis Corridor Study
18: Cordova & St. Francis

Existing PM Peak (2 Lanes S/O San Mateo)

5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	210	240	279	231	171	111	1514	44	162	1553	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.995			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4889	0	1711	4894	0
Flt Permitted	0.596			0.325			0.087			0.078		
Satd. Flow (perm)	1073	3421	1531	585	3421	1531	157	4889	0	140	4894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			207		5			5	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			1
Peak Hour Factor	0.66	0.86	0.95	0.87	0.92	0.75	0.90	0.89	0.79	0.81	0.93	0.73
Adj. Flow (vph)	221	244	253	321	251	228	123	1701	56	200	1670	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	244	253	321	251	228	123	1757	0	200	1718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

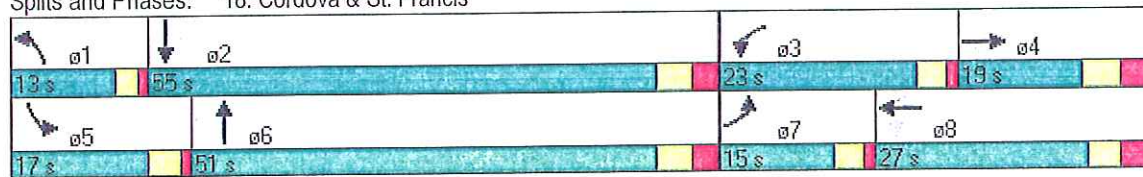


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.6	14.5	14.5	36.9	21.8	21.8	57.2	49.4		64.8	53.3	
Actuated g/C Ratio	0.23	0.13	0.13	0.34	0.20	0.20	0.52	0.45		0.59	0.48	
v/c Ratio	0.70	0.54	0.68	0.83	0.37	0.49	0.64	0.80		0.80	0.72	
Control Delay	43.1	49.4	21.4	49.7	39.6	10.7	39.2	32.4		30.0	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.1	49.4	21.4	49.7	39.6	10.7	39.2	32.4		30.0	17.3	
LOS	D	D	C	D	D	B	D	C		C	B	
Approach Delay		37.6			35.4			32.8			18.6	
Approach LOS		D			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 18: Cordova & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↓		↔↔	↑↓			↑↑↑	↗		↑↑	↔↔
Volume (vph)	624	431	28	478	432	15	0	1611	421	0	1212	467
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.990			0.988				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3387	0	3319	3380	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3387	0	3319	3380	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3				116			500
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
Peak Hour Factor	0.79	0.85	0.79	0.76	0.61	0.25	0.25	0.93	0.94	0.25	0.79	0.71
Adj. Flow (vph)	790	507	35	629	708	60	0	1732	448	0	1534	658
Shared Lane Traffic (%)												
Lane Group Flow (vph)	790	542	0	629	768	0	0	1732	448	0	1534	658
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0

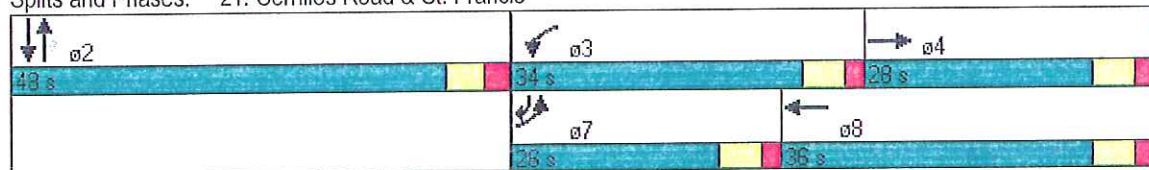


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	25.1		27.1	30.2			45.8	45.8		45.8	22.0
Actuated g/C Ratio	0.20	0.23		0.25	0.27			0.42	0.42		0.42	0.20
v/c Ratio	1.19	0.70		0.77	0.83			0.85	0.64		1.08	0.70
Control Delay	139.2	44.2		45.3	45.6			26.2	15.7		73.2	31.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	139.2	44.2		45.3	45.6			26.2	15.7		73.2	31.1
LOS	F	D		D	D			C	B		E	C
Approach Delay		100.5			45.5			24.1			60.6	
Approach LOS		F			D			C			E	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 53.9
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 21: Cerrillos Road & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	131	87	91	167	76	91	1860	46	77	1605	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frnt		0.939			0.944			0.995			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1691	0	1711	1700	0	1711	4891	0	1711	4891	0
Flt Permitted	0.170			0.440			0.077			0.080		
Satd. Flow (perm)	306	1691	0	792	1700	0	139	4891	0	144	4891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			26			5			6	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.82	0.94	0.91	0.78	0.82	0.63	0.84	0.97	0.77	0.88	0.95	0.64
Adj. Flow (vph)	161	139	96	117	204	121	108	1918	60	88	1689	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	235	0	117	325	0	108	1978	0	88	1745	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	

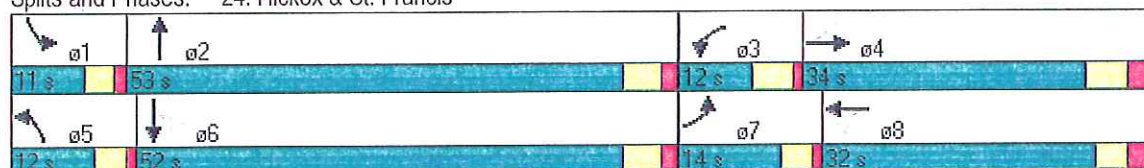


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	36.4	26.6		32.8	24.8		60.8	54.4		58.8	51.6	
Actuated g/C Ratio	0.33	0.24		0.30	0.23		0.55	0.49		0.53	0.47	
v/c Ratio	0.71	0.54		0.39	0.81		0.57	0.82		0.49	0.76	
Control Delay	43.3	35.7		28.1	52.5		22.0	14.8		32.5	21.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.3	35.7		28.1	52.5		22.0	14.8		32.5	21.1	
LOS	D	D		C	D		C	B		C	C	
Approach Delay		38.8			46.1			15.2			21.6	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 22.5
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 24: Hickox & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	106	27	100	176	27	107	1760	51	26	1551	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00			0.99	
Frt		0.971			0.979			0.995			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1748	0	1711	1763	0	1711	4887	0	1711	4724	0
Flt Permitted	0.251			0.584			0.075			0.080		
Satd. Flow (perm)	877	1748	0	1052	1763	0	135	4887	0	144	4724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			6			77	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.89	0.80	0.84	0.86	0.81	0.75	0.86	0.97	0.75	0.93	0.95	0.82
Adj. Flow (vph)	291	132	32	116	217	36	124	1814	68	28	1633	445
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	164	0	116	253	0	124	1882	0	28	2078	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0



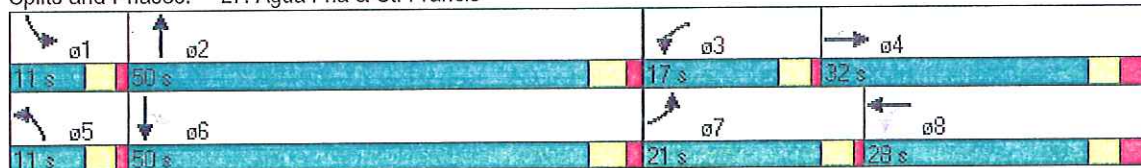
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.3	24.4		32.3	21.9		61.6	56.6		58.1	51.1	
Actuated g/C Ratio	0.34	0.22		0.29	0.20		0.56	0.51		0.53	0.46	
v/c Ratio	0.50	0.41		0.31	0.71		0.65	0.75		0.16	0.93	
Control Delay	27.4	36.7		25.8	50.9		44.5	21.9		7.1	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.4	36.7		25.8	50.9		44.5	21.9		7.1	26.1	
LOS	C	D		C	D		D	C		A	C	
Approach Delay		30.7			43.0			23.3			25.8	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	66	143	149	163	32	260	1961	68	15	1503	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frnt			0.850			0.850		0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4857	0
Flt Permitted	0.301			0.649			0.087			0.095		
Satd. Flow (perm)	542	1801	1531	1169	1801	1510	157	4886	0	171	4857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			193			48		7			14	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.71	0.79	0.74	0.91	0.65	0.67	0.90	0.97	0.77	0.62	0.96	0.99
Adj. Flow (vph)	137	84	193	164	251	48	289	2022	88	24	1566	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	84	193	164	251	48	289	2110	0	24	1705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0

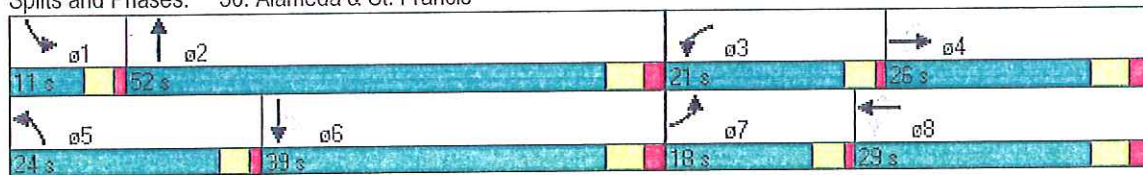


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	32.3	20.4	20.4	34.6	21.6	21.6	64.5	57.9		50.9	43.9	
Actuated g/C Ratio	0.29	0.19	0.19	0.31	0.20	0.20	0.59	0.53		0.46	0.40	
v/c Ratio	0.48	0.25	0.44	0.38	0.71	0.14	0.88	0.82		0.14	0.88	
Control Delay	30.6	39.3	8.7	27.9	52.5	10.9	47.4	22.8		12.6	36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.6	39.3	8.7	27.9	52.5	10.9	47.4	22.8		12.6	36.4	
LOS	C	D	A	C	D	B	D	C		B	D	
Approach Delay		22.2			39.5			25.8			36.1	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.3
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 30: Alameda & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖↗	↖	↗	↖	↖↗	↗	↖	↖↗	
Volume (vph)	5	62	88	519	89	10	94	1064	478	41	936	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Fr't			0.850			0.850			0.850		0.999	
Flt Protected		0.996		0.950			0.950			0.950		
Satd. Flow (prot)	0	1793	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.974		0.950			0.223			0.169		
Satd. Flow (perm)	0	1754	1531	3319	1801	1511	402	3421	1531	304	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88			10			478		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	5	62	88	519	89	10	94	1064	478	41	936	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	88	519	89	10	94	1064	478	41	940	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

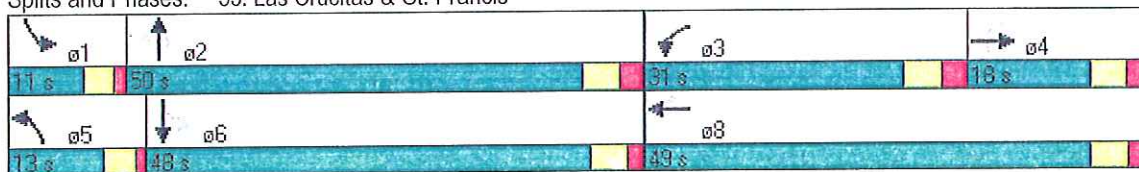


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		11.7	11.7	23.8	39.5	39.5	61.2	55.8	55.8	58.2	52.5	
Actuated g/C Ratio		0.11	0.11	0.22	0.36	0.36	0.56	0.51	0.51	0.53	0.48	
v/c Ratio		0.36	0.37	0.72	0.14	0.02	0.29	0.61	0.47	0.16	0.40	
Control Delay		50.7	13.9	46.0	22.9	10.0	13.4	15.6	3.2	10.4	18.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		50.7	13.9	46.0	22.9	10.0	13.4	15.6	3.2	10.4	18.4	
LOS		D	B	D	C	A	B	B	A	B	B	
Approach Delay		29.8			42.1			11.8			18.1	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 66.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 33: Las Crucitas & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗		↕	↕
Volume (vph)	27	54	105	9	104	1	114	1333	15	2	880	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frt		0.901			0.999				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1622	0	1711	1799	0	1711	3421	1531	0	4896	0
Flt Permitted	0.601			0.425			0.273				0.938	
Satd. Flow (perm)	1082	1622	0	765	1799	0	492	3421	1531	0	4593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86							15		4	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	54	105	9	104	1	114	1333	15	2	880	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	159	0	9	105	0	114	1333	15	0	904	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

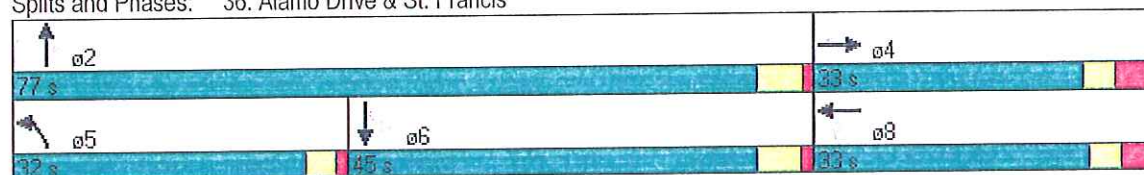


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0		
Pedestrian Calls (#/hr)							0	0	0	0		
Act Effect Green (s)	14.8	14.8		14.8	14.8		87.2	87.2	87.2		75.7	
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.79	0.79	0.79		0.69	
v/c Ratio	0.19	0.54		0.09	0.43		0.24	0.49	0.01		0.29	
Control Delay	43.4	27.5		41.2	48.4		2.2	4.2	0.1		7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	43.4	27.5		41.2	48.4		2.2	4.2	0.1		7.3	
LOS	D	C		D	D		A	A	A		A	
Approach Delay		29.8			47.9			4.0			7.3	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 36: Alamo Drive & St. Francis



APPENDIX D

PROJECTED 2030 HORIZON YEAR ANALYSIS (NO BUILD)

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: AM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: North-bound
 Jurisdiction: City of SF
 Analysis Year: 2030
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Sawmill					
1	W Zia	0.34	2	40	33.9	1
2	Siringo	0.34	2	40	33.9	2
3	San Mateo	0.70	2	40	64.3	3
4	Alta Vista	0.62	2	40	57.2	4
5	Cordova	0.22	2	40	24.9	5
6	Cerrillos	0.25	2	40	27.5	6
7	Hickox	0.28	2	40	29.5	7
8	Agua Fria	0.19	2	40	21.9	8
9	Alameda	0.31	2	40	31.4	9
10	PdP North	0.13	2	40	14.9	10
11	Alamo	0.40	2	40	38.4	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.372	1.330	600		4	1.000	0.0	0	191.6	0.0	F
2	110.0	0.464	0.790	600		4	0.090	0.0	0	21.4	0.0	C
3	110.0	0.582	0.780	600		4	0.516	0.0	0	16.1	0.0	B
4	110.0	0.500	0.630	600		4	0.532	0.0	0	18.1	0.0	B
5	110.0	0.464	0.680	600		4	0.736	0.0	0	23.4	0.0	C
6	110.0	0.436	1.050	600		4	0.676	0.0	0	70.7	0.0	E

7	110.0	0.473	0.480	600	4	0.090	0.0	0	16.2	0.0	B
8	110.0	0.455	0.420	600	4	0.873	0.0	0	18.7	0.0	B
9	110.0	0.473	0.500	600	4	0.911	0.0	0	18.8	0.0	B
10	110.0	0.455	0.600	600	4	0.858	0.0	0	22.4	0.0	C
11	110.0	0.700	0.270	600	4	0.769	0.0	0	2.4	0.0	A
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	33.9	191.6	0.0	225.5	0.34	5.4	F
2	2	33.9	21.4	0.0	55.3	0.34	22.1	C
3	3	64.3	16.1	0.0	80.3	0.70	31.4	B
4	4	57.2	18.1	0.0	75.3	0.62	29.6	B
5	5	24.9	23.4	0.0	48.3	0.22	16.4	E
6	6	27.5	70.7	0.0	98.2	0.25	9.2	F
7	7	29.5	16.2	0.0	45.6	0.28	22.1	C
8	8	21.9	18.7	0.0	40.5	0.19	16.9	E
9	9	31.4	18.8	0.0	50.3	0.31	22.2	C
10	10	14.9	22.4	0.0	37.4	0.13	12.5	F
11	11	38.4	2.4	0.0	40.8	0.40	35.3	A
12								
13								
14								
15								

Total travel time (x) = 797.5 sec
 Total length (y) = 3.78 miles
 Total travel speed, Sa = 3600 x (y)/(x) = 17.1 mph
 Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

- 1:
- 2:
- 3:
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E-Mail:

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OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: PM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: North-bound
 Jurisdiction: City of SF
 Analysis Year: 2030
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Sawmill					
1	W Zia	0.34	2	40	33.9	1
2	Siringo	0.34	2	40	33.9	2
3	San Mateo	0.70	2	40	64.3	3
4	Alta Vista	0.62	2	40	57.2	4
5	Cordova	0.22	2	40	24.9	5
6	Cerrillos	0.25	2	40	27.5	6
7	Hickox	0.28	2	40	29.5	7
8	Agua Fria	0.19	2	40	21.9	8
9	Alameda	0.31	2	40	31.4	9
10	PdP North	0.13	2	40	14.9	10
11	Alamo	0.40	2	40	38.4	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.372	0.630	600		4	1.000	0.0	0	31.1	0.0	C
2	110.0	0.464	0.630	600		4	0.736	0.0	0	22.0	0.0	C
3	110.0	0.582	0.450	600		4	0.736	0.0	0	9.8	0.0	A
4	110.0	0.500	0.680	600		4	0.893	0.0	0	21.5	0.0	C
5	110.0	0.464	0.700	600		4	0.676	0.0	0	23.7	0.0	C
6	110.0	0.436	0.720	600		4	0.650	0.0	0	26.6	0.0	C

7	110.0	0.473	0.820	600	4	0.623	0.0	0	27.9	0.0	C
8	110.0	0.455	0.740	600	4	0.465	0.0	0	24.3	0.0	C
9	110.0	0.473	0.770	600	4	0.594	0.0	0	25.0	0.0	C
10	110.0	0.455	0.720	600	4	0.548	0.0	0	24.3	0.0	C
11	110.0	0.700	0.510	600	4	0.623	0.0	0	3.9	0.0	A
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	33.9	31.1	0.0	65.0	0.34	18.8	D
2	2	33.9	22.0	0.0	55.8	0.34	21.9	D
3	3	64.3	9.8	0.0	74.1	0.70	34.0	B
4	4	57.2	21.5	0.0	78.7	0.62	28.4	B
5	5	24.9	23.7	0.0	48.6	0.22	16.3	E
6	6	27.5	26.6	0.0	54.1	0.25	16.6	E
7	7	29.5	27.9	0.0	57.3	0.28	17.6	D
8	8	21.9	24.3	0.0	46.1	0.19	14.8	E
9	9	31.4	25.0	0.0	56.5	0.31	19.8	D
10	10	14.9	24.3	0.0	39.2	0.13	11.9	F
11	11	38.4	3.9	0.0	42.3	0.40	34.0	B
12								
13								
14								
15								

Total travel time (x) = 617.7 sec
 Total length (y) = 3.78 miles
 Total travel speed, Sa = 3600 x (y)/(x) = 22.0 mph
 Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

- 1:
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- 8:
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- 10:
- 11:
- 12:
- 13:
- 14:
- 15:

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: AM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: South-bound
 Jurisdiction: City of SF
 Analysis Year: 2030
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Alamo					
1	PdP North	0.40	2	40	38.4	1
2	Alameda	0.13	2	40	14.9	2
3	Agua Fria	0.31	2	40	31.4	3
4	Hickox	0.19	2	40	21.9	4
5	Cerrillos	0.28	2	40	29.5	5
6	Cordova	0.25	2	40	27.5	6
7	Alta Vista	0.22	2	40	24.9	7
8	W San Mateo	0.62	2	40	57.2	8
9	Siringo	0.70	2	40	64.3	9
10	W Zia	0.34	2	40	33.9	10
11	Sawmill	0.34	2	40	33.9	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.409	0.400	600		4	1.000	0.0	0	22.3	0.0	C
2	110.0	0.436	0.640	600		4	0.922	0.0	0	25.5	0.0	C
3	110.0	0.355	0.460	600		4	0.725	0.0	0	27.5	0.0	C
4	110.0	0.455	0.510	600		4	0.886	0.0	0	20.4	0.0	C
5	110.0	0.473	0.530	600		4	0.850	0.0	0	19.3	0.0	B
6	110.0	0.436	0.560	600		4	0.834	0.0	0	22.9	0.0	C

7	110.0	0.500	0.750	600	4	0.808	0.0	0	23.7	0.0	C
8	110.0	0.509	0.640	600	4	0.579	0.0	0	17.8	0.0	B
9	110.0	0.573	0.720	600	4	0.725	0.0	0	16.2	0.0	B
10	110.0	0.500	0.720	600	4	0.623	0.0	0	21.1	0.0	C
11	110.0	0.409	0.640	600	4	0.623	0.0	0	26.3	0.0	C
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	38.4	22.3	0.0	60.7	0.40	23.7	C
2	2	14.9	25.5	0.0	40.4	0.13	11.6	F
3	3	31.4	27.5	0.0	59.0	0.31	18.9	D
4	4	21.9	20.4	0.0	42.2	0.19	16.2	E
5	5	29.5	19.3	0.0	48.7	0.28	20.7	D
6	6	27.5	22.9	0.0	50.4	0.25	17.9	D
7	7	24.9	23.7	0.0	48.6	0.22	16.3	E
8	8	57.2	17.8	0.0	75.1	0.62	29.7	B
9	9	64.3	16.2	0.0	80.5	0.70	31.3	B
10	10	33.9	21.1	0.0	55.0	0.34	22.3	C
11	11	33.9	26.3	0.0	60.1	0.34	20.3	D
12								
13								
14								
15								

Total travel time (x) = 620.7 sec
Total length (y) = 3.78 miles
Total travel speed, $S_a = 3600 \times (y)/(x) = 21.9$ mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

- 1:
- 2:
- 3:
- 4:
- 5:
- 6:
- 7:
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Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: RC
 Agency/Co.: HDR Engineering
 Date Performed: 5/7/2009
 Analysis Time Period: PM Peak
 Urban Street: St. Francis Drive
 Direction of Travel: South-bound
 Jurisdiction: City of SF
 Analysis Year: 2030
 Project ID: St Francis Corridor Study

Description of Arterial

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Alamo					
1	PdP North	0.40	2	40	38.4	1
2	Alameda	0.13	2	40	14.9	2
3	Agua Fria	0.31	2	40	31.4	3
4	Hickox	0.19	2	40	21.9	4
5	Cerrillos	0.28	2	40	29.5	5
6	Cordova	0.25	2	40	27.5	6
7	Alta Vista	0.22	2	40	24.9	7
8	W San Mateo	0.62	2	40	57.2	8
9	Siringo	0.70	2	40	64.3	9
10	W Zia	0.34	2	40	33.9	10
11	Sawmill	0.34	2	40	33.9	11
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	110.0	0.409	0.460	600		4	1.000	0.0	0	23.5	0.0	C
2	110.0	0.436	0.870	600		4	0.886	0.0	0	38.4	0.0	D
3	110.0	0.355	0.810	600		4	0.373	0.0	0	34.7	0.0	C
4	110.0	0.455	0.680	600		4	0.483	0.0	0	22.7	0.0	C
5	110.0	0.473	0.640	600		4	0.676	0.0	0	21.2	0.0	C
6	110.0	0.436	0.650	600		4	0.725	0.0	0	24.8	0.0	C

7	110.0	0.500	0.680	600	4	0.713	0.0	0	20.4	0.0	C
8	110.0	0.509	0.740	600	4	0.676	0.0	0	21.5	0.0	C
9	110.0	0.573	0.860	600	4	0.594	0.0	0	22.1	0.0	C
10	110.0	0.500	0.990	600	4	0.393	0.0	0	41.7	0.0	D
11	110.0	0.409	1.220	600	4	0.114	0.0	0	129.6	0.0	F
12											
13											
14											
15											

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	38.4	23.5	0.0	61.9	0.40	23.3	C
2	2	14.9	38.4	0.0	53.3	0.13	8.8	F
3	3	31.4	34.7	0.0	66.1	0.31	16.9	E
4	4	21.9	22.7	0.0	44.5	0.19	15.4	E
5	5	29.5	21.2	0.0	50.6	0.28	19.9	D
6	6	27.5	24.8	0.0	52.3	0.25	17.2	D
7	7	24.9	20.4	0.0	45.3	0.22	17.5	D
8	8	57.2	21.5	0.0	78.7	0.62	28.3	B
9	9	64.3	22.1	0.0	86.3	0.70	29.2	B
10	10	33.9	41.7	0.0	75.5	0.34	16.2	E
11	11	33.9	129.6	0.0	163.5	0.34	7.5	F
12								
13								
14								
15								

Total travel time (x) = 778.1 sec
 Total length (y) = 3.78 miles
 Total travel speed, $S_a = 3600 \times (y)/(x) = 17.5$ mph
 Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

- 1:
- 2:
- 3:
- 4:
- 5:
- 6:
- 7:
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St. Francis Corridor Study
3: Sawmill Road & St. Francis

2030 Conditions - AM Peak
5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕		↔	↕	↔	↔	↕↕↕	↔	↔	↕↕↕	↔
Volume (vph)	380	40	350	30	30	130	460	2400	10	50	830	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor						0.98			0.98			
Frt		0.865				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1558	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.208			0.094		
Satd. Flow (perm)	3319	1558	0	1711	1801	1507	375	4916	1497	169	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		329				129			7			283
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			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
Adj. Flow (vph)	413	43	380	33	33	141	500	2609	11	54	902	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	423	0	33	33	141	500	2609	11	54	902	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0

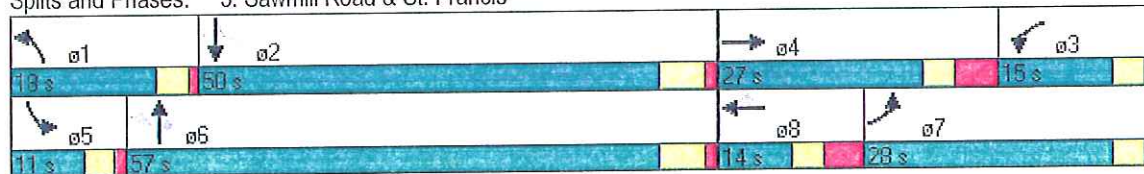


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	18.9	24.2		9.0	10.0	10.0	69.2	60.2	60.2	53.2	46.0	46.0
Actuated g/C Ratio	0.17	0.22		0.08	0.09	0.09	0.63	0.55	0.55	0.48	0.42	0.42
v/c Ratio	0.72	0.70		0.24	0.20	0.56	1.07	0.97	0.01	0.30	0.44	0.35
Control Delay	50.5	17.1		50.9	49.6	19.4	81.6	37.3	9.7	13.3	7.7	1.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	17.1		50.9	49.6	19.4	81.6	37.3	9.7	13.3	7.7	1.7
LOS	D	B		D	D	B	F	D	A	B	A	A
Approach Delay		33.6			29.2			44.3			6.6	
Approach LOS		C			C			D			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 33.4
 Intersection Capacity Utilization 87.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 3: Sawmill Road & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↕	↔	↔↔	↕↕↕	↔	↔↔	↕↕↕	↔
Volume (vph)	580	380	80	230	210	320	140	2660	420	220	1010	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3332	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3332	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				254			277			348
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	630	413	87	250	228	348	152	2891	457	239	1098	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	630	500	0	250	228	348	152	2891	457	239	1098	348
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7



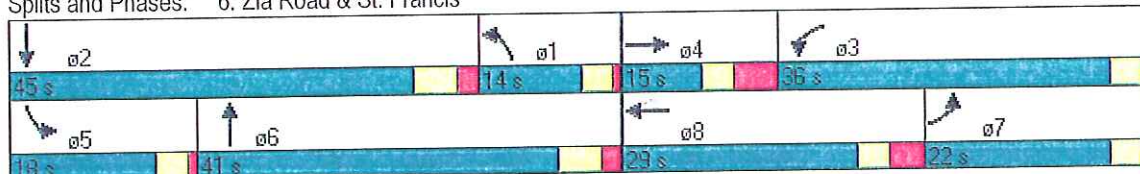
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	25.7	11.0		32.0	17.3	17.3	15.9	38.5	38.5	12.5	35.1	35.1
Actuated g/C Ratio	0.23	0.10		0.29	0.16	0.16	0.14	0.35	0.35	0.11	0.32	0.32
v/c Ratio	0.81	1.43		0.26	0.42	0.76	0.32	1.68	0.64	0.64	0.70	0.48
Control Delay	50.6	246.0		30.8	43.2	23.8	51.5	335.4	21.2	44.9	19.5	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	246.0		30.8	43.2	23.8	51.5	335.4	21.2	44.9	19.5	3.1
LOS	D	F		C	D	C	D	F	C	D	B	A
Approach Delay		137.0			31.3			282.0			19.7	
Approach LOS		F			C			F			B	

























Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 168.2
 Intersection Capacity Utilization 97.8%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

Splits and Phases: 6: Zia Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	100	150	140	90	10	380	2620	220	50	1210	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frnt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.636			0.552			0.117			0.082		
Satd. Flow (perm)	2222	1801	1531	1928	1801	1531	211	4916	1531	148	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			11			170			33
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7

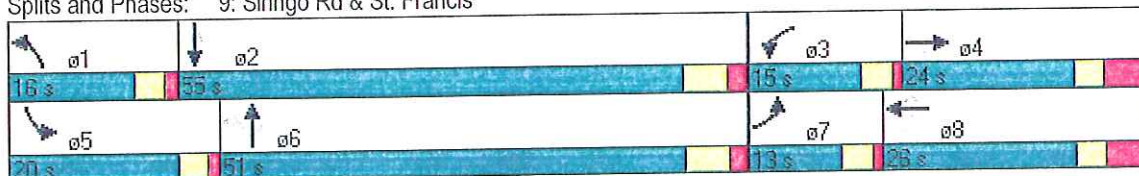


























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	24.4	15.5	15.5	25.3	16.0	16.0	73.1	64.0	64.0	58.3	51.0	51.0
Actuated g/C Ratio	0.22	0.14	0.14	0.23	0.15	0.15	0.66	0.58	0.58	0.53	0.46	0.46
v/c Ratio	0.37	0.43	0.46	0.27	0.38	0.05	1.06	1.00	0.25	0.30	0.58	0.12
Control Delay	33.1	47.7	10.6	31.5	45.4	18.6	55.7	29.4	5.6	19.7	8.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	47.7	10.6	31.5	45.4	18.6	55.7	29.4	5.6	19.7	8.7	1.4
LOS	C	D	B	C	D	B	E	C	A	B	A	A
Approach Delay		28.9			36.2			30.9			8.7	
Approach LOS		C			D			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 25.3
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 9: Siringo Rd & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	90	50	90	80	30	180	2450	80	120	1450	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.995			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4891	0	1711	4852	0
Flt Permitted	0.448			0.694			0.071			0.070		
Satd. Flow (perm)	805	1801	1506	1250	1801	1509	128	4891	0	126	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			33		7			22	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			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
Adj. Flow (vph)	163	98	54	98	87	33	196	2663	87	130	1576	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	98	54	98	87	33	196	2750	0	130	1728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0



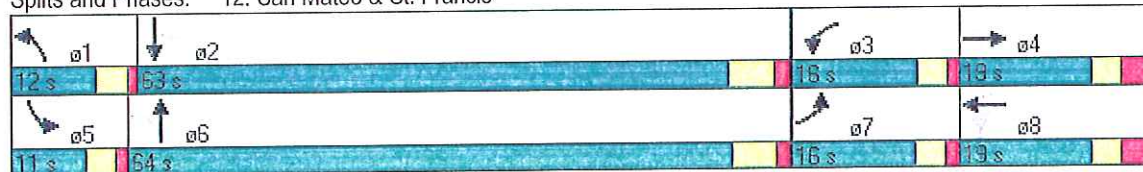
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effect Green (s)	25.4	13.6	13.6	20.8	12.6	12.6	72.5	62.7		67.6	59.9	
Actuated g/C Ratio	0.23	0.12	0.12	0.19	0.11	0.11	0.66	0.57		0.61	0.54	
v/c Ratio	0.55	0.44	0.23	0.35	0.42	0.16	0.84	0.99		0.69	0.65	
Control Delay	40.8	50.6	14.2	35.9	51.0	16.0	52.3	16.2		23.8	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.8	50.6	14.2	35.9	51.0	16.0	52.3	16.2		23.8	17.4	
LOS	D	D	B	D	D	B	D	B		C	B	
Approach Delay		39.3			38.9			18.6			17.8	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 80.7%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 12: San Mateo & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	100	70	110	40	50	90	1820	110	120	1650	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frts			0.850		0.916			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1636	0	1711	4872	0	1711	4916	1531
Flt Permitted	0.694			0.447			0.070			0.069		
Satd. Flow (perm)	1250	1801	1506	805	1636	0	126	4872	0	124	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76		51			11				50
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			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
Adj. Flow (vph)	76	109	76	120	43	54	98	1978	120	130	1793	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	109	76	120	97	0	98	2098	0	130	1793	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0

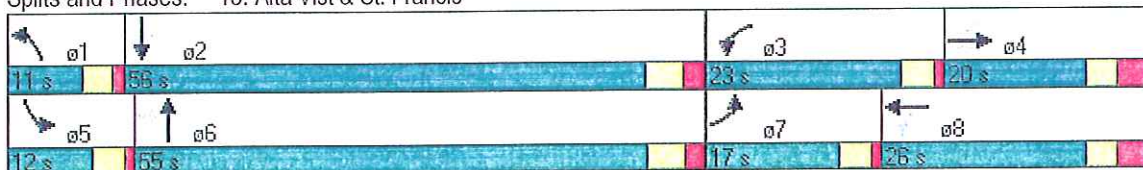


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effect Green (s)	23.6	14.3	14.3	28.6	18.6		67.2	59.4		69.3	60.5	60.5
Actuated g/C Ratio	0.21	0.13	0.13	0.26	0.17		0.61	0.54		0.63	0.55	0.55
v/c Ratio	0.25	0.46	0.29	0.40	0.30		0.52	0.80		0.63	0.66	0.08
Control Delay	30.8	50.0	12.2	33.8	23.1		27.3	10.7		43.5	8.1	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.8	50.0	12.2	33.8	23.1		27.3	10.7		43.5	8.1	2.3
LOS	C	D	B	C	C		C	B		D	A	A
Approach Delay		33.4			29.0			11.4			10.2	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 13.0
 Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 15: Alta Vist & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	180	120	270	220	110	160	1680	120	160	1480	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frnt			0.850			0.850		0.990			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4862	0	1711	4884	0
Flt Permitted	0.603			0.392			0.083			0.078		
Satd. Flow (perm)	1086	3421	1531	706	3421	1531	149	4862	0	140	4884	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			120		13			7	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			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
Adj. Flow (vph)	109	196	130	293	239	120	174	1826	130	174	1609	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	196	130	293	239	120	174	1956	0	174	1674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

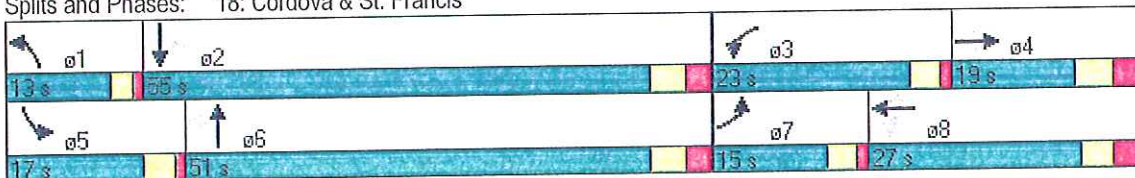






























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effect Green (s)	23.6	13.9	13.9	35.6	22.0	22.0	60.4	51.5		64.3	53.4	
Actuated g/C Ratio	0.21	0.13	0.13	0.32	0.20	0.20	0.55	0.47		0.58	0.49	
v/c Ratio	0.38	0.45	0.42	0.75	0.35	0.30	0.83	0.86		0.73	0.70	
Control Delay	30.8	47.8	12.1	42.9	39.2	8.7	53.7	37.1		21.6	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.8	47.8	12.1	42.9	39.2	8.7	53.7	37.1		21.6	25.2	
LOS	C	D	B	D	D	A	D	D		C	C	
Approach Delay		32.9			35.3			38.4			24.9	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 32.6
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 18: Cordova & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  			 	 
Volume (vph)	490	590	30	250	270	30	0	1280	880	0	1560	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.993			0.985				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3397	0	3319	3370	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3397	0	3319	3370	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			11				307			448
Link Speed (mph)		35			45				35			35
Link Distance (ft)		975			735				1284			422
Travel Time (s)		19.0			11.1				25.0			8.2
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
Adj. Flow (vph)	533	641	33	272	293	33	0	1391	957	0	1696	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	533	674	0	272	326	0	0	1391	957	0	1696	652
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22				11			11
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0



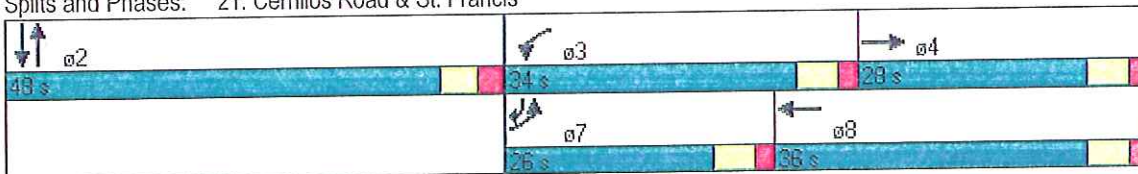
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	21.7	29.6		17.8	25.7			50.6	50.6		50.6	21.7
Actuated g/C Ratio	0.20	0.27		0.16	0.23			0.46	0.46		0.46	0.20
v/c Ratio	0.81	0.74		0.51	0.41			0.62	1.10		1.08	0.73
Control Delay	53.3	41.4		45.5	35.3			16.7	78.6		71.3	35.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	53.3	41.4		45.5	35.3			16.7	78.6		71.3	35.8
LOS	D	D		D	D			B	E		E	D
Approach Delay		46.7			39.9			42.0			61.4	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 49.7
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 21: Cerrillos Road & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	200	100	70	80	70	70	1270	60	120	1830	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Fr _t		0.950			0.930			0.993			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1711	0	1711	1675	0	1711	4881	0	1711	4901	0
Flt Permitted	0.442			0.287			0.078			0.102		
Satd. Flow (perm)	796	1711	0	517	1675	0	140	4881	0	184	4901	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38			8			4	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	217	109	76	87	76	76	1380	65	130	1989	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	326	0	76	163	0	76	1445	0	130	2032	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	



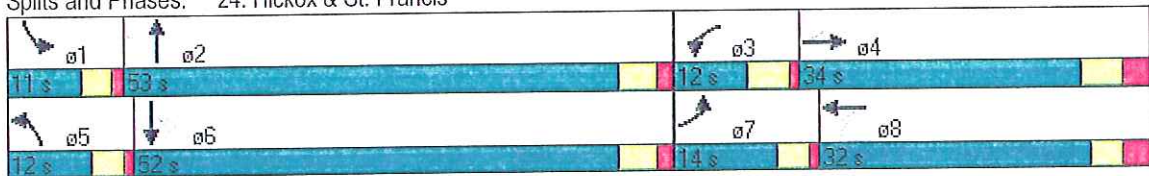
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	34.9	26.9		30.7	22.7		61.3	53.8		62.6	56.2	
Actuated g/C Ratio	0.32	0.24		0.28	0.21		0.56	0.49		0.57	0.51	
v/c Ratio	0.46	0.75		0.33	0.43		0.41	0.60		0.61	0.81	
Control Delay	30.1	46.8		27.6	31.0		14.2	16.8		35.4	19.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.1	46.8		27.6	31.0		14.2	16.8		35.4	19.6	
LOS	C	D		C	C		B	B		D	B	
Approach Delay		41.5			29.9			16.6			20.6	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.0
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 24: Hickox & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	90	70	60	80	30	70	1270	50	40	1820	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00			1.00	
Frnt		0.934			0.959			0.994			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1682	0	1711	1727	0	1711	4882	0	1711	4790	0
Flt Permitted	0.407			0.647			0.070			0.125		
Satd. Flow (perm)	1422	1682	0	1165	1727	0	126	4882	0	225	4790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			16			6			35	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	98	76	65	87	33	76	1380	54	43	1978	326
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	174	0	65	120	0	76	1434	0	43	2304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0



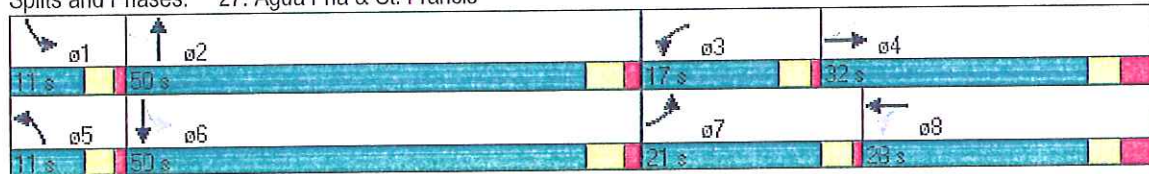
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	34.4	24.0		23.0	14.3		65.8	60.7		63.7	57.9	
Actuated g/C Ratio	0.31	0.22		0.21	0.13		0.60	0.55		0.58	0.53	
v/c Ratio	0.57	0.44		0.23	0.50		0.40	0.53		0.19	0.91	
Control Delay	32.3	33.9		27.9	45.0		33.6	12.6		6.0	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.3	33.9		27.9	45.0		33.6	12.6		6.0	21.8	
LOS	C	C		C	D		C	B		A	C	
Approach Delay		32.8			39.0			13.7			21.5	
Approach LOS		C			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 78.0%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	170	150	110	110	20	220	1550	60	20	1680	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4857	0
Flt Permitted	0.462			0.488			0.078			0.093		
Satd. Flow (perm)	832	1801	1531	879	1801	1510	140	4886	0	167	4857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			22		7			13	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	283	185	163	120	120	22	239	1685	65	22	1826	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	283	185	163	120	120	22	239	1750	0	22	1978	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0



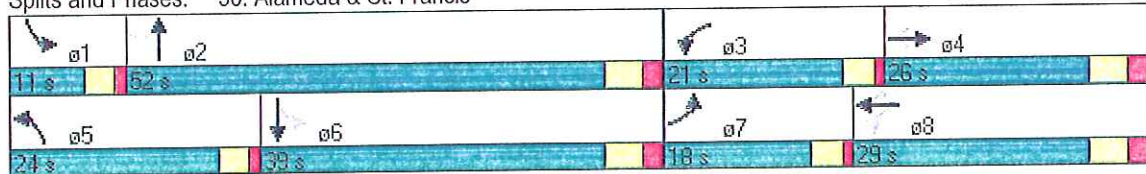
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.0	19.5	19.5	27.7	16.6	16.6	67.4	63.0		56.3	49.3	
Actuated g/C Ratio	0.30	0.18	0.18	0.25	0.15	0.15	0.61	0.57		0.51	0.45	
v/c Ratio	0.78	0.58	0.40	0.39	0.44	0.09	0.83	0.62		0.12	0.91	
Control Delay	47.0	48.6	8.8	30.5	46.1	14.4	53.6	13.1		11.3	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.0	48.6	8.8	30.5	46.1	14.4	53.6	13.1		11.3	25.9	
LOS	D	D	A	C	D	B	D	B		B	C	
Approach Delay		37.6			36.3			17.9			25.7	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 24.7
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 30: Alameda & St. Francis



St. Francis Corridor Study
33: Las Crucitas & St. Francis

2030 Conditions - AM Peak

5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖↗	↖	↗	↖	↖↖	↗	↖	↖↖↗	
Volume (vph)	10	150	330	280	60	20	100	1240	440	40	1460	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.983		0.950			0.085			0.092		
Satd. Flow (perm)	0	1770	1531	3319	1801	1511	153	3421	1531	166	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			22			417		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	11	163	359	304	65	22	109	1348	478	43	1587	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	359	304	65	22	109	1348	478	43	1598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

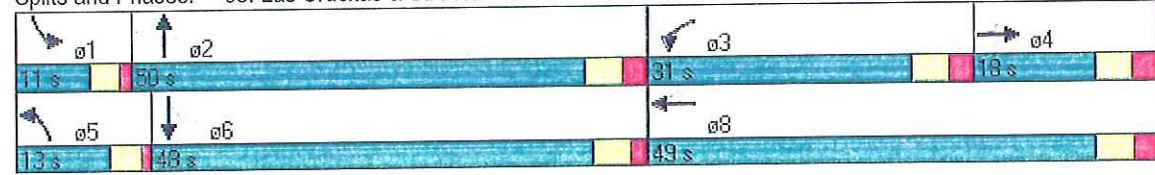


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)							5.0	5.0			5.0	
Flash Dont Walk (s)							28.0	28.0			10.0	
Pedestrian Calls (#/hr)							0	0			0	
Act Effct Green (s)		23.0	23.0	17.5	44.4	44.4	56.4	51.0	51.0	52.2	45.2	
Actuated g/C Ratio		0.21	0.21	0.16	0.40	0.40	0.51	0.46	0.46	0.47	0.41	
v/c Ratio		0.47	0.78	0.58	0.09	0.04	0.55	0.85	0.51	0.24	0.79	
Control Delay		43.9	33.7	47.0	20.5	7.8	36.2	21.3	3.0	10.7	22.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		43.9	33.7	47.0	20.5	7.8	36.2	21.3	3.0	10.7	22.6	
LOS		D	C	D	C	A	D	C	A	B	C	
Approach Delay		37.1			40.4			17.6			22.3	
Approach LOS		D			D			B			C	

Intersection Summary






















Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.6
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 33: Las Crucitas & St. Francis



St. Francis Corridor Study
36: Alamo Drive & St. Francis

2030 Conditions - AM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	260	270	20	140	10	180	800	40	10	1500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Fr _t		0.924			0.990				0.850		0.998	
Fl _t Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1664	0	1711	1783	0	1711	3421	1531	0	4906	0
Fl _t Permitted	0.562			0.138			0.074				0.932	
Satd. Flow (perm)	1012	1664	0	248	1783	0	133	3421	1531	0	4572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			3				43		2	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
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
Adj. Flow (vph)	76	283	293	22	152	11	196	870	43	11	1630	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	576	0	22	163	0	196	870	43	0	1663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	

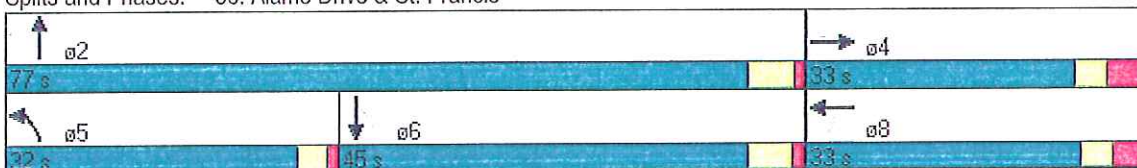


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0		
Pedestrian Calls (#/hr)							0	0	0	0		
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0		56.7	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66		0.52	
v/c Ratio	0.28	1.22		0.34	0.35		0.74	0.38	0.04		0.70	
Control Delay	35.8	149.6		49.5	34.7		26.4	9.8	1.4		23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	35.8	149.6		49.5	34.7		26.4	9.8	1.4		23.0	
LOS	D	F		D	C		C	A	A		C	
Approach Delay		136.3			36.5			12.4			23.0	
Approach LOS		F			D			B			C	

Intersection Summary
























Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 40.9
 Intersection Capacity Utilization 101.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G

Splits and Phases: 36: Alamo Drive & St. Francis



St. Francis Corridor Study
3: Sawmill Road & St. Francis

2030 Conditions - PM Peak
5/1/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	510	30	660	20	30	90	420	1070	40	110	2900	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1543	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.087			0.203		
Satd. Flow (perm)	3319	1543	0	1711	1801	1531	157	4916	1531	366	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		306				98			43			300
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
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
Adj. Flow (vph)	554	33	717	22	33	98	457	1163	43	120	3152	685
Shared Lane Traffic (%)												
Lane Group Flow (vph)	554	750	0	22	33	98	457	1163	43	120	3152	685
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	28.0	27.0	0.0	15.0	14.0	14.0	18.0	57.0	57.0	11.0	50.0	50.0
Total Split (%)	25.5%	24.5%	0.0%	13.6%	12.7%	12.7%	16.4%	51.8%	51.8%	10.0%	45.5%	45.5%
Maximum Green (s)	24.0	19.7		11.0	7.1	7.1	14.0	51.3	51.3	7.0	44.3	44.3



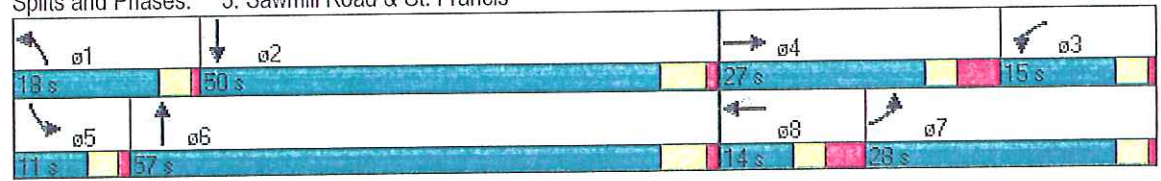
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	22.1	30.0		8.6	10.0	10.0	66.0	54.7	54.7	53.3	46.0	46.0
Actuated g/C Ratio	0.20	0.27		0.08	0.09	0.09	0.60	0.50	0.50	0.48	0.42	0.42
v/c Ratio	0.83	1.16		0.16	0.20	0.43	1.43	0.48	0.05	0.45	1.53	0.84
Control Delay	53.7	113.0		49.1	49.6	15.8	238.0	19.3	4.8	6.5	260.0	6.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	113.0		49.1	49.6	15.8	238.0	19.3	4.8	6.5	260.0	6.9
LOS	D	F		D	D	B	F	B	A	A	F	A
Approach Delay		87.8			27.9			79.0			208.5	
Approach LOS		F			C			E			F	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 4 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 151.9
 Intersection Capacity Utilization 131.7%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 3: Sawmill Road & St. Francis



St. Francis Corridor Study
6: Zia Road & St. Francis

2030 Conditions - PM Peak

5/1/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	170	110	430	290	190	80	1370	190	320	2570	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.941				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				207			207			424
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	185	120	467	315	207	87	1489	207	348	2793	924
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	305	0	467	315	207	87	1489	207	348	2793	924
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	22.0	15.0	0.0	36.0	29.0	29.0	14.0	41.0	41.0	18.0	45.0	45.0
Total Split (%)	20.0%	13.6%	0.0%	32.7%	26.4%	26.4%	12.7%	37.3%	37.3%	16.4%	40.9%	40.9%
Maximum Green (s)	18.0	7.7		32.0	22.6	22.6	10.0	34.7	34.7	14.0	38.7	38.7

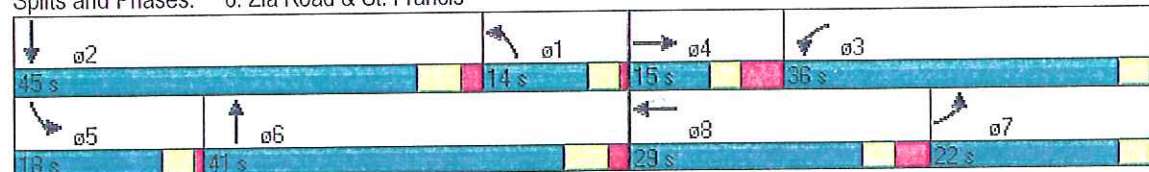


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	19.3	11.1		26.2	17.9	17.9	9.4	41.8	41.8	14.9	49.6	49.6
Actuated g/C Ratio	0.18	0.10		0.24	0.16	0.16	0.09	0.38	0.38	0.14	0.45	0.45
v/c Ratio	0.77	0.73		0.59	0.56	0.49	0.31	0.80	0.29	0.77	1.26	1.00
Control Delay	52.5	42.1		39.7	46.1	9.5	44.1	29.0	5.1	59.2	141.8	32.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	42.1		39.7	46.1	9.5	44.1	29.0	5.1	59.2	141.8	32.0
LOS	D	D		D	D	A	D	C	A	E	F	C
Approach Delay		48.3			35.4			26.9			109.8	
Approach LOS		D			D			C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 74.5
 Intersection Capacity Utilization 89.3%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 6: Zia Road & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	100	340	270	140	60	190	1750	250	170	2420	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Fr't			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.567			0.512			0.078			0.077		
Satd. Flow (perm)	1981	1801	1531	1789	1801	1531	140	4916	1531	139	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220			65			272			76
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	13.0	24.0	24.0	15.0	26.0	26.0	16.0	51.0	51.0	20.0	55.0	55.0
Total Split (%)	11.8%	21.8%	21.8%	13.6%	23.6%	23.6%	14.5%	46.4%	46.4%	18.2%	50.0%	50.0%
Maximum Green (s)	9.0	16.5	16.5	11.0	18.7	18.7	11.8	44.9	44.9	16.0	48.7	48.7



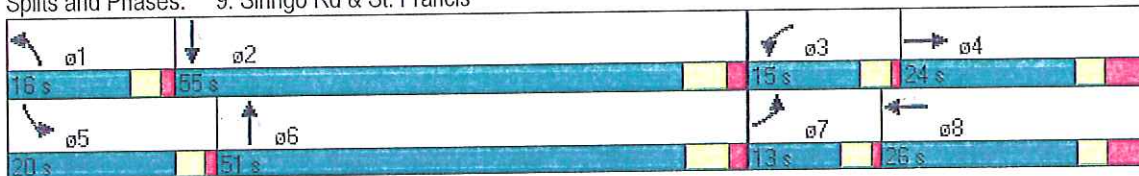
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effect Green (s)	26.2	17.7	17.7	30.8	20.0	20.0	64.8	53.3	53.3	66.2	54.0	54.0
Actuated g/C Ratio	0.24	0.16	0.16	0.28	0.18	0.18	0.59	0.48	0.48	0.60	0.49	0.49
v/c Ratio	0.26	0.38	0.86	0.45	0.46	0.20	0.84	0.80	0.31	0.72	1.09	0.51
Control Delay	29.2	44.2	37.5	31.7	44.5	10.6	43.1	28.0	7.8	45.3	62.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	44.2	37.5	31.7	44.5	10.6	43.1	28.0	7.8	45.3	62.6	6.3
LOS	C	D	D	C	D	B	D	C	A	D	E	A
Approach Delay		36.7			32.8			27.0			54.5	
Approach LOS		D			C			C			D	

























Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 41.5
 Intersection Capacity Utilization 85.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 9: Siringo Rd & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	90	180	160	120	60	110	1420	70	70	2190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frnt			0.850			0.850		0.993			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4881	0	1711	4876	0
Flt Permitted	0.467			0.614			0.065			0.101		
Satd. Flow (perm)	839	1801	1506	1106	1801	1509	117	4881	0	182	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			65		11			12	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			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
Adj. Flow (vph)	196	98	196	174	130	65	120	1543	76	76	2380	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	98	196	174	130	65	120	1619	0	76	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	16.0	19.0	19.0	16.0	19.0	19.0	12.0	64.0	0.0	11.0	63.0	0.0

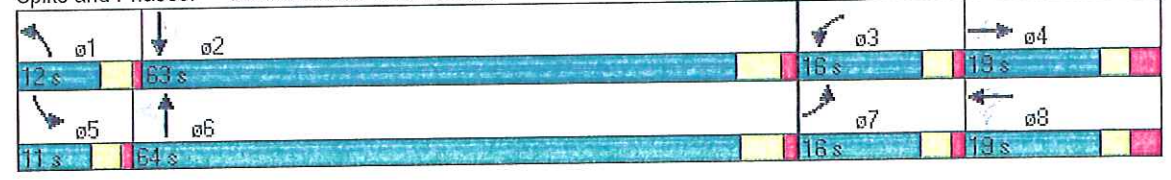


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	17.3%	17.3%	14.5%	17.3%	17.3%	10.9%	58.2%	0.0%	10.0%	57.3%	0.0%
Maximum Green (s)	11.8	12.8	12.8	12.0	12.8	12.8	8.0	58.3		7.0	57.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.7	14.0	14.0	25.3	13.8	13.8	70.0	63.7		67.8	60.8	
Actuated g/C Ratio	0.23	0.13	0.13	0.23	0.13	0.13	0.64	0.58		0.62	0.55	
v/c Ratio	0.68	0.43	0.60	0.55	0.58	0.26	0.65	0.57		0.36	0.93	
Control Delay	46.1	50.1	19.7	39.8	55.8	13.4	47.6	3.8		12.3	11.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.1	50.1	19.7	39.8	55.8	13.4	47.6	3.8		12.3	11.1	
LOS	D	D	B	D	E	B	D	A		B	B	
Approach Delay		36.3			40.8			6.8			11.2	
Approach LOS		D			D			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 77.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 12: San Mateo & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	100	120	240	40	60	40	1790	140	110	2150	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1624	0	1711	4862	0	1711	4916	1531
Flt Permitted	0.687			0.406			0.075			0.070		
Satd. Flow (perm)	1237	1801	1506	731	1624	0	135	4862	0	126	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		62			15				32
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			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
Adj. Flow (vph)	141	109	130	261	43	65	43	1946	152	120	2337	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	109	130	261	108	0	43	2098	0	120	2337	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	17.0	20.0	20.0	23.0	26.0	0.0	11.0	55.0	0.0	12.0	56.0	56.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.5%	18.2%	18.2%	20.9%	23.6%	0.0%	10.0%	50.0%	0.0%	10.9%	50.9%	50.9%
Maximum Green (s)	13.0	13.6	13.6	19.0	19.5		7.0	49.3		8.0	50.1	50.1
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	25.1	13.7	13.7	35.0	19.7		62.0	55.0		65.4	60.4	60.4
Actuated g/C Ratio	0.23	0.12	0.12	0.32	0.18		0.56	0.50		0.59	0.55	0.55
v/c Ratio	0.43	0.48	0.43	0.68	0.32		0.24	0.86		0.63	0.87	0.06
Control Delay	31.5	51.8	12.1	38.8	20.6		11.0	20.3		38.6	16.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	31.5	51.8	12.1	38.8	20.6		11.0	20.3		38.6	16.1	5.8
LOS	C	D	B	D	C		B	C		D	B	A
Approach Delay		30.7			33.5			20.1			17.0	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 64 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 20.3
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 15: Alta Vist & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	250	270	340	250	190	120	1630	60	190	1670	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.995			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4889	0	1711	4900	0
Flt Permitted	0.584			0.287			0.090			0.081		
Satd. Flow (perm)	1052	3421	1531	517	3421	1531	162	4889	0	146	4900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			186			207		6			4	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			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
Adj. Flow (vph)	174	272	293	370	272	207	130	1772	65	207	1815	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	272	293	370	272	207	130	1837	0	207	1858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	15.0	19.0	19.0	23.0	27.0	27.0	13.0	51.0	0.0	17.0	55.0	0.0

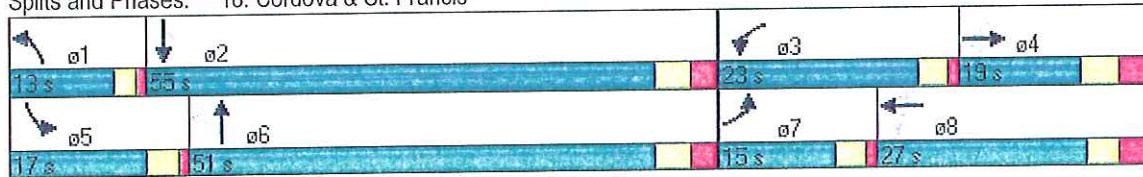


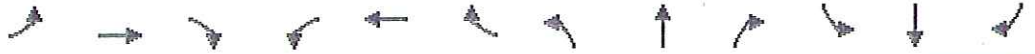
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.6%	17.3%	17.3%	20.9%	24.5%	24.5%	11.8%	46.4%	0.0%	15.5%	50.0%	0.0%
Maximum Green (s)	11.0	11.9	11.9	19.0	20.5	20.5	10.0	44.8		13.0	48.8	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.2	14.7	14.7	38.2	23.6	23.6	55.7	47.8		63.6	51.9	
Actuated g/C Ratio	0.23	0.13	0.13	0.35	0.21	0.21	0.51	0.43		0.58	0.47	
v/c Ratio	0.57	0.60	0.80	0.94	0.37	0.42	0.67	0.86		0.81	0.80	
Control Delay	35.7	50.7	34.7	65.9	38.8	7.9	39.4	36.1		36.5	22.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.7	50.7	34.7	65.9	38.8	7.9	39.4	36.1		36.5	22.2	
LOS	D	D	C	E	D	A	D	D		D	C	
Approach Delay		40.9			43.1			36.3			23.6	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 58 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 33.3
 Intersection Capacity Utilization 82.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 18: Cordova & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	790	490	40	580	530	20	0	1760	510	0	1240	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.989			0.994				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				129			527
Link Speed (mph)		35			45			35				35
Link Distance (ft)		975			735			1284				422
Travel Time (s)		19.0			11.1			25.0				8.2
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
Adj. Flow (vph)	859	533	43	630	576	22	0	1913	554	0	1348	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	576	0	630	598	0	0	1913	554	0	1348	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11				11
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	26.0	28.0	0.0	34.0	36.0	0.0	0.0	48.0	48.0	0.0	48.0	26.0
Total Split (%)	23.6%	25.5%	0.0%	30.9%	32.7%	0.0%	0.0%	43.6%	43.6%	0.0%	43.6%	23.6%
Maximum Green (s)	20.0	21.9		28.0	29.9			41.6	41.6		41.6	20.0



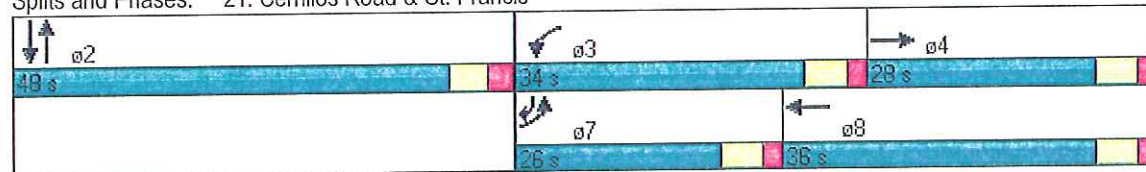
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	22.0	23.6		27.1	28.7			47.3	47.3		47.3	22.0
Actuated g/C Ratio	0.20	0.21		0.25	0.26			0.43	0.43		0.43	0.20
v/c Ratio	1.29	0.79		0.77	0.67			0.90	0.76		0.92	0.63
Control Delay	180.0	49.0		45.3	40.0			28.8	19.5		31.4	29.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	180.0	49.0		45.3	40.0			28.8	19.5		31.4	29.0
LOS	F	D		D	D			C	B		C	C
Approach Delay		127.4			42.8			26.7			30.6	
Approach LOS		F			D			C			C	






















Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 108 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 50.9
 Intersection Capacity Utilization 82.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 21: Cerrillos Road & St. Francis



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	140	100	100	200	110	110	2130	60	90	1710	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.937			0.947			0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1687	0	1711	1705	0	1711	4896	0	1711	4891	0
Flt Permitted	0.163			0.403			0.080			0.081		
Satd. Flow (perm)	294	1687	0	726	1705	0	144	4896	0	146	4891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			24			5			6	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	152	109	109	217	120	120	2315	65	98	1859	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	261	0	109	337	0	120	2380	0	98	1924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	14.0	34.0	0.0	12.0	32.0	0.0	12.0	53.0	0.0	11.0	52.0	0.0
Total Split (%)	12.7%	30.9%	0.0%	10.9%	29.1%	0.0%	10.9%	48.2%	0.0%	10.0%	47.3%	0.0%
Maximum Green (s)	10.0	27.1		7.0	26.1		8.0	47.6		7.0	46.6	



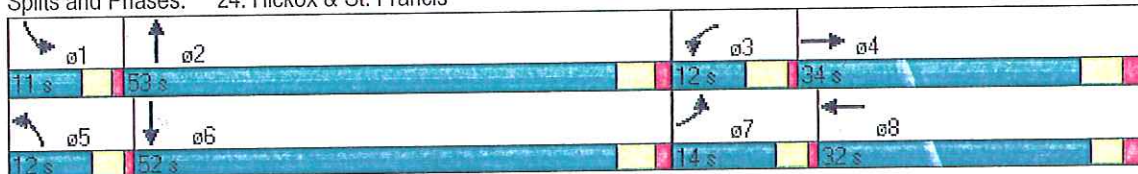
Lane Group	EBL	EBT	EPR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	37.4	27.4		33.4	25.4		59.4	51.5		57.9	50.7	
Actuated g/C Ratio	0.34	0.25		0.30	0.23		0.54	0.47		0.53	0.46	
v/c Ratio	0.81	0.59		0.37	0.82		0.63	1.04		0.55	0.85	
Control Delay	52.6	37.1		27.5	53.6		21.7	37.7		34.4	23.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.6	37.1		27.5	53.6		21.7	37.7		34.4	23.2	
LOS	D	D		C	D		C	D		C	C	
Approach Delay		43.5			47.2			36.9			23.7	
Approach LOS		D			D			D			C	























Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 51 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 33.4
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 24: Hickox & St. Francis



													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	290	120	30	110	190	40	120	2070	60	40	1680	410	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	250		0	120		0	150		0	150		0	
Storage Lanes	2		0	1		0	1		0	1		0	
Taper Length (ft)	25		25	25		25	25		25	25		25	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91	
Ped Bike Factor								1.00			0.99		
Frnt		0.970			0.974			0.996			0.971		
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3319	1747	0	1711	1754	0	1711	4893	0	1711	4742	0	
Flt Permitted	0.244			0.607			0.075			0.081			
Satd. Flow (perm)	852	1747	0	1093	1754	0	135	4893	0	146	4742	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		11			9			5			65		
Link Speed (mph)		25			25			35			35		
Link Distance (ft)		1085			1005			995			1618		
Travel Time (s)		29.6			27.4			19.4			31.5		
Confl. Peds. (#/hr)									2	4		5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	315	130	33	120	207	43	130	2250	65	43	1826	446	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	315	163	0	120	250	0	130	2315	0	43	2272	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		22			22			11			11		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Number of Detectors	1	1		1	1		1	1		1	1		
Detector Template													
Leading Detector (ft)	40	40		40	40		40	40		40	40		
Trailing Detector (ft)	0	0		0	0		0	0		0	0		
Detector 1 Position(ft)	0	0		0	0		0	0		0	0		
Detector 1 Size(ft)	40	40		40	40		40	40		40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0		
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt			
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases	4			8			2			6			
Detector Phase	7	4		3	8		5	2		1	6		
Switch Phase													
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0		
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4		
Total Split (s)	21.0	32.0	0.0	17.0	28.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0	

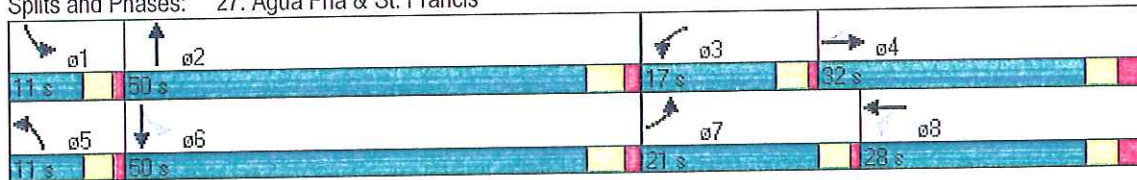


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	19.1%	29.1%	0.0%	15.5%	25.5%	0.0%	10.0%	45.5%	0.0%	10.0%	45.5%	0.0%
Maximum Green (s)	17.0	25.7		13.0	21.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.3	24.6		32.1	21.6		61.1	56.1		57.8	50.7	
Actuated g/C Ratio	0.35	0.22		0.29	0.20		0.56	0.51		0.53	0.46	
v/c Ratio	0.52	0.41		0.32	0.71		0.68	0.93		0.24	1.02	
Control Delay	27.6	36.4		25.7	51.1		37.6	26.4		11.2	39.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	36.4		25.7	51.1		37.6	26.4		11.2	39.5	
LOS	C	D		C	D		D	C		B	D	
Approach Delay		30.6			42.9			27.0			38.9	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 52 (47%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 33.3
 Intersection Capacity Utilization 82.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 27: Agua Fria & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	90	170	160	210	50	340	2300	90	20	1560	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4852	0
Flt Permitted	0.325			0.635			0.099			0.109		
Satd. Flow (perm)	585	1801	1531	1143	1801	1510	178	4886	0	196	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			54		7			15	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	185	98	185	174	228	54	370	2500	98	22	1696	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	185	174	228	54	370	2598	0	22	1859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	18.0	26.0	26.0	21.0	29.0	29.0	24.0	52.0	0.0	11.0	39.0	0.0



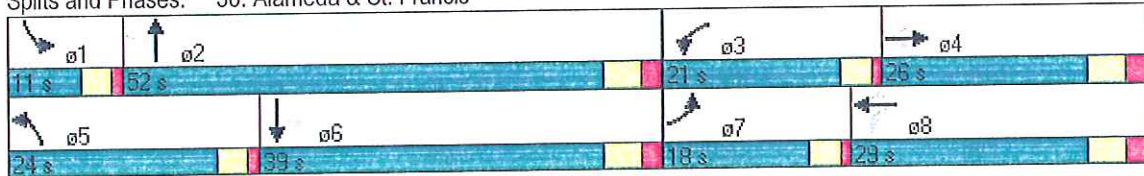
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	23.6%	23.6%	19.1%	26.4%	26.4%	21.8%	47.3%	0.0%	10.0%	35.5%	0.0%
Maximum Green (s)	14.0	19.9	19.9	17.0	22.9	22.9	20.0	46.3		7.0	33.3	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	33.2	20.2	20.2	34.1	20.6	20.6	64.4	60.0		45.3	38.3	
Actuated g/C Ratio	0.30	0.18	0.18	0.31	0.19	0.19	0.59	0.55		0.41	0.35	
v/c Ratio	0.60	0.30	0.43	0.41	0.67	0.17	0.90	0.97		0.12	1.09	
Control Delay	34.2	40.6	8.8	28.6	51.5	10.7	43.6	31.0		10.6	79.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.2	40.6	8.8	28.6	51.5	10.7	43.6	31.0		10.6	79.3	
LOS	C	D	A	C	D	B	D	C		B	E	
Approach Delay		25.5			37.9			32.6			78.5	
Approach LOS		C			D			C			E	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 47.4
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

Splits and Phases: 30: Alameda & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖↗	↖	↗	↖	↖↖	↗	↖	↖↖↗	
Volume (vph)	20	130	170	540	130	30	160	1480	570	50	1070	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.937		0.950			0.134			0.090		
Satd. Flow (perm)	0	1687	1531	3319	1801	1511	241	3421	1531	162	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			33			453		1	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	22	141	185	587	141	33	174	1609	620	54	1163	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	185	587	141	33	174	1609	620	54	1174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	18.0	18.0	18.0	31.0	49.0	49.0	13.0	50.0	50.0	11.0	48.0	0.0

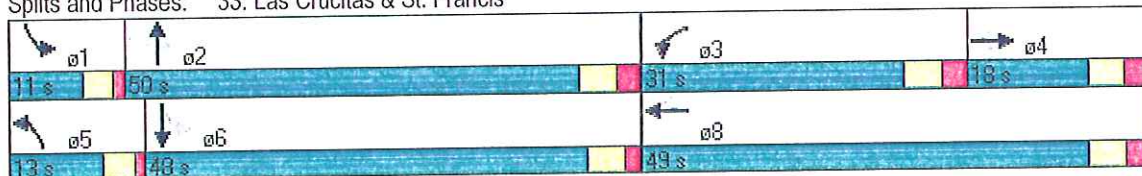


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.4%	16.4%	16.4%	28.2%	44.5%	44.5%	11.8%	45.5%	45.5%	10.0%	43.6%	0.0%
Maximum Green (s)	11.8	11.8	11.8	24.9	42.9	42.9	9.0	43.9	43.9	7.0	42.6	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effect Green (s)		14.3	14.3	25.1	43.4	43.4	57.1	49.8	49.8	52.7	45.7	
Actuated g/C Ratio		0.13	0.13	0.23	0.39	0.39	0.52	0.45	0.45	0.48	0.42	
v/c Ratio		0.74	0.59	0.77	0.20	0.05	0.71	1.04	0.66	0.31	0.58	
Control Delay		67.2	23.8	47.3	22.2	6.8	35.5	44.9	5.7	22.7	16.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		67.2	23.8	47.3	22.2	6.8	35.5	44.9	5.7	22.7	16.6	
LOS		E	C	D	C	A	D	D	A	C	B	
Approach Delay		44.1			40.9			34.2			16.9	
Approach LOS		D			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 109 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 31.5
 Intersection Capacity Utilization 83.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 33: Las Crucitas & St. Francis





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	80	200	50	470	10	340	1660	30	10	990	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frnt		0.893			0.997				0.850		0.996	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1608	0	1711	1795	0	1711	3421	1531	0	4896	0
Flt Permitted	0.138			0.366			0.188				0.913	
Satd. Flow (perm)	248	1608	0	659	1795	0	339	3421	1531	0	4470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			1				30			5
Link Speed (mph)		25			25			45				45
Link Distance (ft)		936			800			2102				1444
Travel Time (s)		25.5			21.8			31.8				21.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	80	200	50	470	10	340	1660	30	10	990	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	280	0	50	480	0	340	1660	30	0	1030	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	32.0	77.0	77.0	45.0	45.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%	29.1%	70.0%	70.0%	40.9%	40.9%	0.0%
Maximum Green (s)	25.8	25.8		26.4	26.4		28.0	71.5	71.5	39.4	39.4	



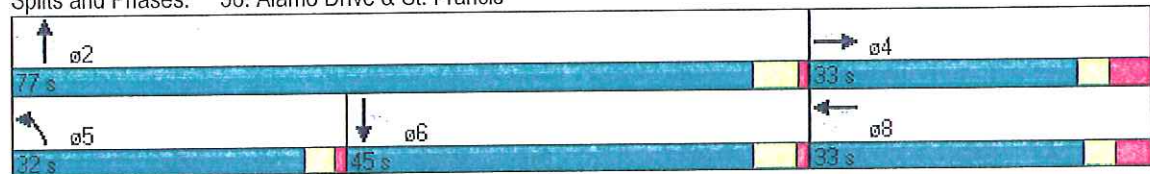
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)								5.0	5.0	5.0	5.0	
Flash Dont Walk (s)								19.0	19.0	14.0	14.0	
Pedestrian Calls (#/hr)								0	0	0	0	
Act Effct Green (s)	29.0	29.0		29.0	29.0		73.0	73.0	73.0			51.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.66	0.66	0.66			0.46
v/c Ratio	0.62	0.55		0.29	1.01		0.76	0.73	0.03			0.50
Control Delay	76.8	25.3		37.8	85.6		13.7	18.2	1.0			22.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	76.8	25.3		37.8	85.6		13.7	18.2	1.0			22.5
LOS	E	C		D	F		B	B	A			C
Approach Delay		31.8			81.1			17.2				22.5
Approach LOS		C			F			B				C

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 73 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 28.5
 Intersection Capacity Utilization 110.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service H

Splits and Phases: 36: Alamo Drive & St. Francis





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Volume (vph)	16	236	300	20	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.992		0.892	
Flt Protected		0.997			0.990	
Satd. Flow (prot)	0	1795	1786	0	1590	0
Flt Permitted		0.997			0.990	
Satd. Flow (perm)	0	1795	1786	0	1590	0
Link Speed (mph)		30	45		45	
Link Distance (ft)		322	655		972	
Travel Time (s)		7.3	9.9		14.7	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	16	236	300	20	5	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	252	320	0	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.6%

ICU Level of Service A

Analysis Period (min) 15

APPENDIX E

OPTIMIZED TRAFFIC SIGNAL TIMINGS

Optimized Traffic Signal Timings
3: Sawmill Road & St. Francis

2030 Conditions - AM
5/11/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	40	350	30	30	130	460	2400	10	50	830	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor						0.99			0.98			
Frt		0.865				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1558	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.170			0.147		
Satd. Flow (perm)	3319	1558	0	1711	1801	1508	306	4916	1497	265	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		380				141			8			283
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
Confl. Peds. (#/hr)						1			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
Adj. Flow (vph)	413	43	380	33	33	141	500	2609	11	54	902	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	423	0	33	33	141	500	2609	11	54	902	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22		22		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	15.0	17.9	0.0	11.0	13.9	13.9	29.0	50.1	50.1	11.0	32.1	32.1

Optimized Traffic Signal Timings
3: Sawmill Road & St. Francis

2030 Conditions - AM
5/11/2009

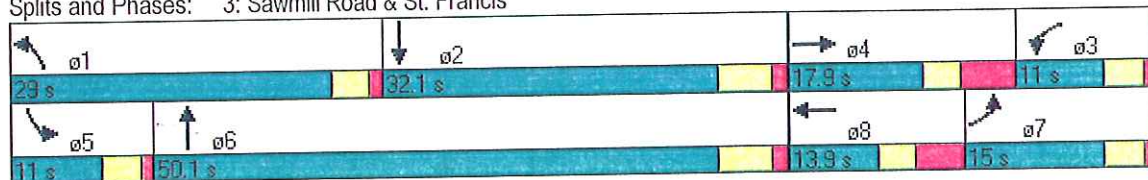


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	16.7%	19.9%	0.0%	12.2%	15.4%	15.4%	32.2%	55.7%	55.7%	12.2%	35.7%	35.7%
Maximum Green (s)	11.0	10.6		7.0	7.0	7.0	25.0	44.4	44.4	7.0	26.4	26.4
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	11.0	18.0		7.3	9.9	9.9	57.1	48.3	48.3	37.5	30.5	30.5
Actuated g/C Ratio	0.12	0.20		0.08	0.11	0.11	0.63	0.54	0.54	0.42	0.34	0.34
v/c Ratio	1.02	0.69		0.24	0.17	0.48	0.91	0.99	0.01	0.24	0.54	0.40
Control Delay	90.0	12.8		43.4	38.6	12.9	41.4	37.5	7.2	12.8	26.2	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	12.8		43.4	38.6	12.9	41.4	37.5	7.2	12.8	26.2	4.9
LOS	F	B		D	D	B	D	D	A	B	C	A
Approach Delay		50.9			21.9			38.1			20.7	
Approach LOS		D			C			D			C	

Intersection Summary
























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 35.5
 Intersection Capacity Utilization 87.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 3: Sawmill Road & St. Francis



Optimized Traffic Signal Timings
6: Zia Road & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	580	380	80	230	210	320	140	2660	420	220	1010	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3332	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3332	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				98			311			348
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	630	413	87	250	228	348	152	2891	457	239	1098	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	630	500	0	250	228	348	152	2891	457	239	1098	348
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	27.0	32.0	0.0	17.0	22.0	22.0	15.0	79.0	79.0	12.0	76.0	76.0
Total Split (%)	19.3%	22.9%	0.0%	12.1%	15.7%	15.7%	10.7%	56.4%	56.4%	8.6%	54.3%	54.3%
Maximum Green (s)	23.0	24.7		13.0	15.6	15.6	11.0	72.7	72.7	8.0	69.7	69.7

Optimized Traffic Signal Timings
6: Zia Road & St. Francis

2030 Conditions - AM
5/11/2009



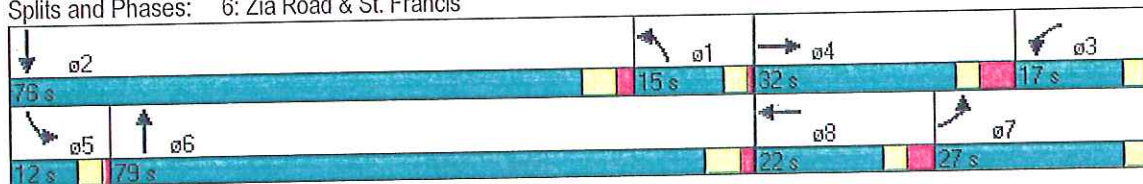
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	23.0	26.6		14.4	18.0	18.0	39.1	75.0	75.0	8.0	43.9	43.9
Actuated g/C Ratio	0.16	0.19		0.10	0.13	0.13	0.28	0.54	0.54	0.06	0.31	0.31
v/c Ratio	1.16	0.77		0.73	0.52	1.23	0.16	1.10	0.47	1.26	0.71	0.48
Control Delay	140.0	60.9		74.6	61.6	167.3	40.4	82.4	7.5	202.6	44.9	5.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	140.0	60.9		74.6	61.6	167.3	40.4	82.4	7.5	202.6	44.9	5.4
LOS	F	E		E	E	F	D	F	A	F	D	A
Approach Delay		105.0			110.1			70.8			59.1	
Approach LOS		F			F			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 78.0
 Intersection Capacity Utilization 97.8%
 Analysis Period (min) 15



























Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 6: Zia Road & St. Francis



Optimized Traffic Signal Timings
9: Siringo Rd & St. Francis

2030 Conditions - AM
5/11/2009

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	200	100	150	140	90	10	380	2620	220	50	1210	80	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	400		400	180		300	200		300	200		50	
Storage Lanes	2		1	2		1	1		1	1		1	
Taper Length (ft)	25		25	25		25	25		25	25		25	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frnt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531	
Flt Permitted	0.471			0.690			0.103			0.116			
Satd. Flow (perm)	1645	1801	1531	2410	1801	1531	185	4916	1531	209	4916	1531	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			163			11			239			37	
Link Speed (mph)		30			45			45			45		
Link Distance (ft)		1051			1013			1836			3676		
Travel Time (s)		23.9			15.3			27.8			55.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	217	109	163	152	98	11	413	2848	239	54	1315	87	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		22			22			22			22		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1	
Detector Template													
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (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	
Detector 1 Queue (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	
Detector 1 Delay (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	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	
Protected Phases	7	4		3	8		1	6		5	2		
Permitted Phases	4		4	8		8	6		6	2		2	
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2	
Switch Phase													
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0	
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3	
Total Split (s)	11.0	14.5	14.5	11.0	14.5	14.5	22.6	53.5	53.5	11.0	41.9	41.9	
Total Split (%)	12.2%	16.1%	16.1%	12.2%	16.1%	16.1%	25.1%	59.4%	59.4%	12.2%	46.6%	46.6%	
Maximum Green (s)	7.0	7.0	7.0	7.0	7.2	7.2	18.4	47.4	47.4	7.0	35.6	35.6	

Optimized Traffic Signal Timings
9: Siringo Rd & St. Francis

2030 Conditions - AM
5/11/2009



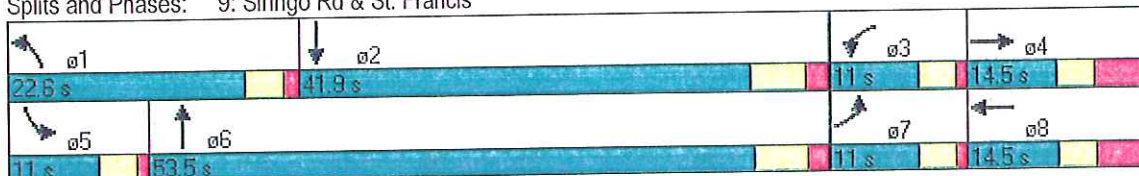
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	18.3	10.5	10.5	15.4	10.5	10.5	60.5	51.7	51.7	45.2	38.2	38.2
Actuated g/C Ratio	0.20	0.12	0.12	0.17	0.12	0.12	0.67	0.57	0.57	0.50	0.42	0.42
v/c Ratio	0.42	0.52	0.50	0.31	0.47	0.06	0.95	1.01	0.24	0.24	0.63	0.13
Control Delay	30.9	47.0	12.3	30.2	45.2	19.7	56.6	40.1	2.0	10.3	30.2	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	47.0	12.3	30.2	45.2	19.7	56.6	40.1	2.0	10.3	30.2	15.7
LOS	C	D	B	C	D	B	E	D	A	B	C	B
Approach Delay		28.2			35.4			39.4			28.6	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 35.5
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15

























Intersection LOS: D
ICU Level of Service D

Splits and Phases: 9: Siringo Rd & St. Francis



Optimized Traffic Signal Timings
12: San Mateo & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	90	50	90	80	30	180	2450	80	120	1450	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.995			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4891	0	1711	4852	0
Flt Permitted	0.496			0.702			0.081			0.088		
Satd. Flow (perm)	890	1801	1504	1264	1801	1508	146	4891	0	158	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			33		9			24	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			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
Adj. Flow (vph)	163	98	54	98	87	33	196	2663	87	130	1576	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	98	54	98	87	33	196	2750	0	130	1728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	11.5	13.8	13.8	11.0	13.3	13.3	18.0	54.2	0.0	11.0	47.2	0.0

Optimized Traffic Signal Timings
12: San Mateo & St. Francis

2030 Conditions - AM
5/11/2009



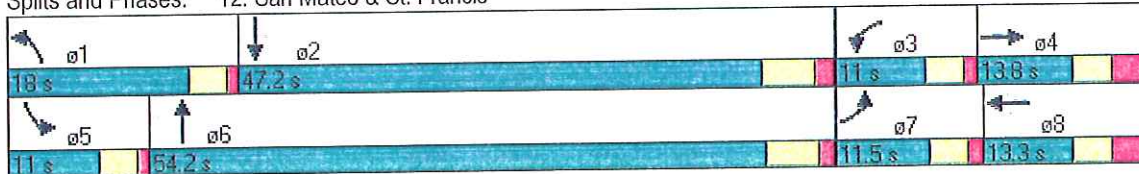
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.8%	15.3%	15.3%	12.2%	14.8%	14.8%	20.0%	60.2%	0.0%	12.2%	52.4%	0.0%
Maximum Green (s)	7.3	7.6	7.6	7.0	7.1	7.1	14.0	48.5		7.0	41.2	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	15.7	9.7	9.7	14.4	9.3	9.3	62.2	52.5		55.8	48.8	
Actuated g/C Ratio	0.17	0.11	0.11	0.16	0.10	0.10	0.69	0.58		0.62	0.54	
v/c Ratio	0.72	0.51	0.26	0.41	0.47	0.18	0.68	0.96		0.59	0.65	
Control Delay	50.4	47.7	14.2	34.7	47.0	15.8	15.2	38.1		25.9	17.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	50.4	47.7	14.2	34.7	47.0	15.8	15.2	38.1		25.9	17.0	
LOS	D	D	B	C	D	B	B	D		C	B	
Approach Delay		43.3			36.8			36.6			17.6	
Approach LOS		D			D			D			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 80.7%
 Analysis Period (min) 15
























Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 12: San Mateo & St. Francis



Optimized Traffic Signal Timings
15: Alta Vist & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	100	70	110	40	50	90	1820	110	120	1650	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frnt			0.850		0.916			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1634	0	1711	4872	0	1711	4916	1531
Flt Permitted	0.702			0.714			0.105			0.106		
Satd. Flow (perm)	1264	1801	1505	1286	1634	0	189	4872	0	191	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76		54			17				65
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			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
Adj. Flow (vph)	76	109	76	120	43	54	98	1978	120	130	1793	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	109	76	120	97	0	98	2098	0	130	1793	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	11.0	13.5	13.5	11.0	13.5	0.0	11.0	39.5	0.0	11.0	39.5	39.5

Optimized Traffic Signal Timings
15: Alta Vist & St. Francis

2030 Conditions - AM
5/11/2009



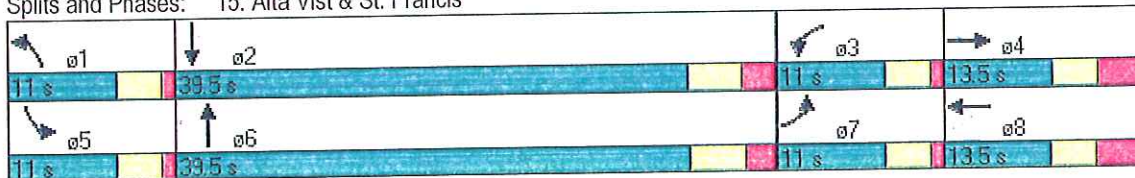
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.7%	18.0%	18.0%	14.7%	18.0%	0.0%	14.7%	52.7%	0.0%	14.7%	52.7%	52.7%
Maximum Green (s)	7.0	7.1	7.1	7.0	7.0		7.0	33.8		7.0	33.6	33.6
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)								5.0			5.0	5.0
Flash Dont Walk (s)								12.0			22.0	22.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)	14.6	9.5	9.5	14.6	9.5		48.2	43.4		48.2	43.4	43.4
Actuated g/C Ratio	0.19	0.13	0.13	0.19	0.13		0.64	0.58		0.64	0.58	0.58
v/c Ratio	0.26	0.48	0.30	0.41	0.38		0.37	0.74		0.49	0.63	0.07
Control Delay	23.5	38.2	11.5	26.8	20.6		11.2	18.1		15.4	15.4	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	23.5	38.2	11.5	26.8	20.6		11.2	18.1		15.4	15.4	3.5
LOS	C	D	B	C	C		B	B		B	B	A
Approach Delay		26.1			24.0			17.8			15.0	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 17.4
 Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15

























Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 15: Alta Vist & St. Francis



Optimized Traffic Signal Timings
18: Cordova & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	180	120	270	220	110	160	1680	120	160	1480	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frt			0.850			0.850		0.990			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4862	0	1711	4884	0
Flt Permitted	0.603			0.416			0.122			0.115		
Satd. Flow (perm)	1086	3421	1531	749	3421	1531	220	4862	0	207	4884	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			120		19			10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			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
Adj. Flow (vph)	109	196	130	293	239	120	174	1826	130	174	1609	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	196	130	293	239	120	174	1956	0	174	1674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	11.0	14.1	14.1	14.0	17.1	17.1	10.0	40.9	0.0	11.0	41.9	0.0

Optimized Traffic Signal Timings
18: Cordova & St. Francis

2030 Conditions - AM
5/11/2009



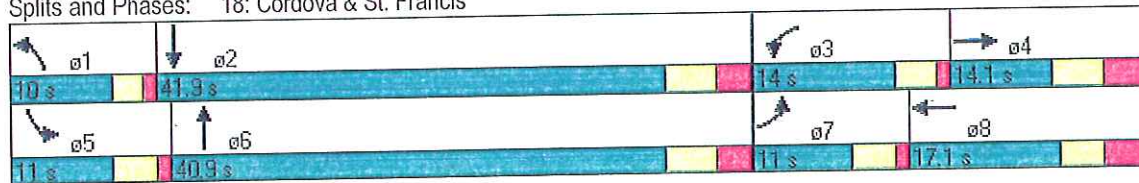
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.8%	17.6%	17.6%	17.5%	21.4%	21.4%	12.5%	51.1%	0.0%	13.8%	52.4%	0.0%
Maximum Green (s)	7.0	7.0	7.0	10.0	10.6	10.6	7.0	34.7		7.0	35.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	17.1	10.1	10.1	23.3	15.3	15.3	42.9	36.9		44.9	37.9	
Actuated g/C Ratio	0.21	0.13	0.13	0.29	0.19	0.19	0.54	0.46		0.56	0.47	
v/c Ratio	0.38	0.45	0.42	0.86	0.37	0.31	0.76	0.87		0.70	0.72	
Control Delay	25.6	36.1	11.1	51.4	31.2	8.6	34.2	24.6		28.3	19.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.6	36.1	11.1	51.4	31.2	8.6	34.2	24.6		28.3	19.0	
LOS	C	D	B	D	C	A	C	C		C	B	
Approach Delay		26.0			36.1			25.3			19.8	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 24.8
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15





















Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 18: Cordova & St. Francis



Optimized Traffic Signal Timings
 21: Cerrillos Road & St. Francis

2030 Conditions - AM
 5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	490	590	30	250	270	30	0	1280	880	0	1560	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.993			0.985				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3397	0	3319	3370	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3397	0	3319	3370	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11				422			505
Link Speed (mph)		35			45				35			35
Link Distance (ft)		975			735				1284			422
Travel Time (s)		19.0			11.1				25.0			8.2
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
Adj. Flow (vph)	533	641	33	272	293	33	0	1391	957	0	1696	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	533	674	0	272	326	0	0	1391	957	0	1696	652
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22				11			11
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot					Perm			Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	21.0	23.0	0.0	21.0	23.0	0.0	0.0	51.0	51.0	0.0	51.0	21.0
Total Split (%)	22.1%	24.2%	0.0%	22.1%	24.2%	0.0%	0.0%	53.7%	53.7%	0.0%	53.7%	22.1%
Maximum Green (s)	15.0	16.9		15.0	16.9			44.6	44.6		44.6	15.0

Optimized Traffic Signal Timings
21: Cerrillos Road & St. Francis

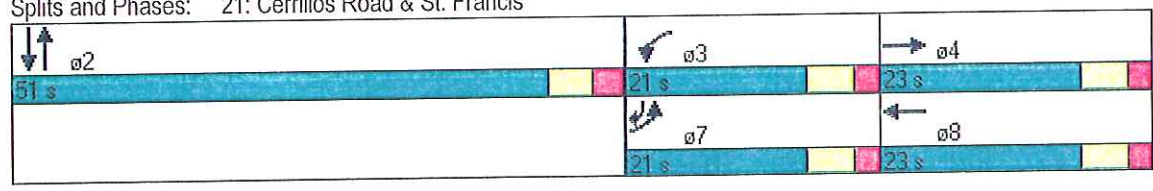
2030 Conditions - AM
5/11/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	17.0	19.0		17.0	19.0			47.0	47.0		47.0	17.0
Actuated g/C Ratio	0.18	0.20		0.18	0.20			0.49	0.49		0.49	0.18
v/c Ratio	0.90	0.99		0.46	0.48			0.57	0.99		1.00	0.73
Control Delay	58.0	70.2		37.8	35.1			18.1	40.5		47.4	13.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	58.0	70.2		37.8	35.1			18.1	40.5		47.4	13.9
LOS	E	E		D	D			B	D		D	B
Approach Delay		64.8			36.3			27.2			38.1	
Approach LOS		E			D			C			D	

Intersection Summary

























Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 39.0
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 21: Cerrillos Road & St. Francis



Optimized Traffic Signal Timings
24: Hickox & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	140	200	100	70	80	70	70	1270	60	120	1830	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.950			0.930			0.993			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1711	0	1711	1675	0	1711	4881	0	1711	4901	0
Flt Permitted	0.441			0.245			0.105			0.097		
Satd. Flow (perm)	794	1711	0	441	1675	0	189	4881	0	175	4901	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			44			10			4	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	217	109	76	87	76	76	1380	65	130	1989	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	326	0	76	163	0	76	1445	0	130	2032	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	13.0	23.0	0.0	12.0	22.0	0.0	11.0	41.0	0.0	14.0	44.0	0.0
Total Split (%)	14.4%	25.6%	0.0%	13.3%	24.4%	0.0%	12.2%	45.6%	0.0%	15.6%	48.9%	0.0%
Maximum Green (s)	9.0	16.1		7.0	16.1		7.0	35.6		10.0	38.6	

Optimized Traffic Signal Timings
 24: Hickox & St. Francis

2030 Conditions - AM
 5/11/2009

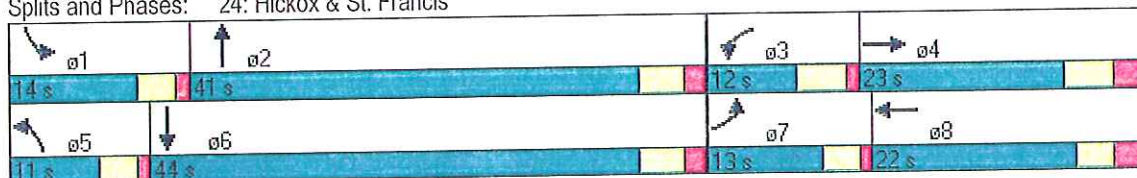


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	26.5	19.3		24.2	16.2		47.5	40.5		51.5	44.3	
Actuated g/C Ratio	0.29	0.21		0.27	0.18		0.53	0.45		0.57	0.49	
v/c Ratio	0.47	0.84		0.33	0.48		0.35	0.66		0.53	0.84	
Control Delay	27.2	52.5		24.7	28.4		14.0	21.8		19.4	25.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.2	52.5		24.7	28.4		14.0	21.8		19.4	25.8	
LOS	C	D		C	C		B	C		B	C	
Approach Delay		44.4			27.2			21.4			25.4	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 26.2
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 24: Hickox & St. Francis



Optimized Traffic Signal Timings
27: Agua Fria & St. Francis

2030 Conditions - AM
5/11/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	90	70	60	80	30	70	1270	50	40	1820	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00	1.00	
Frt		0.934			0.959			0.994			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1682	0	1711	1727	0	1711	4882	0	1711	4792	0
Flt Permitted	0.506			0.667			0.094			0.134		
Satd. Flow (perm)	1768	1682	0	1201	1727	0	169	4882	0	241	4792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			19			10			57	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	413	98	76	65	87	33	76	1380	54	43	1978	326
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	174	0	65	120	0	76	1434	0	43	2304	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	11.0	13.8	0.0	11.0	13.8	0.0	11.0	44.2	0.0	11.0	44.2	0.0

Optimized Traffic Signal Timings
27: Agua Fria & St. Francis

2030 Conditions - AM
5/11/2009



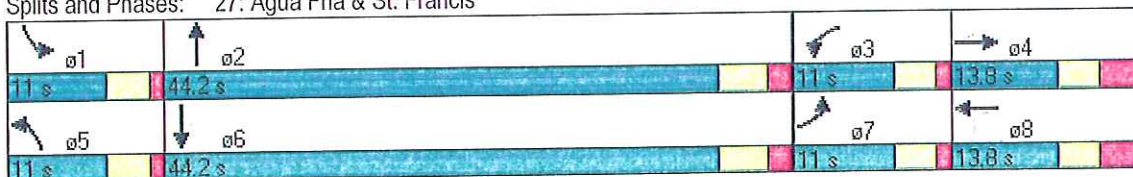
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.8%	17.3%	0.0%	13.8%	17.3%	0.0%	13.8%	55.3%	0.0%	13.8%	55.3%	0.0%
Maximum Green (s)	7.0	7.5		7.0	7.5		7.0	38.8		7.0	38.8	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								17.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	15.3	9.7		14.8	9.7		51.1	46.9		50.3	44.7	
Actuated g/C Ratio	0.19	0.12		0.18	0.12		0.64	0.59		0.63	0.56	
v/c Ratio	0.86	0.73		0.24	0.53		0.31	0.50		0.15	0.85	
Control Delay	46.2	45.3		25.5	37.0		9.3	12.0		6.7	20.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.2	45.3		25.5	37.0		9.3	12.0		6.7	20.9	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		45.9			32.9			11.8			20.6	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 78.0%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 27: Agua Fria & St. Francis



Optimized Traffic Signal Timings
30: Alameda & St. Francis

2030 Conditions - AM
5/11/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	170	150	110	110	20	220	1550	60	20	1680	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4857	0
Flt Permitted	0.354			0.641			0.089			0.098		
Satd. Flow (perm)	637	1801	1531	1154	1801	1508	160	4886	0	176	4857	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163			22		9			20	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	283	185	163	120	120	22	239	1685	65	22	1826	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	283	185	163	120	120	22	239	1750	0	22	1978	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	16.0	18.4	18.4	11.0	13.4	13.4	14.0	49.6	0.0	11.0	46.6	0.0

Optimized Traffic Signal Timings
30: Alameda & St. Francis

2030 Conditions - AM
5/11/2009

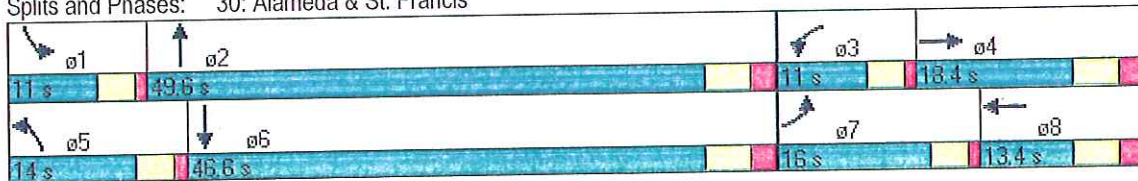
	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.8%	20.4%	20.4%	12.2%	14.9%	14.9%	15.6%	55.1%	0.0%	12.2%	51.8%	0.0%
Maximum Green (s)	12.0	12.3	12.3	7.0	7.3	7.3	10.0	43.9		7.0	40.9	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	25.4	14.4	14.4	16.4	9.4	9.4	56.2	52.2		49.6	42.6	
Actuated g/C Ratio	0.28	0.16	0.16	0.18	0.10	0.10	0.62	0.58		0.55	0.47	
v/c Ratio	0.88	0.64	0.43	0.47	0.64	0.12	0.88	0.62		0.10	0.86	
Control Delay	57.4	46.8	9.5	32.8	55.5	17.2	52.3	14.4		7.7	25.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	57.4	46.8	9.5	32.8	55.5	17.2	52.3	14.4		7.7	25.5	
LOS	E	D	A	C	E	B	D	B		A	C	
Approach Delay		41.9			41.9			18.9			25.3	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 25.7
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 30: Alameda & St. Francis



Optimized Traffic Signal Timings
33: Las Crucitas & St. Francis

2030 Conditions - AM
5/11/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	150	330	280	60	20	100	1240	440	40	1460	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.999	
Flt Protected		0.997		0.950			0.950			0.950		
Satd. Flow (prot)	0	1795	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.979		0.950			0.113			0.116		
Satd. Flow (perm)	0	1763	1531	3319	1801	1511	203	3421	1531	209	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			22			478		2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	11	163	359	304	65	22	109	1348	478	43	1587	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	359	304	65	22	109	1348	478	43	1598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	16.4	16.4	16.4	13.1	29.5	29.5	11.0	39.5	39.5	11.0	39.5	0.0

Optimized Traffic Signal Timings
33: Las Crucitas & St. Francis

2030 Conditions - AM
5/11/2009

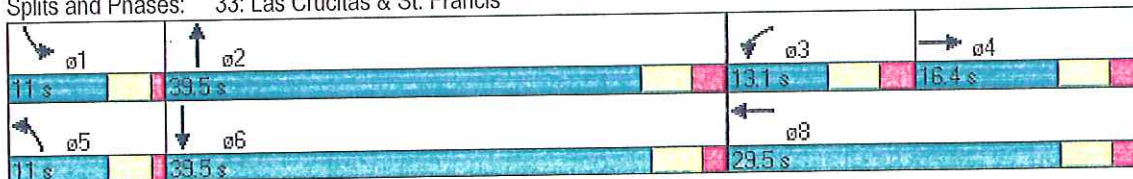


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.5%	20.5%	20.5%	16.4%	36.9%	36.9%	13.8%	49.4%	49.4%	13.8%	49.4%	0.0%
Maximum Green (s)	10.2	10.2	10.2	7.0	23.4	23.4	7.0	33.4	33.4	7.0	34.1	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		12.7	12.7	9.7	26.4	26.4	43.2	39.0	39.0	42.4	36.8	
Actuated g/C Ratio		0.16	0.16	0.12	0.33	0.33	0.54	0.49	0.49	0.53	0.46	
v/c Ratio		0.62	0.93	0.75	0.11	0.04	0.45	0.81	0.48	0.18	0.71	
Control Delay		42.7	50.9	48.0	19.9	8.6	15.1	23.4	3.3	9.1	19.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		42.7	50.9	48.0	19.9	8.6	15.1	23.4	3.3	9.1	19.8	
LOS		D	D	D	B	A	B	C	A	A	B	
Approach Delay		48.2			41.1			18.0			19.5	
Approach LOS		D			D			B			B	

Intersection Summary






















Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 24.1
 Intersection Capacity Utilization 70.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 33: Las Crucitas & St. Francis



Optimized Traffic Signal Timings
36: Alamo Drive & St. Francis

2030 Conditions - AM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	260	270	20	140	10	180	800	40	10	1500	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	120		0	200		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91
Frt		0.924			0.990				0.850		0.998	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1711	1664	0	1711	1783	0	1711	3421	1531	0	4906	0
Flt Permitted	0.628			0.160			0.119				0.932	
Satd. Flow (perm)	1131	1664	0	288	1783	0	214	3421	1531	0	4572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75			5				43		3	
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		936			800			2102			1444	
Travel Time (s)		25.5			21.8			31.8			21.9	
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
Adj. Flow (vph)	76	283	293	22	152	11	196	870	43	11	1630	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	576	0	22	163	0	196	870	43	0	1663	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1	1	1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0	
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	11.0	46.0	46.0	35.0	35.0	0.0
Total Split (%)	38.7%	38.7%	0.0%	38.7%	38.7%	0.0%	14.7%	61.3%	61.3%	46.7%	46.7%	0.0%
Maximum Green (s)	21.8	21.8		22.4	22.4		7.0	40.5	40.5	29.4	29.4	

Optimized Traffic Signal Timings
36: Alamo Drive & St. Francis

2030 Conditions - AM
5/11/2009

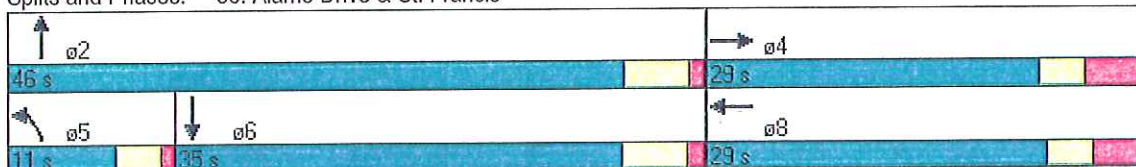


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0		
Pedestrian Calls (#/hr)							0	0	0	0		
Act Effct Green (s)	25.0	25.0		25.0	25.0		42.0	42.0	42.0		31.0	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.56	0.56	0.56		0.41	
v/c Ratio	0.20	0.95		0.23	0.27		0.75	0.45	0.05		0.88	
Control Delay	19.7	50.3		25.5	19.3		31.8	10.7	2.8		27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.7	50.3		25.5	19.3		31.8	10.7	2.8		27.2	
LOS	B	D		C	B		C	B	A		C	
Approach Delay		46.7			20.0			14.1			27.2	
Approach LOS		D			C			B			C	

Intersection Summary





























Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.3
 Intersection Capacity Utilization 101.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service G

Splits and Phases: 36: Alamo Drive & St. Francis



Optimized Traffic Signal Timings
3: Sawmill Road & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							  			  	
Volume (vph)	510	30	660	20	30	90	420	1070	40	110	2900	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	75		75	200		200	200		200
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1543	0	1711	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.950			0.950			0.055			0.227		
Satd. Flow (perm)	3319	1543	0	1711	1801	1531	99	4916	1531	409	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		250				98			43			246
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		3501			5283			3526			1778	
Travel Time (s)		79.6			80.0			53.4			26.9	
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
Adj. Flow (vph)	554	33	717	22	33	98	457	1163	43	120	3152	685
Shared Lane Traffic (%)												
Lane Group Flow (vph)	554	750	0	22	33	98	457	1163	43	120	3152	685
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8	6		6	2		2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.9	13.9	11.0	29.7	29.7	11.0	29.7	29.7
Total Split (s)	32.0	37.0	0.0	11.0	16.0	16.0	26.0	89.0	89.0	13.0	76.0	76.0
Total Split (%)	21.3%	24.7%	0.0%	7.3%	10.7%	10.7%	17.3%	59.3%	59.3%	8.7%	50.7%	50.7%
Maximum Green (s)	28.0	29.7		7.0	9.1	9.1	22.0	83.3	83.3	9.0	70.3	70.3

Optimized Traffic Signal Timings
3: Sawmill Road & St. Francis

2030 Conditions - PM
5/11/2009

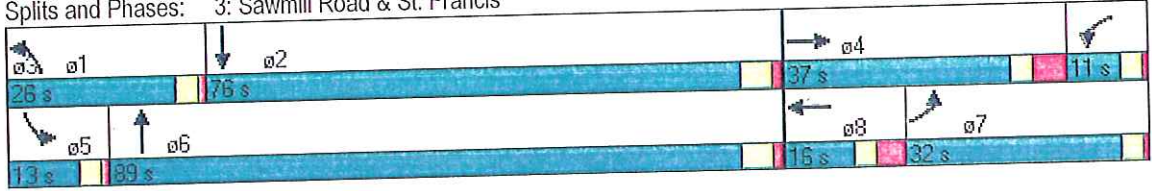


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.9	3.9	1.0	1.4	1.4	1.0	1.4	1.4
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.9	-2.9	0.0	-1.7	-1.7	0.0	-1.7	-1.7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								19.0	19.0		19.0	19.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	27.6	36.0		7.0	11.0	11.0	99.4	87.0	87.0	80.5	72.0	72.0
Actuated g/C Ratio	0.18	0.24		0.05	0.07	0.07	0.66	0.58	0.58	0.54	0.48	0.48
v/c Ratio	0.91	1.34		0.28	0.25	0.48	1.44	0.41	0.05	0.41	1.34	0.79
Control Delay	79.2	193.3		78.0	70.2	19.7	250.8	18.1	4.0	15.4	187.1	28.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	193.3		78.0	70.2	19.7	250.8	18.1	4.0	15.4	187.1	28.2
LOS	E	F		E	E	B	F	B	A	B	F	C
Approach Delay		144.8			39.0			81.7			154.4	
Approach LOS		F			D			F			F	

Intersection Summary
























Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 133.1
 Intersection Capacity Utilization 131.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 3: Sawmill Road & St. Francis



Optimized Traffic Signal Timings
6: Zia Road & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	170	110	430	290	190	80	1370	190	320	2570	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		110	220		200	300		300	300		200
Storage Lanes	2		0	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frnt		0.941				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3219	0	3319	3421	1531	3319	4916	1531	3319	4916	1531
Right Turn on Red			Yes			Yes		Yes			Yes	
Satd. Flow (RTOR)		64				207		207			207	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1661			2179			1778			1836	
Travel Time (s)		37.8			33.0			26.9			27.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	446	185	120	467	315	207	87	1489	207	348	2793	924
Shared Lane Traffic (%)												
Lane Group Flow (vph)	446	305	0	467	315	207	87	1489	207	348	2793	924
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40		40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40		40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases						8			6			2
Detector Phase	7	4		3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.3		11.0	13.4	13.4	11.0	39.3	39.3	11.0	39.3	39.3
Total Split (s)	20.0	14.5	0.0	21.0	15.5	15.5	11.0	61.5	61.5	23.0	73.5	73.5
Total Split (%)	16.7%	12.1%	0.0%	17.5%	12.9%	12.9%	9.2%	51.3%	51.3%	19.2%	61.3%	61.3%
Maximum Green (s)	16.0	7.2		17.0	9.1	9.1	7.0	55.2	55.2	19.0	67.2	67.2

Optimized Traffic Signal Timings
6: Zia Road & St. Francis

2030 Conditions - PM
5/11/2009



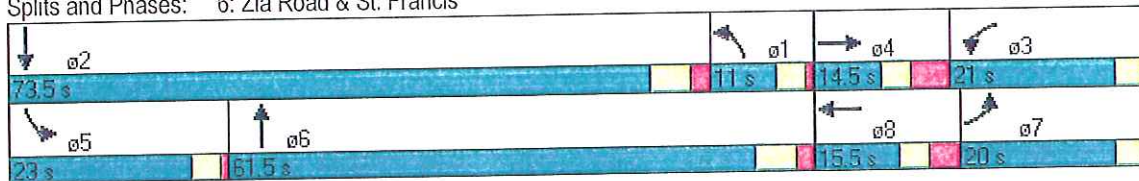
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.3		1.0	3.4	3.4	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.3	0.0	0.0	-2.4	-2.4	0.0	-2.3	-2.3	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								28.0	28.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	16.0	10.5		17.0	11.5	11.5	7.0	59.6	59.6	16.9	69.5	69.5
Actuated g/C Ratio	0.13	0.09		0.14	0.10	0.10	0.06	0.50	0.50	0.14	0.58	0.58
v/c Ratio	1.01	0.90		0.99	0.96	0.62	0.45	0.61	0.24	0.74	0.98	0.82
Control Delay	96.4	71.6		91.6	94.9	15.6	62.4	23.5	3.0	59.5	37.9	13.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	71.6		91.6	94.9	15.6	62.4	23.5	3.0	59.5	37.9	13.9
LOS	F	E		F	F	B	E	C	A	E	D	B
Approach Delay		86.3			76.7			23.0			34.3	
Approach LOS		F			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 42.3
 Intersection Capacity Utilization 89.3%
 Analysis Period (min) 15

























Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 6: Zia Road & St. Francis



Optimized Traffic Signal Timings
 9: Siringo Rd & St. Francis

2030 Conditions - PM
 5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	100	340	270	140	60	190	1750	250	170	2420	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	180		300	200		300	200		50
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frts			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1801	1531	3319	1801	1531	1711	4916	1531	1711	4916	1531
Flt Permitted	0.449			0.593			0.071			0.069		
Satd. Flow (perm)	1568	1801	1531	2072	1801	1531	128	4916	1531	124	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			65			272			90
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1051			1013			1836			3676	
Travel Time (s)		23.9			15.3			27.8			55.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	109	370	293	152	65	207	1902	272	185	2630	402
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	11.0	14.5	14.5	11.0	14.3	14.3	11.2	36.1	36.1	11.0	39.3	39.3
Total Split (s)	11.0	21.6	21.6	11.0	21.6	21.6	13.4	61.4	61.4	16.0	64.0	64.0
Total Split (%)	10.0%	19.6%	19.6%	10.0%	19.6%	19.6%	12.2%	55.8%	55.8%	14.5%	58.2%	58.2%
Maximum Green (s)	7.0	14.1	14.1	7.0	14.3	14.3	9.2	55.3	55.3	12.0	57.7	57.7

Optimized Traffic Signal Timings
9: Siringo Rd & St. Francis

2030 Conditions - PM
5/11/2009



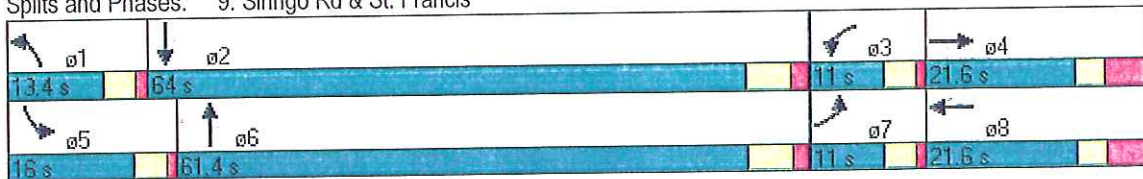
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3	3.0	4.3	4.3
All-Red Time (s)	1.0	4.5	4.5	1.0	4.3	4.3	1.2	1.8	1.8	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	-3.5	-3.5	0.0	-3.3	-3.3	-0.2	-2.1	-2.1	0.0	-2.3	-2.3
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)								5.0	5.0		5.0	5.0
Flash Dont Walk (s)								25.0	25.0		28.0	28.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	24.6	17.6	17.6	24.6	17.6	17.6	67.9	58.5	58.5	70.9	60.0	60.0
Actuated g/C Ratio	0.22	0.16	0.16	0.22	0.16	0.16	0.62	0.53	0.53	0.64	0.55	0.55
v/c Ratio	0.33	0.38	0.99	0.54	0.53	0.22	0.97	0.73	0.29	0.78	0.98	0.46
Control Delay	33.8	45.7	72.9	38.1	49.8	11.9	82.0	21.9	2.5	45.8	38.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	45.7	72.9	38.1	49.8	11.9	82.0	21.9	2.5	45.8	38.4	13.4
LOS	C	D	E	D	D	B	F	C	A	D	D	B
Approach Delay		58.8			38.3			24.9			35.7	
Approach LOS		E			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 62 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 34.2
 Intersection Capacity Utilization 85.5%
 Analysis Period (min) 15

























Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 9: Siringo Rd & St. Francis



Optimized Traffic Signal Timings
12: San Mateo & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	90	180	160	120	60	110	1420	70	70	2190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		100	150		0	150		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00		0.98			0.99						
Frt			0.850			0.850		0.993			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4881	0	1711	4876	0
Flt Permitted	0.465			0.694			0.081			0.101		
Satd. Flow (perm)	835	1801	1505	1250	1801	1508	146	4881	0	182	4876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			65		13			15	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		670			322			3676			3261	
Travel Time (s)		10.2			4.9			55.7			49.4	
Confl. Peds. (#/hr)	2		2			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
Adj. Flow (vph)	196	98	196	174	130	65	120	1543	76	76	2380	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	98	196	174	130	65	120	1619	0	76	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.2	13.2	13.2	11.0	13.2	13.2	11.0	23.7		11.0	26.0	
Total Split (s)	12.0	14.6	14.6	11.0	13.6	13.6	11.0	53.4	0.0	11.0	53.4	0.0

Optimized Traffic Signal Timings
12: San Mateo & St. Francis

2030 Conditions - PM
5/11/2009

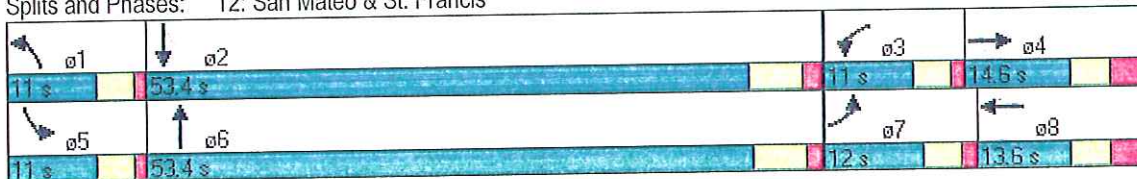


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.3%	16.2%	16.2%	12.2%	15.1%	15.1%	12.2%	59.3%	0.0%	12.2%	59.3%	0.0%
Maximum Green (s)	7.8	8.4	8.4	7.0	7.4	7.4	7.0	47.7		7.0	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.3		3.0	4.3	
All-Red Time (s)	1.2	3.2	3.2	1.0	3.2	3.2	1.0	1.4		1.0	1.7	
Lost Time Adjust (s)	-0.2	-2.2	-2.2	0.0	-2.2	-2.2	0.0	-1.7	0.0	0.0	-2.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								13.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	18.6	10.6	10.6	16.6	9.6	9.6	57.2	51.6		56.4	49.4	
Actuated g/c Ratio	0.21	0.12	0.12	0.18	0.11	0.11	0.64	0.57		0.63	0.55	
v/c Ratio	0.78	0.46	0.62	0.65	0.68	0.30	0.56	0.58		0.33	0.94	
Control Delay	53.8	44.8	20.1	43.3	57.6	14.0	21.9	13.7		12.1	36.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.8	44.8	20.1	43.3	57.6	14.0	21.9	13.7		12.1	36.9	
LOS	D	D	C	D	E	B	C	B		B	D	
Approach Delay		38.5			43.2			14.3			36.1	
Approach LOS		D			D			B			D	

Intersection Summary
























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 77.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 12: San Mateo & St. Francis



Optimized Traffic Signal Timings
15: Alta Vist & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	100	120	240	40	60	40	1790	140	110	2150	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		0	400		0	180		180
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor			0.98		0.99							
Frt			0.850		0.910			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1622	0	1711	4862	0	1711	4916	1531
Flt Permitted	0.482			0.687			0.092			0.086		
Satd. Flow (perm)	868	1801	1504	1237	1622	0	166	4862	0	155	4916	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		65			21				44
Link Speed (mph)		25			45			45			35	
Link Distance (ft)		893			773			3261			1204	
Travel Time (s)		24.4			11.7			49.4			23.5	
Confl. Peds. (#/hr)			2			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
Adj. Flow (vph)	141	109	130	261	43	65	43	1946	152	120	2337	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	109	130	261	108	0	43	2098	0	120	2337	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40		40	40		40	40	40
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	40	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8			6			2		2
Detector Phase	7	4	4	3	8		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	11.0	13.4	13.4	11.0	13.5		11.0	22.7		11.0	32.9	32.9
Total Split (s)	13.0	13.4	13.4	14.0	14.4	0.0	11.0	51.6	0.0	11.0	51.6	51.6

Optimized Traffic Signal Timings
15: Alta Vist & St. Francis

2030 Conditions - PM
5/11/2009



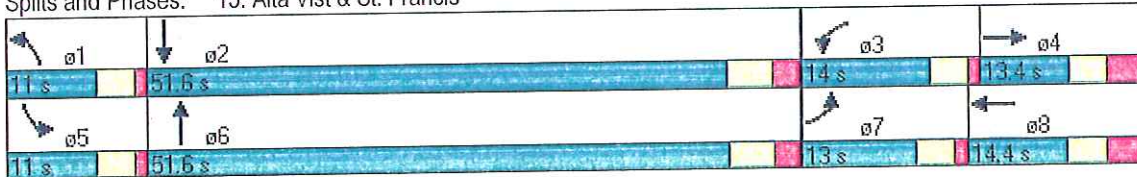
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.4%	14.9%	14.9%	15.6%	16.0%	0.0%	12.2%	57.3%	0.0%	12.2%	57.3%	57.3%
Maximum Green (s)	9.0	7.0	7.0	10.0	7.9		7.0	45.9		7.0	45.7	45.7
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.6		3.0	3.6	3.6
All-Red Time (s)	1.0	3.4	3.4	1.0	3.5		1.0	2.1		1.0	2.3	2.3
Lost Time Adjust (s)	0.0	-2.4	-2.4	0.0	-2.5	0.0	0.0	-1.7	0.0	0.0	-1.9	-1.9
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Min		None	C-Min	C-Min
Walk Time (s)							5.0			5.0		5.0
Flash Dont Walk (s)							12.0			22.0		22.0
Pedestrian Calls (#/hr)							0			0		0
Act Effct Green (s)	20.3	9.4	9.4	19.2	10.2		53.7	46.7		55.3	51.1	51.1
Actuated g/C Ratio	0.23	0.10	0.10	0.21	0.11		0.60	0.52		0.61	0.57	0.57
v/c Ratio	0.45	0.58	0.47	0.81	0.45		0.20	0.83		0.56	0.84	0.06
Control Delay	32.2	51.7	13.4	51.8	23.6		13.0	35.6		21.3	20.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.2	51.7	13.4	51.8	23.6		13.0	35.6		21.3	20.5	4.4
LOS	C	D	B	D	C		B	D		C	C	A
Approach Delay		31.4			43.6			35.2			20.2	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 28.5
 Intersection Capacity Utilization 77.3%
 Analysis Period (min) 15




























Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 15: Alta Vist & St. Francis



Optimized Traffic Signal Timings
18: Cordova & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Volume (vph)	160	250	270	340	250	190	120	1630	60	190	1670	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		80	250		200	170		0	350		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor							1.00	1.00			1.00	
Frnt			0.850			0.850		0.995			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	1711	4889	0	1711	4900	0
Flt Permitted	0.584			0.345			0.123			0.112		
Satd. Flow (perm)	1052	3421	1531	621	3421	1531	221	4889	0	202	4900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177			204		9			6	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1228			996			1204			1284	
Travel Time (s)		18.6			15.1			23.5			25.0	
Confl. Peds. (#/hr)							2		2			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
Adj. Flow (vph)	174	272	293	370	272	207	130	1772	65	207	1815	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	272	293	370	272	207	130	1837	0	207	1858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	7	4	4	3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	14.1	14.1	11.0	13.5	13.5	10.0	38.2		11.0	40.2	
Total Split (s)	11.0	14.1	14.1	15.0	18.1	18.1	10.0	39.9	0.0	11.0	40.9	0.0

Optimized Traffic Signal Timings
18: Cordova & St. Francis

2030 Conditions - PM
5/11/2009

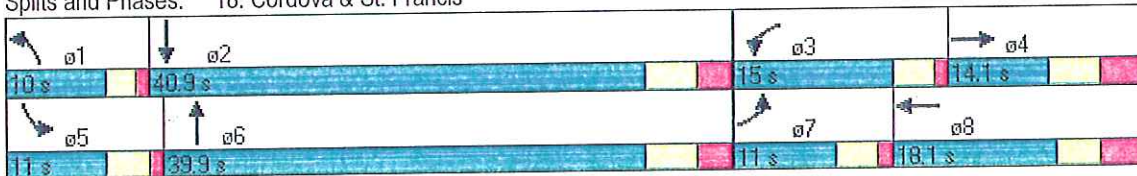


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	13.8%	17.6%	17.6%	18.8%	22.6%	22.6%	12.5%	49.9%	0.0%	13.8%	51.1%	0.0%
Maximum Green (s)	7.0	7.0	7.0	11.0	11.6	11.6	7.0	33.7		7.0	34.7	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.0	3.0	2.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.5	3.5	1.0	3.5	3.5	1.0	2.6		1.0	2.6	
Lost Time Adjust (s)	0.0	-3.1	-3.1	0.0	-2.5	-2.5	1.0	-2.2	0.0	0.0	-2.2	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								27.0			29.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	17.2	10.1	10.1	25.4	14.3	14.3	41.6	35.6		44.2	38.6	
Actuated g/C Ratio	0.22	0.13	0.13	0.32	0.18	0.18	0.52	0.44		0.55	0.48	
v/c Ratio	0.61	0.63	0.84	1.05	0.45	0.47	0.58	0.84		0.85	0.78	
Control Delay	32.7	40.4	37.2	91.1	32.1	8.8	20.1	24.0		46.3	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.7	40.4	37.2	91.1	32.1	8.8	20.1	24.0		46.3	20.7	
LOS	C	D	D	F	C	A	C	C		D	C	
Approach Delay		37.3			52.1			23.8			23.3	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 29.6
 Intersection Capacity Utilization 82.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 18: Cordova & St. Francis



Optimized Traffic Signal Timings
21: Cerrillos Road & St. Francis

2030 Conditions - PM
5/11/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↔			↕↕↕	↕		↕↕	↕↕
Volume (vph)	790	490	40	580	530	20	0	1760	510	0	1240	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	350		200	280		50	0		50	0		350
Storage Lanes	2		0	2		0	0		1	0		2
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.88
Frt		0.989			0.994				0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3319	3384	0	3319	3401	0	0	4916	1531	0	3421	2694
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			3				170			609
Link Speed (mph)		35			45			35			35	
Link Distance (ft)		975			735			1284			422	
Travel Time (s)		19.0			11.1			25.0			8.2	
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
Adj. Flow (vph)	859	533	43	630	576	22	0	1913	554	0	1348	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	859	576	0	630	598	0	0	1913	554	0	1348	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1			1	1		1	1
Detector Template												
Leading Detector (ft)	40	40		40	40			40	40		40	40
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	40	40		40	40			40	40		40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Turn Type	Prot			Prot				Perm				Over
Protected Phases	7	4		3	8			2			2	7
Permitted Phases									2			
Detector Phase	7	4		3	8			2	2		2	7
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0			15.0	15.0		15.0	15.0
Minimum Split (s)	21.0	21.1		21.0	21.1			48.0	48.0		48.0	21.0
Total Split (s)	25.0	23.1	0.0	23.0	21.1	0.0	0.0	48.9	48.9	0.0	48.9	25.0
Total Split (%)	26.3%	24.3%	0.0%	24.2%	22.2%	0.0%	0.0%	51.5%	51.5%	0.0%	51.5%	26.3%
Maximum Green (s)	19.0	17.0		17.0	15.0			42.5	42.5		42.5	19.0

Optimized Traffic Signal Timings
21: Cerrillos Road & St. Francis

2030 Conditions - PM
5/11/2009



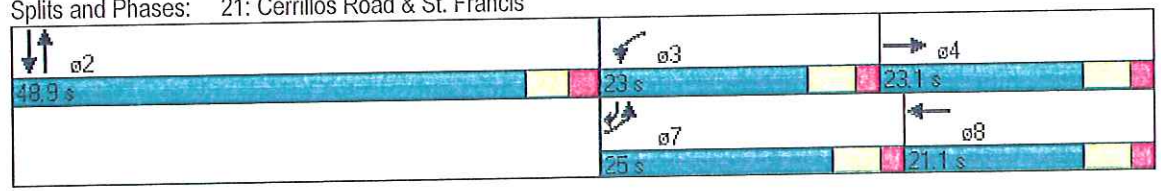
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0		4.0	4.0			3.6	3.6		3.6	4.0
All-Red Time (s)	2.0	2.1		2.0	2.1			2.8	2.8		2.8	2.0
Lost Time Adjust (s)	-2.0	-2.1	0.0	-2.0	-2.1	0.0	0.0	-2.4	-2.4	0.0	-2.4	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None			C-Max	C-Max		C-Max	None
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								34.0	34.0		34.0	
Pedestrian Calls (#/hr)								4	4		4	
Act Effct Green (s)	21.0	19.1		19.0	17.1			44.9	44.9		44.9	21.0
Actuated g/C Ratio	0.22	0.20		0.20	0.18			0.47	0.47		0.47	0.22
v/c Ratio	1.17	0.84		0.95	0.97			0.82	0.68		0.83	0.57
Control Delay	125.6	48.4		63.1	69.9			25.4	18.1		27.6	5.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	125.6	48.4		63.1	69.9			25.4	18.1		27.6	5.0
LOS	F	D		E	E			C	B		C	A
Approach Delay		94.6			66.4			23.8			20.5	
Approach LOS		F			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 44.6
 Intersection Capacity Utilization 82.1%
 Analysis Period (min) 15

























Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 21: Cerrillos Road & St. Francis



Optimized Traffic Signal Timings
24: Hickox & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Volume (vph)	170	140	100	100	200	110	110	2130	60	90	1710	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frnt		0.937			0.947			0.996			0.995	
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1687	0	1711	1705	0	1711	4896	0	1711	4891	0
Fit Permitted	0.258			0.327			0.095			0.099		
Satd. Flow (perm)	465	1687	0	589	1705	0	171	4896	0	178	4891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			27			6			8	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		2433			2449			1036			995	
Travel Time (s)		66.4			55.7			20.2			19.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	152	109	109	217	120	120	2315	65	98	1859	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	261	0	109	337	0	120	2380	0	98	1924	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.9		12.0	12.9		11.0	25.4		11.0	25.4	
Total Split (s)	11.0	20.0	0.0	12.0	21.0	0.0	11.0	47.0	0.0	11.0	47.0	0.0
Total Split (%)	12.2%	22.2%	0.0%	13.3%	23.3%	0.0%	12.2%	52.2%	0.0%	12.2%	52.2%	0.0%
Maximum Green (s)	7.0	13.1		7.0	15.1		7.0	41.6		7.0	41.6	

Optimized Traffic Signal Timings
24: Hickox & St. Francis

2030 Conditions - PM
5/11/2009

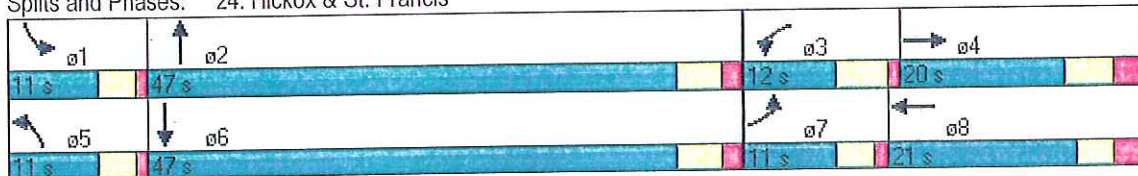


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	4.0		4.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.9		1.0	2.9		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.9	0.0	-1.0	-1.9	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								15.0			15.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	24.0	18.4		25.0	17.0		50.8	45.2		50.0	43.0	
Actuated g/C Ratio	0.27	0.20		0.28	0.19		0.56	0.50		0.56	0.48	
v/c Ratio	0.84	0.70		0.41	0.98		0.56	0.97		0.45	0.82	
Control Delay	58.5	41.8		28.1	79.3		21.4	35.3		19.9	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.5	41.8		28.1	79.3		21.4	35.3		19.9	21.4	
LOS	E	D		C	E		C	D		B	C	
Approach Delay		48.7			66.8			34.6			21.3	
Approach LOS		D			E			C			C	

Intersection Summary






















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 33.4
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 24: Hickox & St. Francis



Optimized Traffic Signal Timings
27: Agua Fria & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	120	30	110	190	40	120	2070	60	40	1680	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	120		0	150		0	150		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00			0.99	
Frnt		0.970			0.974			0.996			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1747	0	1711	1754	0	1711	4893	0	1711	4744	0
Flt Permitted	0.342			0.454			0.084			0.090		
Satd. Flow (perm)	1195	1747	0	817	1754	0	151	4893	0	162	4744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			10			7			95	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1085			1005			995			1618	
Travel Time (s)		29.6			27.4			19.4			31.5	
Confl. Peds. (#/hr)									2	4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	130	33	120	207	43	130	2250	65	43	1826	446
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	163	0	120	250	0	130	2315	0	43	2272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40		40	40		40	40		40	40	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.3		11.0	13.3		11.0	27.4		11.0	25.4	
Total Split (s)	11.0	18.0	0.0	11.0	18.0	0.0	11.0	50.0	0.0	11.0	50.0	0.0

Optimized Traffic Signal Timings
27: Agua Fria & St. Francis

2030 Conditions - PM
5/11/2009

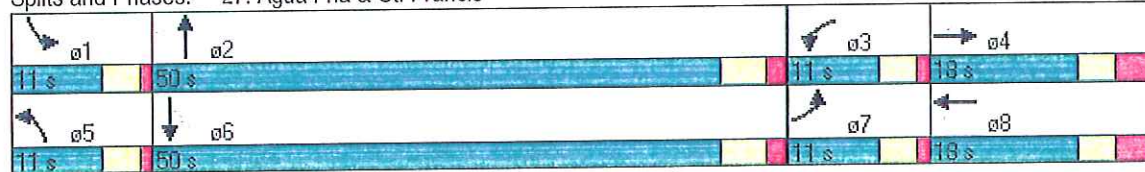


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	20.0%	0.0%	12.2%	20.0%	0.0%	12.2%	55.6%	0.0%	12.2%	55.6%	0.0%
Maximum Green (s)	7.0	11.7		7.0	11.7		7.0	44.6		7.0	44.6	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	3.3		1.0	3.3		1.0	1.8		1.0	1.8	
Lost Time Adjust (s)	0.0	-2.3	0.0	0.0	-2.3	0.0	0.0	-1.4	0.0	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)							5.0			5.0		
Flash Dont Walk (s)							17.0			15.0		
Pedestrian Calls (#/hr)							0			0		
Act Effect Green (s)	21.0	14.0		21.0	14.0		54.6	50.4		53.0	46.0	
Actuated g/C Ratio	0.23	0.16		0.23	0.16		0.61	0.56		0.59	0.51	
v/c Ratio	0.71	0.58		0.46	0.89		0.61	0.84		0.20	0.92	
Control Delay	36.7	41.7		32.1	69.3		26.8	16.6		13.2	29.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.7	41.7		32.1	69.3		26.8	16.6		13.2	29.5	
LOS	D	D		C	E		C	B		B	C	
Approach Delay		38.4			57.2			17.1			29.2	
Approach LOS		D			E			B			C	

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 82.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 27: Agua Fria & St. Francis



Optimized Traffic Signal Timings
30: Alameda & St. Francis

2030 Conditions - PM
5/11/2009

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	90	170	160	210	50	340	2300	90	20	1560	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		100	200		150	260		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frt			0.850			0.850		0.994			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1711	1801	1531	1711	4886	0	1711	4852	0
Flt Permitted	0.396			0.661			0.097			0.108		
Satd. Flow (perm)	713	1801	1531	1190	1801	1509	175	4886	0	194	4852	0
Right Turn on Red			Yes			Yes		Yes				Yes
Satd. Flow (RTOR)			185			54		10			22	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		481			671			1618			738	
Travel Time (s)		10.9			15.3			31.5			14.4	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	185	98	185	174	228	54	370	2500	98	22	1696	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	185	174	228	54	370	2598	0	22	1859	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40		40	40	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	
Minimum Split (s)	11.0	13.1	13.1	11.0	13.1	13.1	11.0	30.7		11.0	30.7	
Total Split (s)	11.0	16.2	16.2	11.0	16.2	16.2	20.0	51.8	0.0	11.0	42.8	0.0

Optimized Traffic Signal Timings
30: Alameda & St. Francis

2030 Conditions - PM
5/11/2009

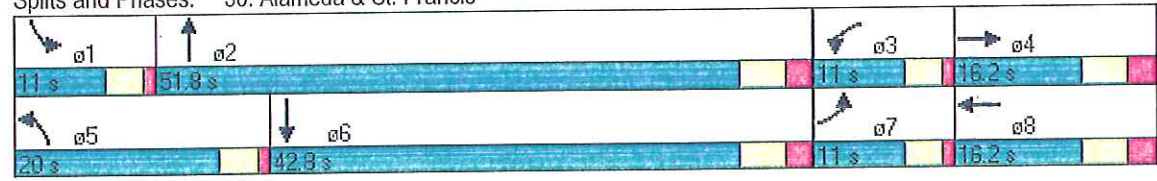


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	18.0%	18.0%	12.2%	18.0%	18.0%	22.2%	57.6%	0.0%	12.2%	47.6%	0.0%
Maximum Green (s)	7.0	10.1	10.1	7.0	10.1	10.1	16.0	46.1		7.0	37.1	
Yellow Time (s)	3.0	3.6	3.6	3.0	3.6	3.6	3.0	3.6		3.0	3.6	
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	2.1		1.0	2.1	
Lost Time Adjust (s)	0.0	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.7	0.0	0.0	-1.7	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)								5.0			5.0	
Flash Dont Walk (s)								20.0			20.0	
Pedestrian Calls (#/hr)								0			0	
Act Effect Green (s)	19.2	12.2	12.2	19.2	12.2	12.2	58.8	54.4		45.8	38.8	
Actuated g/C Ratio	0.21	0.14	0.14	0.21	0.14	0.14	0.65	0.60		0.51	0.43	
v/c Ratio	0.80	0.40	0.50	0.59	0.93	0.22	0.96	0.88		0.10	0.88	
Control Delay	56.6	41.1	10.9	37.9	83.7	12.5	50.3	27.2		7.7	29.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	56.6	41.1	10.9	37.9	83.7	12.5	50.3	27.2		7.7	29.6	
LOS	E	D	B	D	F	B	D	C		A	C	
Approach Delay		35.3			57.8			30.1			29.3	
Approach LOS		D			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 32.5
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 30: Alameda & St. Francis



Optimized Traffic Signal Timings
33: Las Crucitas & St. Francis

2030 Conditions - PM
5/11/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	130	170	540	130	30	160	1480	570	50	1070	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		80	380		0	140		0	200		0
Storage Lanes	0		1	2		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor						0.99						
Frts			0.850			0.850			0.850		0.999	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1788	1531	3319	1801	1531	1711	3421	1531	1711	4911	0
Flt Permitted		0.928		0.950			0.146			0.091		
Satd. Flow (perm)	0	1671	1531	3319	1801	1511	263	3421	1531	164	4911	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			33			564			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		589			503			738			2102	
Travel Time (s)		13.4			11.4			11.2			31.8	
Confl. Peds. (#/hr)						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
Adj. Flow (vph)	22	141	185	587	141	33	174	1609	620	54	1163	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	185	587	141	33	174	1609	620	54	1174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template												
Leading Detector (ft)	40	40	40	40	40	40	40	40	40	40	40	40
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (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
Detector 1 Queue (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
Detector 1 Delay (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
Turn Type	Perm		Perm	Prot		Perm	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Detector Phase	4	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	13.2	13.2	13.2	13.1	13.1	13.1	11.0	39.1	39.1	11.0	20.4	
Total Split (s)	14.4	14.4	14.4	22.0	36.4	36.4	16.0	52.6	52.6	11.0	47.6	0.0

Optimized Traffic Signal Timings
33: Las Crucitas & St. Francis

2030 Conditions - PM
5/11/2009

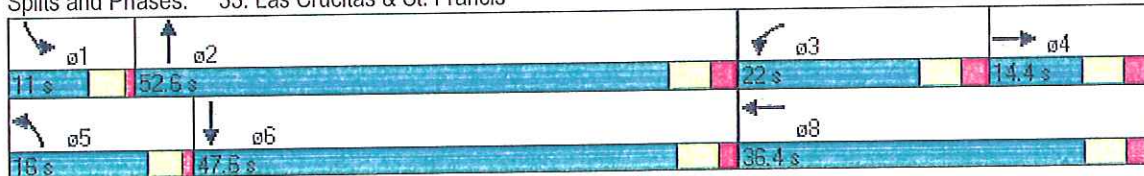


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.4%	14.4%	14.4%	22.0%	36.4%	36.4%	16.0%	52.6%	52.6%	11.0%	47.6%	0.0%
Maximum Green (s)	8.2	8.2	8.2	15.9	30.3	30.3	12.0	46.5	46.5	7.0	42.2	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.0	3.6	3.6	3.0	3.6	
All-Red Time (s)	2.6	2.6	2.6	2.5	2.5	2.5	1.0	2.5	2.5	1.0	1.8	
Lost Time Adjust (s)	-2.2	-2.2	-2.2	-2.1	-2.1	-2.1	0.0	-2.1	-2.1	0.0	-1.4	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Walk Time (s)								5.0	5.0		5.0	
Flash Dont Walk (s)								28.0	28.0		10.0	
Pedestrian Calls (#/hr)								0	0		0	
Act Effct Green (s)		10.4	10.4	18.2	32.6	32.6	58.8	50.6	50.6	52.5	45.5	
Actuated g/C Ratio		0.10	0.10	0.18	0.33	0.33	0.59	0.51	0.51	0.52	0.46	
v/c Ratio		0.94	0.62	0.97	0.24	0.06	0.58	0.93	0.59	0.28	0.52	
Control Delay		99.8	20.5	72.2	26.1	8.5	17.9	34.9	4.7	12.9	20.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		99.8	20.5	72.2	26.1	8.5	17.9	34.9	4.7	12.9	20.7	
LOS		F	C	E	C	A	B	C	A	B	C	
Approach Delay		57.6			60.9			25.9			20.4	
Approach LOS		E			E			C			C	

Intersection Summary























Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 32.4
 Intersection Capacity Utilization 83.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 33: Las Crucitas & St. Francis



Optimized Traffic Signal Timings
36: Alamo Drive & St. Francis

2030 Conditions - PM
5/11/2009

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	40	80	200	50	470	10	340	1660	30	10	990	30	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	180		0	120		0	200		0	0		0	
Storage Lanes	1		0	1		0	1		1	0		0	
Taper Length (ft)	25		25	25		25	25		25	25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.91	0.91	0.91	
Frnt		0.893			0.997				0.850		0.996		
Flt Protected	0.950			0.950			0.950						
Satd. Flow (prot)	1711	1608	0	1711	1795	0	1711	3421	1531	0	4896	0	
Flt Permitted	0.202			0.459			0.157				0.913		
Satd. Flow (perm)	364	1608	0	827	1795	0	283	3421	1531	0	4470	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		200			2				30		8		
Link Speed (mph)		25			25			45			45		
Link Distance (ft)		936			800			2102			1444		
Travel Time (s)		25.5			21.8			31.8			21.9		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	40	80	200	50	470	10	340	1660	30	10	990	30	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	40	280	0	50	480	0	340	1660	30	0	1030	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		11			11			11			11		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Number of Detectors	1	1		1	1		1	1	1	1	1	1	
Detector Template													
Leading Detector (ft)	40	40		40	40		40	40	40	40	40	40	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm			pm+pt		Perm	Perm			
Protected Phases		4			8		5	2			6		
Permitted Phases	4			8			2		2	6			
Detector Phase	4	4		8	8		5	2	2	6	6		
Switch Phase													
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0	15.0	15.0	15.0		
Minimum Split (s)	14.2	14.2		13.6	13.6		11.0	29.5	29.5	24.6	24.6		
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	13.0	41.0	41.0	28.0	28.0	0.0	
Total Split (%)	36.9%	36.9%	0.0%	36.9%	36.9%	0.0%	20.0%	63.1%	63.1%	43.1%	43.1%	0.0%	
Maximum Green (s)	16.8	16.8		17.4	17.4		9.0	35.5	35.5	22.4	22.4		

Optimized Traffic Signal Timings
36: Alamo Drive & St. Francis

2030 Conditions - PM
5/11/2009



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.3	4.3	4.3	4.3	
All-Red Time (s)	4.2	4.2		3.6	3.6		1.0	1.2	1.2	1.3	1.3	
Lost Time Adjust (s)	-3.2	-3.2	0.0	-2.6	-2.6	0.0	0.0	-1.5	-1.5	-1.6	-1.6	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	C-Max	C-Max	
Walk Time (s)							5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)							19.0	19.0	14.0	14.0	14.0	
Pedestrian Calls (#/hr)							0	0	0	0	0	
Act Effct Green (s)	19.8	19.8		19.8	19.8		37.2	37.2	37.2		24.0	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.57	0.57	0.57		0.37	
v/c Ratio	0.36	0.44		0.20	0.87		0.94	0.85	0.03		0.62	
Control Delay	28.4	8.4		19.1	41.0		50.0	17.3	2.7		18.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	28.4	8.4		19.1	41.0		50.0	17.3	2.7		18.7	
LOS	C	A		B	D		D	B	A		B	
Approach Delay		10.9			38.9			22.6			18.7	
Approach LOS		B			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 110.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service H

Splits and Phases: 36: Alamo Drive & St. Francis

