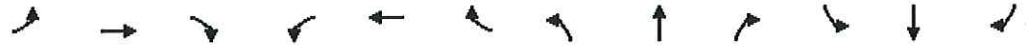


Lanes, Volumes, Timings

24: I-25 NB Frontage Road & Comanche Road

3/3/2014

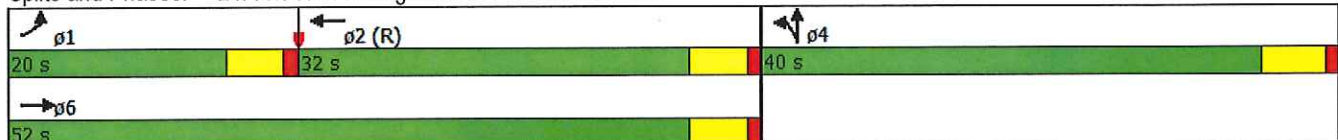


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	52.0			32.0		40.0	40.0				
Total Split (%)	21.7%	56.5%			34.8%		43.5%	43.5%				
Maximum Green (s)	15.0	47.0			27.0		34.5	34.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	10.9	47.0			31.1		34.5	34.5				
Actuated g/C Ratio	0.12	0.51			0.34		0.38	0.38				
v/c Ratio	0.51	0.34			0.55		0.85	0.82				
Control Delay	30.2	21.7			25.7		42.8	29.2				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	30.2	21.7			25.7		42.8	29.2				
LOS	C	C			C		D	C				
Approach Delay		23.9			25.7			32.6				
Approach LOS		C			C			C				

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 29.2
 Intersection LOS: C
 Intersection Capacity Utilization 62.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lanes, Volumes, Timings

12: 4thStreet & Comanche Road

3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	16.0	28.0		16.0	28.0		16.0	38.0		16.0	38.0	
Total Split (%)	16.3%	28.6%		16.3%	28.6%		16.3%	38.8%		16.3%	38.8%	
Maximum Green (s)	12.0	23.0		12.0	23.0		12.0	33.0		12.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.0	23.5		11.5	23.0		10.4	33.0		11.4	34.0	
Actuated g/C Ratio	0.12	0.24		0.12	0.24		0.11	0.34		0.12	0.35	
v/c Ratio	1.58	0.51		0.78	1.23		0.59	1.13		0.76	0.93	
Control Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
LOS	F	C		E	F		D	F		E	D	
Approach Delay		155.9			133.2			97.8			47.0	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type:	Other
Cycle Length:	98
Actuated Cycle Length:	97.4
Natural Cycle:	135
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.58
Intersection Signal Delay:	102.9
Intersection LOS:	F
Intersection Capacity Utilization	105.0%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 12: 4thStreet & Comanche Road

p1 16 s	p2 38 s	p3 16 s	p4 28 s
p5 16 s	p6 38 s	p7 16 s	p8 28 s

Lanes, Volumes, Timings
15: 2nd Street & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	45.5		16.0	45.5		22.0	40.0		18.0	36.0	36.0
Total Split (%)	13.4%	38.1%		13.4%	38.1%		18.4%	33.5%		15.1%	30.1%	30.1%
Maximum Green (s)	12.0	40.0		12.0	40.0		18.5	35.0		14.0	31.0	31.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.4	36.4		10.0	33.7		15.5	35.2		14.0	34.2	34.2
Actuated g/C Ratio	0.09	0.33		0.09	0.30		0.14	0.31		0.13	0.31	0.31
v/c Ratio	0.60	0.34		0.55	0.82		0.74	1.04		0.86	0.64	0.23
Control Delay	65.8	28.9		63.7	41.2		65.7	77.0		83.8	38.7	7.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.8	28.9		63.7	41.2		65.7	77.0		83.8	38.7	7.0
LOS	E	C		E	D		E	E		F	D	A
Approach Delay		36.3			43.3			75.4			43.2	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type:	Other
Cycle Length:	119.5
Actuated Cycle Length:	111.8
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	53.7
Intersection Capacity Utilization	82.6%
Analysis Period (min)	15
Intersection LOS:	D
ICU Level of Service	E

Splits and Phases: 15: 2nd Street & Comanche Road

↖ ρ1 18 s	↑ ρ2 40 s	↖ ρ3 16 s	← ρ4 45.5 s
↙ ρ5 22 s	↓ ρ6 36 s	↙ ρ7 16 s	→ ρ8 45.5 s

Lanes, Volumes, Timings
18: Edith Blvd. & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	19.0	33.0	34.0	21.0	35.0	
Total Split (%)	15.4%	32.7%		15.4%	32.7%	32.7%	18.3%	31.7%	32.7%	20.2%	33.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	15.5	28.0	28.5	17.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.1	27.7		10.7	27.9	27.9	14.9	27.6	27.7	17.5	30.3	
Actuated g/C Ratio	0.11	0.27		0.11	0.27	0.27	0.15	0.27	0.27	0.17	0.30	
v/c Ratio	0.65	0.89		0.66	0.88	0.38	0.84	0.92	0.34	0.96	0.80	
Control Delay	60.0	48.0		61.2	47.1	6.0	71.1	52.1	6.1	86.3	39.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.0	48.0		61.2	47.1	6.0	71.1	52.1	6.1	86.3	39.3	
LOS	E	D		E	D	A	E	D	A	F	D	
Approach Delay		49.5			40.8			48.5			51.6	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	104
Actuated Cycle Length:	101.6
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	47.5
Intersection Capacity Utilization	81.1%
Analysis Period (min)	15
Intersection LOS:	D
ICU Level of Service	D

Splits and Phases: 18: Edith Blvd. & Comanche Road

↙ p1 1.6 s	→ p2 34 s	↙ p3 1.9 s	↓ p4 35 s
↖ p5 1.6 s	← p6 34 s	↙ p7 2.1 s	↑ p8 33 s

Lanes, Volumes, Timings

21: I-25 SB Frontage Road & Comanche Road

3/3/2014

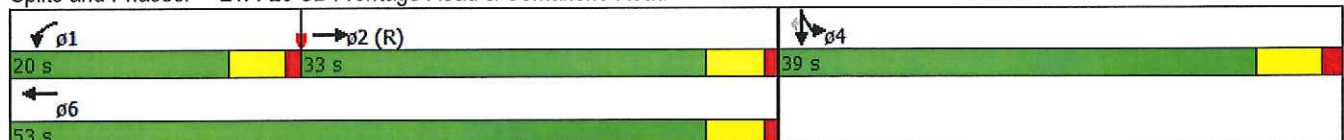


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		33.0		20.0	53.0					39.0	39.0	39.0
Total Split (%)		35.9%		21.7%	57.6%					42.4%	42.4%	42.4%
Maximum Green (s)		28.0		15.0	48.0					33.0	33.0	33.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		30.1		14.8	49.8					31.2	31.2	31.2
Actuated g/C Ratio		0.33		0.16	0.54					0.34	0.34	0.34
v/c Ratio		0.96		0.82	0.53					0.67	0.76	0.28
Control Delay		50.8		48.5	11.7					31.9	31.7	11.1
Queue Delay		0.0		0.0	0.0					0.0	0.0	0.0
Total Delay		50.8		48.5	11.7					31.9	31.7	11.1
LOS		D		D	B					C	C	B
Approach Delay		50.8			23.0						29.5	
Approach LOS		D			C						C	

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 32.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lanes, Volumes, Timings

24: I-25 NB Frontage Road & Comanche Road

3/3/2014

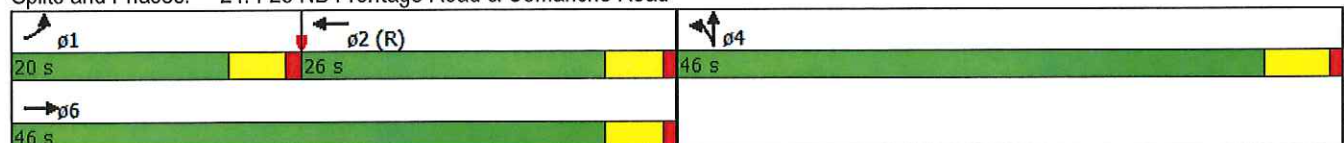


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	46.0			26.0		46.0	46.0				
Total Split (%)	21.7%	50.0%			28.3%		50.0%	50.0%				
Maximum Green (s)	15.0	41.0			21.0		40.5	40.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.5	41.0			24.5		40.5	40.5				
Actuated g/C Ratio	0.12	0.45			0.27		0.44	0.44				
v/c Ratio	0.54	0.40			1.03		1.02	1.00				
Control Delay	28.0	25.0			71.3		68.7	45.4				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	28.0	25.0			71.3		68.7	45.4				
LOS	C	C			E		E	D				
Approach Delay		25.8			71.3			51.2				
Approach LOS		C			E			D				

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 50.6
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lanes, Volumes, Timings
12: 4thStreet & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	22.0	28.0		22.0	28.0		16.0	26.0		16.0	26.0	
Total Split (%)	23.9%	30.4%		23.9%	30.4%		17.4%	28.3%		17.4%	28.3%	
Maximum Green (s)	18.0	23.0		18.0	23.0		12.0	21.0		12.0	21.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.1	23.0		9.9	13.6		6.6	22.1		11.7	33.3	
Actuated g/C Ratio	0.21	0.28		0.12	0.16		0.08	0.27		0.14	0.40	
v/c Ratio	0.81	0.54		0.46	0.54		0.16	0.58		0.78	0.69	
Control Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.5	27.7		41.2	24.2		39.0	29.1		58.2	25.8	
LOS	D	C		D	C		D	C		E	C	
Approach Delay		35.9			27.9			29.5			31.3	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	82.5
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	31.7
Intersection LOS:	C
Intersection Capacity Utilization:	68.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 12: 4thStreet & Comanche Road

↖ ρ1 16 s	↑ ρ2 26 s	↘ ρ3 22 s	→ ρ4 28 s
↙ ρ5 16 s	↓ ρ6 26 s	↖ ρ7 22 s	← ρ8 28 s

Lanes, Volumes, Timings
15: 2nd Street & Comanche Road

3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	44.5		16.0	45.5		16.0	34.0		20.0	38.0	38.0
Total Split (%)	13.9%	38.5%		13.9%	39.4%		13.9%	29.4%		17.3%	32.9%	32.9%
Maximum Green (s)	12.0	39.0		12.0	40.0		12.5	29.0		16.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.8	23.2		8.9	18.9		8.3	29.3		15.6	39.2	39.2
Actuated g/C Ratio	0.12	0.25		0.10	0.20		0.09	0.31		0.17	0.42	0.42
v/c Ratio	0.62	0.68		0.41	0.50		0.35	0.64		0.76	0.70	0.09
Control Delay	55.1	35.6		49.3	29.3		48.3	31.8		57.0	28.5	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.1	35.6		49.3	29.3		48.3	31.8		57.0	28.5	2.5
LOS	E	D		D	C		D	C		E	C	A
Approach Delay		39.0			32.5			33.0			32.1	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	115.5
Actuated Cycle Length:	93.3
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	33.9
Intersection LOS:	C
Intersection Capacity Utilization:	68.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 15: 2nd Street & Comanche Road

p1	p2	p3	p4
20 s	34 s	16 s	45.5 s
p5	p6	p7	p8
16 s	38 s	16 s	44.5 s

Lanes, Volumes, Timings
18: Edith Blvd. & Comanche Road

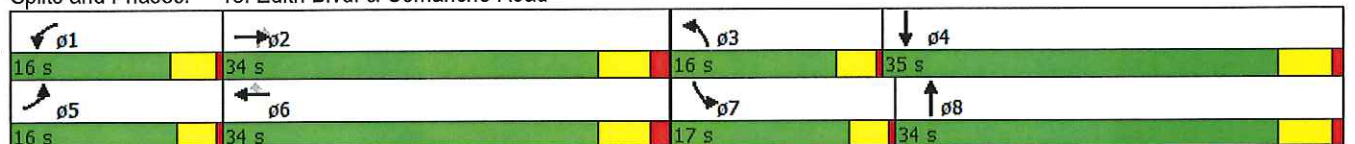
3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	16.0	34.0	34.0	17.0	35.0	
Total Split (%)	15.8%	33.7%		15.8%	33.7%	33.7%	15.8%	33.7%	33.7%	16.8%	34.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	12.5	29.0	28.5	13.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.4	25.5		11.4	26.0	26.0	7.2	17.9	25.5	13.0	28.0	
Actuated g/C Ratio	0.13	0.30		0.13	0.30	0.30	0.08	0.21	0.30	0.15	0.33	
v/c Ratio	0.67	0.80		0.70	0.42	0.29	0.22	0.63	0.24	0.76	0.60	
Control Delay	53.0	34.8		55.4	26.4	5.7	43.6	35.7	6.0	56.6	28.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.0	34.8		55.4	26.4	5.7	43.6	35.7	6.0	56.6	28.4	
LOS	D	C		E	C	A	D	D	A	E	C	
Approach Delay		37.7			27.9			29.9			34.9	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	86.1
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	33.1
Intersection LOS:	C
Intersection Capacity Utilization:	67.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 18: Edith Blvd. & Comanche Road



Lanes, Volumes, Timings

21: I-25 SB Frontage Road & Comanche Road

3/3/2014

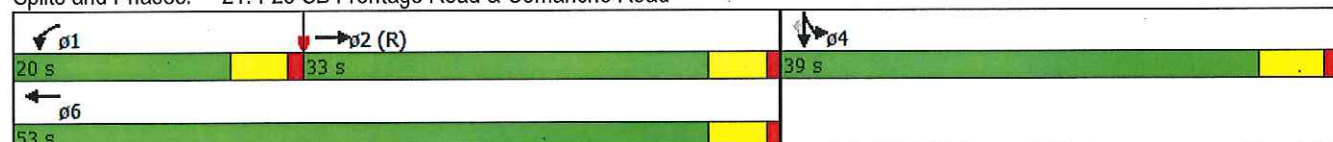


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		33.0		20.0	53.0					39.0	39.0	39.0
Total Split (%)		35.9%		21.7%	57.6%					42.4%	42.4%	42.4%
Maximum Green (s)		28.0		15.0	48.0					33.0	33.0	33.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		31.0		14.6	50.7					30.3	30.3	30.3
Actuated g/C Ratio		0.34		0.16	0.55					0.33	0.33	0.33
v/c Ratio		0.81		0.81	0.55					0.56	0.74	0.27
Control Delay		34.0		50.1	15.2					29.1	31.5	11.1
Queue Delay		0.0		0.0	0.3					0.0	0.0	0.0
Total Delay		34.0		50.1	15.5					29.1	31.5	11.1
LOS		C		D	B					C	C	B
Approach Delay		34.0			25.6						28.6	
Approach LOS		C			C						C	

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lanes, Volumes, Timings

24: I-25 NB Frontage Road & Comanche Road

3/3/2014

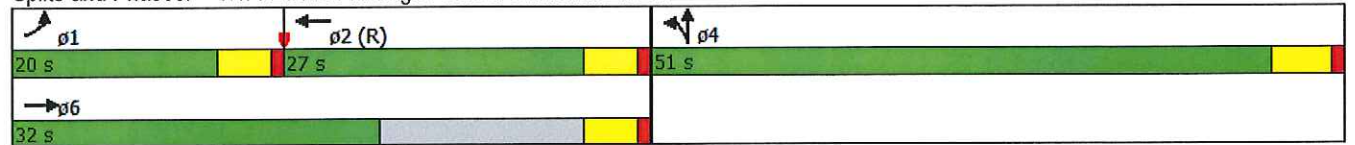


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	32.0			27.0		51.0	51.0				
Total Split (%)	20.4%	32.7%			27.6%		52.0%	52.0%				
Maximum Green (s)	15.0	27.0			22.0		45.5	45.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	12.0	42.0			25.0		45.5	45.5				
Actuated g/C Ratio	0.12	0.43			0.26		0.46	0.46				
v/c Ratio	0.57	0.43			0.88		0.79	0.76				
Control Delay	45.8	20.7			47.2		32.2	22.8				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	45.8	20.7			47.2		32.2	22.8				
LOS	D	C			D		C	C				
Approach Delay		27.5			47.2			25.1				
Approach LOS		C			D			C				

Intersection Summary

Area Type: Other
 Cycle Length: 98
 Actuated Cycle Length: 98
 Offset: 20 (20%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.1
 Intersection LOS: C
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lanes, Volumes, Timings
12: 4thStreet & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	22.0	28.0		22.0	28.0		16.0	32.0		16.0	32.0	
Total Split (%)	22.4%	28.6%		22.4%	28.6%		16.3%	32.7%		16.3%	32.7%	
Maximum Green (s)	18.0	23.0		18.0	23.0		12.0	27.0		12.0	27.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	17.5	19.7		11.4	13.6		8.7	27.1		11.1	31.5	
Actuated g/C Ratio	0.20	0.23		0.13	0.16		0.10	0.31		0.13	0.36	
v/c Ratio	0.83	0.43		0.54	0.64		0.39	0.86		0.67	0.78	
Control Delay	55.7	26.7		44.5	21.8		43.9	38.1		53.0	31.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	55.7	26.7		44.5	21.8		43.9	38.1		53.0	31.3	
LOS	E	C		D	C		D	D		D	C	
Approach Delay		40.1			26.7			38.5			34.2	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	98
Actuated Cycle Length:	87.3
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	35.3
Intersection LOS:	D
Intersection Capacity Utilization:	74.5%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 12: 4thStreet & Comanche Road

↖ ρ1 16 s	↑ ρ2 32 s	↙ ρ3 22 s	→ ρ4 28 s
↘ ρ5 16 s	↓ ρ6 32 s	↖ ρ7 22 s	← ρ8 28 s

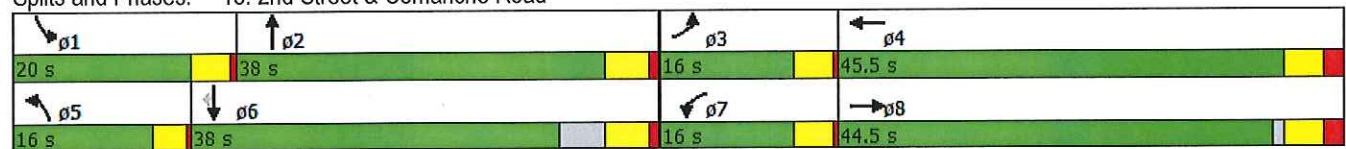
Lanes, Volumes, Timings
15: 2nd Street & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		20.0	38.0	38.0
Total Split (%)	13.4%	37.2%		13.4%	38.1%		13.4%	31.8%		16.7%	31.8%	31.8%
Maximum Green (s)	12.0	39.0		12.0	40.0		12.5	33.0		16.0	33.0	33.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.3	22.0		9.5	18.8		9.1	33.4		12.7	39.6	39.6
Actuated g/C Ratio	0.11	0.23		0.10	0.20		0.10	0.36		0.14	0.42	0.42
v/c Ratio	0.56	0.51		0.47	0.71		0.42	0.47		0.63	0.38	0.13
Control Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	53.4	33.2		50.9	37.9		49.5	26.2		51.8	21.9	5.4
LOS	D	C		D	D		D	C		D	C	A
Approach Delay		37.4			39.8			28.7			25.5	
Approach LOS		D			D			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length:	119.5
Actuated Cycle Length:	93.8
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	32.0
Intersection LOS:	C
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 15: 2nd Street & Comanche Road



Lanes, Volumes, Timings
18: Edith Blvd. & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	31.0		18.0	33.0	33.0	18.0	34.0	31.0	18.0	34.0	
Total Split (%)	15.8%	30.7%		17.8%	32.7%	32.7%	17.8%	33.7%	30.7%	17.8%	33.7%	
Maximum Green (s)	12.5	25.5		14.0	27.5	27.5	14.5	29.0	25.5	14.5	29.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	9.8	22.4		13.1	28.8	28.8	9.3	18.2	22.4	11.5	22.9	
Actuated g/C Ratio	0.12	0.27		0.16	0.34	0.34	0.11	0.22	0.27	0.14	0.27	
v/c Ratio	0.49	0.74		0.71	0.44	0.29	0.41	0.66	0.30	0.57	0.58	
Control Delay	45.9	33.6		51.9	25.4	5.4	44.0	35.2	6.5	46.0	30.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.9	33.6		51.9	25.4	5.4	44.0	35.2	6.5	46.0	30.0	
LOS	D	C		D	C	A	D	D	A	D	C	
Approach Delay		35.2			26.9			30.0			33.2	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	101
Actuated Cycle Length:	83.6
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	31.1
Intersection LOS:	C
Intersection Capacity Utilization:	64.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 18: Edith Blvd. & Comanche Road

↖ ρ1 18 s	→ ρ2 31 s	↙ ρ3 18 s	↓ ρ4 34 s
↖ ρ5 16 s	← ρ6 33 s	↙ ρ7 18 s	↑ ρ8 34 s

Lanes, Volumes, Timings

21: I-25 SB Frontage Road & Comanche Road

3/3/2014

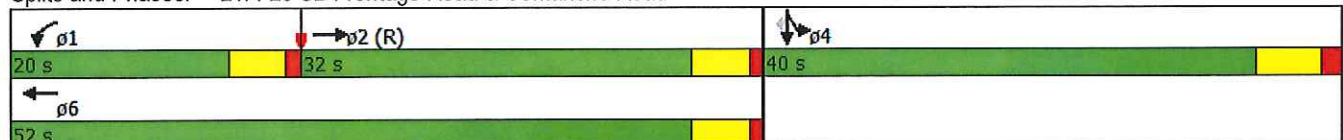


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		32.0		20.0	52.0					40.0	40.0	40.0
Total Split (%)		34.8%		21.7%	56.5%					43.5%	43.5%	43.5%
Maximum Green (s)		27.0		15.0	47.0					34.0	34.0	34.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		32.1		13.3	50.4					30.6	30.6	30.6
Actuated g/C Ratio		0.35		0.14	0.55					0.33	0.33	0.33
v/c Ratio		0.65		0.66	0.44					0.62	0.71	0.27
Control Delay		27.1		48.4	16.8					30.6	30.3	6.8
Queue Delay		0.0		0.0	0.0					0.0	0.0	0.0
Total Delay		27.1		48.4	16.8					30.6	30.3	6.8
LOS		C		D	B					C	C	A
Approach Delay		27.1			25.5						27.6	
Approach LOS		C			C						C	

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

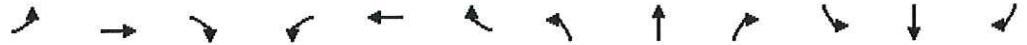
Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lanes, Volumes, Timings

24: I-25 NB Frontage Road & Comanche Road

3/3/2014

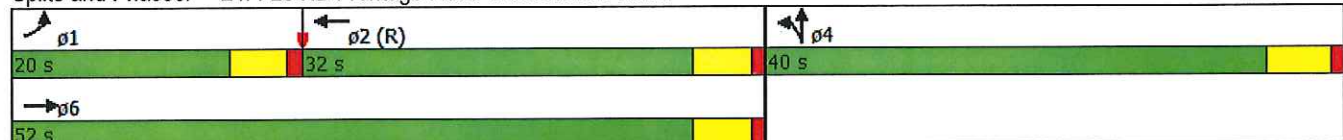


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	52.0			32.0		40.0	40.0				
Total Split (%)	21.7%	56.5%			34.8%		43.5%	43.5%				
Maximum Green (s)	15.0	47.0			27.0		34.5	34.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.1	47.0			30.9		34.5	34.5				
Actuated g/C Ratio	0.12	0.51			0.34		0.38	0.38				
v/c Ratio	0.52	0.34			0.56		0.87	0.84				
Control Delay	30.0	21.6			26.1		44.7	30.0				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	30.0	21.6			26.1		44.7	30.0				
LOS	C	C			C		D	C				
Approach Delay		23.8			26.1			33.7				
Approach LOS		C			C			C				

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.9
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road



Lanes, Volumes, Timings
12: 4thStreet & Comanche Road

3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	12.0		3.0	12.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	8.0	28.0		16.0	28.0		16.0	32.0		16.0	32.0	
Total Split (s)	16.0	28.0		16.0	28.0		16.0	38.0		16.0	38.0	
Total Split (%)	16.3%	28.6%		16.3%	28.6%		16.3%	38.8%		16.3%	38.8%	
Maximum Green (s)	12.0	23.0		12.0	23.0		12.0	33.0		12.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	1.0		0.5	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		8.0			8.0			8.0			8.0	
Flash Dont Walk (s)		14.0			14.0			14.0			14.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.0	23.5		11.5	23.0		10.4	33.0		11.4	34.0	
Actuated g/C Ratio	0.12	0.24		0.12	0.24		0.11	0.34		0.12	0.35	
v/c Ratio	1.58	0.51		0.78	1.23		0.59	1.13		0.76	0.93	
Control Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	312.1	32.4		68.1	142.8		54.5	101.4		65.5	44.4	
LOS	F	C		E	F		D	F		E	D	
Approach Delay		155.9			133.2			97.8			47.0	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type:	Other
Cycle Length:	98
Actuated Cycle Length:	97.4
Natural Cycle:	135
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.58
Intersection Signal Delay:	102.9
Intersection LOS:	F
Intersection Capacity Utilization	105.0%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 12: 4thStreet & Comanche Road

ρ1 16 s	ρ2 38 s	ρ3 16 s	ρ4 28 s
ρ5 16 s	ρ6 38 s	ρ7 16 s	ρ8 28 s

Lanes, Volumes, Timings
15: 2nd Street & Comanche Road

3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases												6
Detector Phase	3	8		7	4		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	18.0		3.0	18.0	18.0
Minimum Split (s)	16.0	44.5		16.0	45.5		16.0	38.0		16.0	38.0	38.0
Total Split (s)	16.0	45.5		16.0	45.5		22.0	40.0		18.0	36.0	36.0
Total Split (%)	13.4%	38.1%		13.4%	38.1%		18.4%	33.5%		15.1%	30.1%	30.1%
Maximum Green (s)	12.0	40.0		12.0	40.0		18.5	35.0		14.0	31.0	31.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0		3.5	4.0	4.0
All-Red Time (s)	0.5	2.0		0.5	2.0		0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.5		4.0	5.5		3.5	5.0		4.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	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
Recall Mode	None	Min		None	Min		None	Max		None	Max	Max
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		32.0			33.0			20.0			21.0	21.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	10.4	36.4		10.0	33.7		15.5	35.2		14.0	34.2	34.2
Actuated g/C Ratio	0.09	0.33		0.09	0.30		0.14	0.31		0.13	0.31	0.31
v/c Ratio	0.60	0.34		0.55	0.82		0.74	1.04		0.86	0.64	0.23
Control Delay	65.8	28.9		63.7	41.2		65.7	77.0		83.8	38.7	7.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.8	28.9		63.7	41.2		65.7	77.0		83.8	38.7	7.0
LOS	E	C		E	D		E	E		F	D	A
Approach Delay		36.3			43.3			75.4			43.2	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type:	Other
Cycle Length:	119.5
Actuated Cycle Length:	111.8
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	53.7
Intersection LOS:	D
Intersection Capacity Utilization	82.6%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 15: 2nd Street & Comanche Road

↖ ρ1 18 s	↑ ρ2 40 s	↖ ρ3 16 s	← ρ4 45.5 s
↙ ρ5 22 s	↓ ρ6 36 s	↙ ρ7 16 s	→ ρ8 45.5 s

Lanes, Volumes, Timings
18: Edith Blvd. & Comanche Road

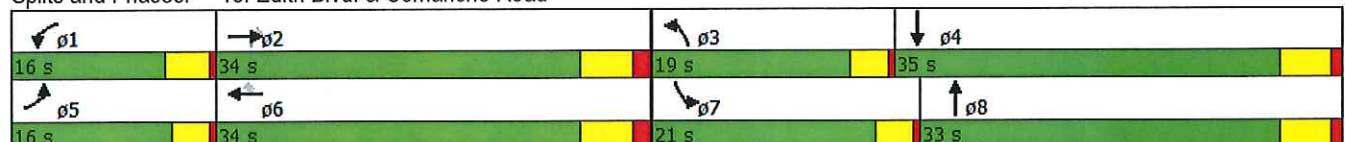
3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			2			
Detector Phase	5	2		1	6	6	3	8	2	7	4	
Switch Phase												
Minimum Initial (s)	3.0	16.0		3.0	16.0	16.0	3.0	8.0	16.0	3.0	8.0	
Minimum Split (s)	16.0	32.5		16.0	33.5	33.5	16.0	34.0	32.5	16.0	34.0	
Total Split (s)	16.0	34.0		16.0	34.0	34.0	19.0	33.0	34.0	21.0	35.0	
Total Split (%)	15.4%	32.7%		15.4%	32.7%	32.7%	18.3%	31.7%	32.7%	20.2%	33.7%	
Maximum Green (s)	12.5	28.5		12.0	28.5	28.5	15.5	28.0	28.5	17.5	30.0	
Yellow Time (s)	3.0	4.0		3.5	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	0.5	1.5		0.5	1.5	1.5	0.5	1.0	1.5	0.5	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	5.5		4.0	5.5	5.5	3.5	5.0	5.5	3.5	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	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	
Recall Mode	None	Min		None	Min	Min	None	Min	Min	None	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		20.0			21.0	21.0		22.0	20.0		22.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effct Green (s)	11.1	27.8		11.6	28.8	28.8	14.9	27.7	27.8	17.5	30.3	
Actuated g/C Ratio	0.11	0.27		0.11	0.28	0.28	0.15	0.27	0.27	0.17	0.30	
v/c Ratio	0.65	0.90		0.82	0.86	0.37	0.85	0.93	0.39	0.97	0.81	
Control Delay	60.5	49.0		75.7	45.4	5.9	72.3	53.3	6.0	89.5	40.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	60.5	49.0		75.7	45.4	5.9	72.3	53.3	6.0	89.5	40.0	
LOS	E	D		E	D	A	E	D	A	F	D	
Approach Delay		50.4			42.2			48.2			52.9	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	104
Actuated Cycle Length:	102.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	48.2
Intersection Capacity Utilization	83.2%
Analysis Period (min)	15
Intersection LOS:	D
ICU Level of Service	E

Splits and Phases: 18: Edith Blvd. & Comanche Road



Lanes, Volumes, Timings

21: I-25 SB Frontage Road & Comanche Road

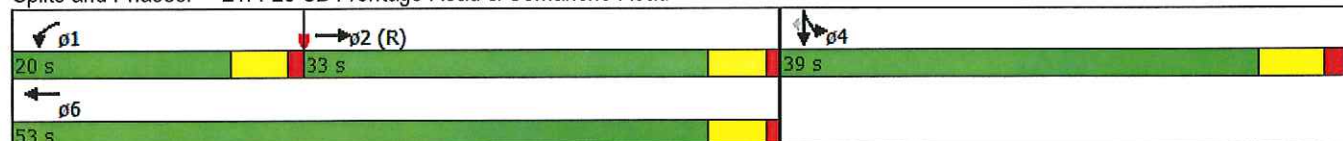
3/3/2014

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		3.0	16.0					8.0	8.0	8.0
Minimum Split (s)		33.0		20.0	32.0					39.0	39.0	39.0
Total Split (s)		33.0		20.0	53.0					39.0	39.0	39.0
Total Split (%)		35.9%		21.7%	57.6%					42.4%	42.4%	42.4%
Maximum Green (s)		28.0		15.0	48.0					33.0	33.0	33.0
Yellow Time (s)		4.0		4.0	4.0					4.5	4.5	4.5
All-Red Time (s)		1.0		1.0	1.0					1.5	1.5	1.5
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.0		5.0	5.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	Max					None	None	None
Walk Time (s)		7.0			7.0					7.0	7.0	7.0
Flash Dont Walk (s)		21.0			15.0					26.0	26.0	26.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		30.7		14.1	49.8					31.2	31.2	31.2
Actuated g/C Ratio		0.33		0.15	0.54					0.34	0.34	0.34
v/c Ratio		1.01		0.75	0.55					0.67	0.76	0.29
Control Delay		62.3		48.3	12.1					31.9	31.7	11.9
Queue Delay		0.0		0.0	0.4					0.0	0.0	0.0
Total Delay		62.3		48.3	12.5					31.9	31.7	11.9
LOS		E		D	B					C	C	B
Approach Delay		62.3			22.3						29.6	
Approach LOS		E			C						C	

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 20 (22%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 36.2
 Intersection LOS: D
 Intersection Capacity Utilization 82.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 21: I-25 SB Frontage Road & Comanche Road



Lanes, Volumes, Timings

24: I-25 NB Frontage Road & Comanche Road

3/3/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA			NA		Split	NA				
Protected Phases	1	6			2		4	4				
Permitted Phases												
Detector Phase	1	6			2		4	4				
Switch Phase												
Minimum Initial (s)	3.0	16.0			16.0		8.0	8.0				
Minimum Split (s)	20.0	32.0			32.0		40.0	40.0				
Total Split (s)	20.0	46.0			26.0		46.0	46.0				
Total Split (%)	21.7%	50.0%			28.3%		50.0%	50.0%				
Maximum Green (s)	15.0	41.0			21.0		40.5	40.5				
Yellow Time (s)	4.0	4.0			4.0		4.5	4.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0				
Total Lost Time (s)	5.0	5.0			5.0		5.5	5.5				
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			C-Max		Max	Max				
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		18.0			13.0		25.0	25.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.6	41.0			24.4		40.5	40.5				
Actuated g/C Ratio	0.13	0.45			0.27		0.44	0.44				
v/c Ratio	0.55	0.40			1.04		1.04	1.01				
Control Delay	27.8	24.7			74.2		72.5	48.5				
Queue Delay	0.0	0.0			0.0		0.0	0.0				
Total Delay	27.8	24.7			74.2		72.5	48.5				
LOS	C	C			E		E	D				
Approach Delay		25.6			74.2			54.4				
Approach LOS		C			E			D				

Intersection Summary

Area Type: Other
 Cycle Length: 92
 Actuated Cycle Length: 92
 Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 53.1
 Intersection Capacity Utilization 82.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 24: I-25 NB Frontage Road & Comanche Road

