



Please check the appropriate box(es) and refer to supplemental forms for submittal requirements. All fees must be paid at the time of application.

SUBDIVISIONS		
<input type="checkbox"/> Final Sign off of EPC Site Plan(s) (Form P2)		
<input checked="" type="checkbox"/> Major – Preliminary Plat (Form S1)	<input type="checkbox"/> Major Amendment to Site Plan (Form P2)	<input type="checkbox"/> Vacation of Public Right-of-way (Form V)
<input type="checkbox"/> Minor – Preliminary/Final Plat (Form S2)	MISCELLANEOUS APPLICATIONS	
<input type="checkbox"/> Major - Final Plat (Form S2)	<input type="checkbox"/> Extension of Infrastructure List or IIA (Form S1)	<input type="checkbox"/> Vacation of Public Easement(s) DRB (Form V)
<input type="checkbox"/> Minor Amendment to Preliminary Plat (Form S2)	<input type="checkbox"/> Minor Amendment to Infrastructure List (Form S2)	PRE-APPLICATIONS
<input type="checkbox"/> Extension of Preliminary Plat (Form S1)	<input type="checkbox"/> Temporary Deferral of S/W (Form V2)	<input type="checkbox"/> Sketch Plat Review and Comment (Form S2)
	<input type="checkbox"/> Sidewalk Waiver (Form V2)	
SITE PLANS		
<input type="checkbox"/> Waiver to IDO (Form V2)	APPEAL	
<input type="checkbox"/> DRB Site Plan (Form P2)	<input type="checkbox"/> Waiver to DPM (Form V2)	<input type="checkbox"/> Decision of DRB (Form A)
BRIEF DESCRIPTION OF REQUEST		
Single Family Residential Subdivision on Tract A-1-A-3. Tract A-1-A-4 split for extension of Deikenborn Drive		

APPLICATION INFORMATION		
Applicant: Questa Del Oro, LLC – Tim McNaney		Phone: 505-322-6027
Address: 1301 Cuesta Arriba Ct, NE, Ste E		Email: tmcnaney@twilighthomesnm.com
City: Albuquerque	State: NM	Zip: 87113
Professional/Agent (if any): Huitt-Zollars, Inc. – Scott Eddings		Phone: 505-235-7211
Address: 333 Rio Rancho Blvd		Email: seddings@huitt-zollars.com
City: Rio Rancho	State: New Mexico	Zip: 87124
Proprietary Interest in Site: 100%	List all owners: Questa Del Oro LLC / MDS Investments LLC	
SITE INFORMATION (Accuracy of the existing legal description is crucial! Attach a separate sheet if necessary.)		
Lot or Tract No.: Tract A-1-A-3 & A-1-A-4	Block:	Unit:
Subdivision/Addition: Mesa del Sol Innovation Park	MRGCD Map No.:	UPC Code: 101505147408240102 (A-1-A-4) 101505146104040103 (A-1-A-3)
Zone Atlas Page(s): R-15	Existing Zoning: PC	Proposed Zoning PC
# of Existing Lots: 2	# of Proposed Lots: 88 Lots / 2 Parcels / 2 Tracts	Total Area of Site (Acres): 22.0366
LOCATION OF PROPERTY BY STREETS		
Site Address/Street: NA	Between: Sagan Loop	and: De Kooning Loop
CASE HISTORY (List any current or prior project and case number(s) that may be relevant to your request.)		
PR-2020-004138 PS-2021-00037		

Signature: <i>Scott Eddings</i>		Date: July 9, 2021	
Printed Name: Scott Eddings		<input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent	
FOR OFFICIAL USE ONLY			
Case Numbers	Action	Fees	Case Numbers
Meeting Date:		Fee Total:	
Staff Signature:	Date:	Project #	

FORM S1: SUBDIVISION OF LAND – MAJOR

Please refer to the DRB public meeting schedule for meeting dates and deadlines. Your attendance is required.

>> INFORMATION REQUIRED FOR ALL MAJOR SUBDIVISION REQUESTS

- Interpreter Needed for Meeting? No if yes, indicate language: _____
- A Single PDF file of the complete application including all documents being submitted must be emailed to PLNDRS@cabq.gov prior to making a submittal. Zipped files or those over 9 MB cannot be delivered via email, in which case the PDF must be provided on a CD. PDF shall be organized with the Development Review Application and this Form P1 at the front followed by the remaining documents in the order provided on this form.
- Zone Atlas map with the entire site clearly outlined and labeled
- Letter of authorization from the property owner if application is submitted by an agent
- Sign Posting Agreement

MAJOR SUBDIVISION PRELIMINARY PLAT APPROVAL

MAJOR AMENDMENT TO PRELIMINARY PLAT


- Sites 5 acres or greater: Archeological Certificate in accordance with IDO Section 14-16-6-5(A)
- TIS Traffic Impact Study Form
- Form DRWS Drainage Report, Grading and Drainage Plan, and Water & Sewer Availability Statement submittal information
- Letter describing, explaining, and justifying the request per the criteria in IDO Section 14-16-6-6(J)
- Proof of Sketch Plat per IDO Section 14-16-6-6(J)(2)(b)
- Required notices with content per IDO Section 14-16-6-4(K)(6)
 - Office of Neighborhood Coordination notice inquiry response
 - Copy of notification letter and proof of first class mailing
 - Proof of emailed notice to affected Neighborhood Association representatives
 - Buffer map and list of property owners within 100 feet (excluding public rights-of-way) provided by Planning Department or created by applicant, copy of notifying letter, and proof of first class mailing
- Preliminary Plat including the Grading Plan with property owner's and City Surveyor's signatures on the plat (7 copies, 24" x 36" folded)
- Sidewalk Exhibit and/or cross sections of proposed streets (3 copies, 11" by 17" maximum)
- Site sketch with measurements showing structures, parking, building setbacks, adjacent rights-of-way and street improvements (to include sidewalk, curb & gutter with distance to property line noted) if there is any existing land use (7 copies, folded)
- Landfill disclosure statement on the plat per IDO Section 14-16-5-2(G) if site is within a designated landfill buffer zone
- Proposed Infrastructure List

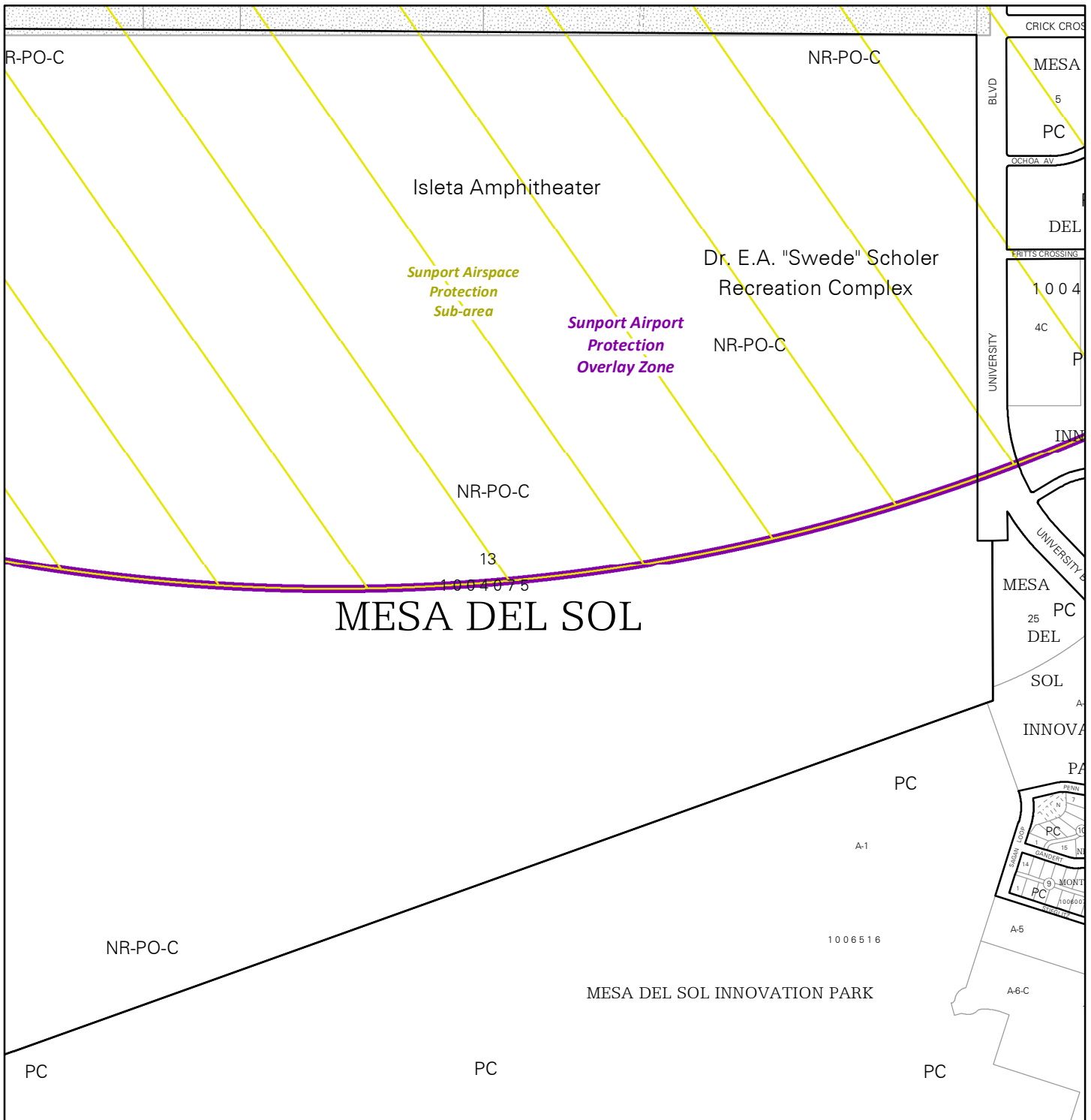
EXTENSION OF PRELIMINARY PLAT

INFRASTRUCTURE LIST EXTENSION OR AN INFRASTRUCTURE IMPROVEMENTS AGREEMENT (IIA) EXTENSION

For temporary sidewalk deferral extension, use Form V.


- ___ Letter describing, explaining, and justifying the request per IDO Sections 14-16-6-4(W) and 14-16-6-6(J)
- ___ Copy of the Official DRB Notice of Decision for any prior approvals
- ___ Required notices with content per IDO Section 14-16-6-4(K)(6)
 - ___ Office of Neighborhood Coordination notice inquiry response
 - ___ Copy of notification letter and proof of first class mailing
 - ___ Proof of emailed notice to affected Neighborhood Association representatives
 - ___ Buffer map and list of property owners within 100 feet (excluding public rights-of-way) provided by Planning Department or created by applicant, copy of notifying letter, and proof of first class mailing
- ___ Preliminary Plat or site plan reduced to 8.5" x 11"
- ___ Copy of DRB approved infrastructure list

<p><i>I, the applicant or agent, acknowledge that if any required information is not submitted with this application, the application will not be scheduled for a public meeting, if required, or otherwise processed until it is complete.</i></p>	
<p>Signature: <u>Scott Eddings</u></p>	<p>Date: 7/9/21</p>
<p>Printed Name: Scott Eddings</p>	<p><input type="checkbox"/> Applicant or <input checked="" type="checkbox"/> Agent</p>
<p>FOR OFFICIAL USE ONLY</p>	
<p>Case Numbers: _____</p>	<p>Project Number: _____</p>
<div style="text-align: right;">  </div>	
<p>Staff Signature: _____</p>	
<p>Date: _____</p>	

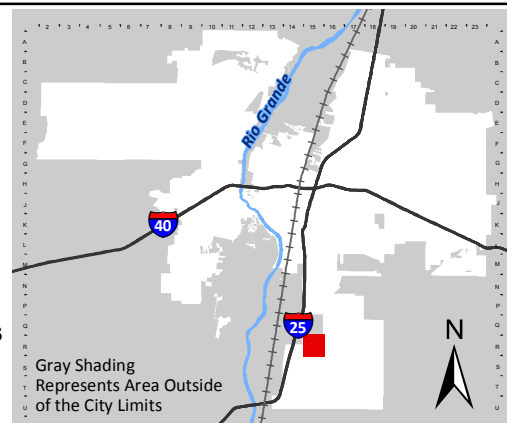


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018



IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Gray Shading
Represents Area Outside
of the City Limits

Zone Atlas Page:
R-15-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

DRB Chair – Jolene Wolfley

City of Albuquerque
600 2nd Street NW
Albuquerque, NM 87102

RE: Agent Authorization Letter – DRB Processing Montage Unit 6

Dear Ms Wolfley

Please find this letter as Authorization for the DRB action of the Preliminary Plat and all subsequent Platting and subdividing, and site plan approvals of Tract A-1-A-3 and A-1-A-4 Mesa del Sol Innovation Park.

These actions will be represented by the following entities:

SC3 Development, LLC – Kyle Bodhaine or other designated members.

Huitt-Zollars, Inc – Scott Eddings or other designated members.

Questa Del Oro, LLC – Tim McNaney or other designated members.

Feel free to contact me if you have any questions or concerns.

Questa Del Oro, LLC

Respectfully,

By:



Tim McNaney, Member

SIGN POSTING AGREEMENT

REQUIREMENTS

POSTING SIGNS ANNOUNCING PUBLIC HEARINGS

All persons making application to the City under the requirements and procedures established by the Integrated Development Ordinance are responsible for the posting and maintaining of one or more signs on the property which is subject to the application, as shown in Table 6-1-1. Vacations of public rights-of-way (if the way has been in use) also require signs. Waterproof signs are provided at the time of application for a \$10 fee per sign. If the application is mailed, you must still stop at the Development Services Front Counter to pick up the sign(s).

The applicant is responsible for ensuring that the signs remain posted throughout the 15-day period prior to any public meeting or hearing. Failure to maintain the signs during this entire period may be cause for deferral or denial of the application. Replacement signs for those lost or damaged are available from the Development Services Front Counter.

1. LOCATION

- A. The sign shall be conspicuously located. It shall be located within twenty feet of the public sidewalk (or edge of public street). Staff may indicate a specific location.
- B. The face of the sign shall be parallel to the street, and the bottom of the sign shall be at least two feet from the ground.
- C. No barrier shall prevent a person from coming within five feet of the sign to read it.

2. NUMBER

- A. One sign shall be posted on each paved street frontage. Signs may be required on unpaved street frontages.
- B. If the land does not abut a public street, then, in addition to a sign placed on the property, a sign shall be placed on and at the edge of the public right-of-way of the nearest paved City street. Such a sign must direct readers toward the subject property by an arrow and an indication of distance.

3. PHYSICAL POSTING

- A. A heavy stake with two crossbars or a full plywood backing works best to keep the sign in place, especially during high winds.
- B. Large headed nails or staples are best for attaching signs to a post or backing; the sign tears out less easily.

4. TIME

Signs must be posted from _____ To _____

5. REMOVAL

- A. The sign is not to be removed before the initial hearing on the request.
- B. The sign should be removed within five (5) days after the initial hearing.

I have read this sheet and discussed it with the Development Services Front Counter Staff. I understand (A) my obligation to keep the sign(s) posted for (15) days and (B) where the sign(s) are to be located. I am being given a copy of this sheet.

Scott Eddings

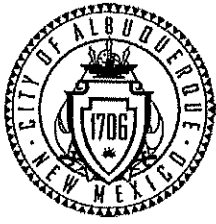
(Applicant or Agent)

6/30/21

(Date)

I issued _____ signs for this application, _____, _____
(Date) (Staff Member)

PROJECT NUMBER: _____



City of Albuquerque
P.O. Box 1293 Albuquerque, NM 87103
Planning Department
David S. Campbell, Director

Tim Keller, Mayor
Sarita Nair, CAO

DATE: July 14, 2021

SUBJECT: Albuquerque Archaeological Ordinance - Compliance Documentation

Case Number(s): PR-2021-005743
Agent: Huitt-Zollars, Inc. (Scott Eddings)
Applicant: Questa Del Oro, LLC
Legal Description: Tract(s) A-1-A-3 & A-1-A-4
Zoning: PC
Acreage: 22.04
Zone Atlas Page(s): R-15-Z

CERTIFICATE OF NO EFFECT: [] Yes [x] No
CERTIFICATE OF APPROVAL: [] Yes [x] No

SUPPORTING DOCUMENTATION:
Historic Google Earth Images, NMCRIS records

SITE VISIT: N/A

RECOMMENDATIONS:

This property has not been previously surveyed by an archaeologist and only portions of it have been disturbed by previous development. Archaeological sites are known to be in the area. I recommend an archaeological survey take place.

SUBMITTED BY:

[Signature] 7-14-2021
Douglas H. M. Boggess, MA, RPA Date
Senior Principal Investigator
Acting City Archaeologist
Lone Mountain Archaeological Services, Inc.

SUBMITTED TO:

Russell Brito, Planning Manager
City of Albuquerque Planning Department

FORM DRWS: DRAINAGE REPORT/GRADING AND DRAINAGE PLAN / WATER & SANITARY SEWER AVAILABILITY
THIS FORM IS REQUIRED WITH THE DEVELOPMENT REVIEW BOARD APPLICATION FOR SUBDIVISIONS AND SITE PLANS.

PROJECT NAME: Montage Unit 6 - Mesa del Sol Innovation Park

AGIS MAP # R-16

LEGAL DESCRIPTIONS: Tract A-1-A-3 & A-1-A-4 Mesa del Sol Innovation Park

X **DRAINAGE REPORT/GRADING AND DRAINAGE PLAN**

A drainage report/grading and drainage plan, as per the Drainage Ordinance, was submitted to the City of Albuquerque Planning Department, Hydrology Division (2nd /Ground Floor, Plaza del Sol) on June 27, 2021 (date).



Applicant/Agent

June 27, 2021

Date

Ernest Armijo

Hydrology Division Representative

7/9/2021

Date

NOTE: A GRADING AND DRAINAGE PLAN MUST BE APPROVED PRIOR TO DRB APPROVAL

X **WATER AND SEWER AVAILABILITY STATEMENT**

A complete request for Water and Sanitary Sewer Availability was made for this project to the Water Authority (online: http://www.abcwua.org/Availability_Statements.aspx) on June 27, 2021 (date).



Applicant/Agent

June 27, 2021

Date

ABCWUA Representative

Date

PROJECT # _____

FORM DRWS: DRAINAGE REPORT/GRADING AND DRAINAGE PLAN / WATER & SANITARY SEWER AVAILABILITY

THIS FORM IS REQUIRED WITH THE DEVELOPMENT REVIEW BOARD APPLICATION FOR SUBDIVISIONS AND SITE PLANS.

PROJECT NAME: Montage Unit 6 - Mesa del Sol Innovation Park

AGIS MAP # R-16

LEGAL DESCRIPTIONS: Tract A-1-A-3 & A-1-A-4 Mesa del Sol Innovation Park

DRAINAGE REPORT/GRADING AND DRAINAGE PLAN

A drainage report/grading and drainage plan, as per the Drainage Ordinance, was submitted to the City of Albuquerque Planning Department, Hydrology Division (2nd /Ground Floor, Plaza del Sol) on June 27, 2021 (date).



Applicant/Agent

June 27, 2021

Date

Hydrology Division Representative

Date

NOTE: A GRADING AND DRAINAGE PLAN MUST BE APPROVED PRIOR TO DRB APPROVAL

WATER AND SEWER AVAILABILITY STATEMENT

A complete request for Water and Sanitary Sewer Availability was made for this project to the Water Authority (online: http://www.abcwua.org/Availability_Statements.aspx) on June 27, 2021 (date).



Applicant/Agent

June 27, 2021

Date



ABCWUA Representative

6/28/2021

Date

PROJECT # _____

July 16, 2021

DRB Chairman and Board Member
City of Albuquerque
Planning Department
600 Second Street NW
Albuquerque, NM 87102

**RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat Tract A-1-A-3 & A-1-A-4
(Zone Atlas R15)**

Dear Chairman and DRB Board Members:

Huitt-Zollars, Inc, on behalf of Twilight Homes, requests review and comment for a Preliminary Plat of Tracts A-1-A-3 & A-1-A-4 Mesa Del Sol Innovation Park. The purpose of this request is to create approximately 88 single-family home sites.

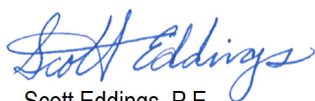
1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 34 acres
8. IDO Zone District: PC – Planned Community
9. Overlay Zone: Not Applicable
10. Center or Corridor Area: Not Applicable
11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The Archeological Certificate and Landfill disclosure statement is on file with the City of Albuquerque as part of the Mesa Del Sol Master Plan.

If you have any questions or need additional information regarding this matter, please do not hesitate to contact me at 505-235-7211 or email at seddings@huitt-zollars.com

Sincerely,

Huitt-Zollars, Inc.



Scott Eddings, P.E.
Project Manager

CC: Twilight Homes



DEVELOPMENT REVIEW BOARD

Agenda

ONLINE ZOOM MEETING

March 10, 2021

Jolene Wolfley..... DRB Chair
Jeanne Wolfenbarger Transportation
Kris Cadena Water Authority
Ernest Armijo.Hydrology
Carl Garcia.....Code Enforcement
Cheryl Somerfeldt.....Parks and Rec

Angela Gomez ~ DRB Hearing Monitor

MAJOR CASES

1. **PR-2020-003443**
SD-2021-00027– PRELIMINARY PLAT
(sketch plat 3-4-20)

CONSENSUS PLANNING INC. agent for **HOLLY PARTNERS LLC** request(s) the aforementioned action(s) for all or a portion of: **20A-1, PARADISE NORTH** zoned MX-L, located on **UNSER BLVD NW between BANDELIER DR NW and McMAHON BLVD NW** containing approximately 19.01 acre(s). (A-11)

PROPERTY OWNERS: HOLLY PARTNERS LLC
REQUEST: SUBDIVIDE EXISTING LOT INTO 9 NEW LOTS AND PROVIDE REQUIRED PUBLIC INFRASTRUCTURE

DEFERRED TO MARCH 31ST, 2021.

2. **PR-2020-004820**
(1003119)
SI-2020-001468 – SITE PLAN

CONSENSUS PLANNING INC. agent(s) for **MOUNTAIN CLASSIC REAL ESTATE** request(s) the aforementioned action(s) for all or a portion of: **TRACT 4-B1, HOME DEVELOPMENT ADDITION** zoned MX-M located at **25 HOTEL CIRCLE NE between LOMAS BLVD and INTERSTATE 40**, containing approximately 5.043 acre(s). (K-21)[Deferred from 1/13/21, 2/3/21, 2/24/21]

PROPERTY OWNERS: AMERSTONE INVESTMENTS LLC
REQUEST: SITE PLAN FOR CONVERSION OF HOTEL TO MULTI-FAMILY RESIDENTIAL USE

DEFERRED TO MARCH 31ST, 2021.

3. [PR-2020-004748](#)
[SD-2021-00028](#) - VACATION OF PUBLIC
RIGHT OF WAY

TIM SOLINSKI request(s) the aforementioned action(s) for all or a portion of **BLK 1A GARCIA ESTATE & REMAINING PORTION SE CORNER, 58 4 ARMIJO BROS ADDN LOTS 58 TO 61 & LOTS P & Q, LTS 7 THR 12 BLK C MANDELL BUSINESS ADDN EXC ELY PORT INCLUDED W/PAR ADJ CONT 0.1731 AC M/L OR 7,540 SQ FT M/L, *62 4 ARMIJO BROS ADDN LTS 62, 63 & 64 & LTS R, S & T & ALLEY ADJ LT and LTS 1-5 ALL LT 6 EXC A SELY PORTION BLK C OF THE MANDELL BUSINESS AND RESIDENCE ADDN AND AN UNPLATTED STRIP OF LD W OF AND ADJ THERE TO CONT 0.4627 AC M/L OR 20,155 SQ FT M/L** zoned MX-FB-UD , located at **ONE CIVIC PLAZA/400 MARQUETTE between MARQUETTE and TIJERAS** containing approximately 2.2273 acre(s). (J-14)

PROPERTY OWNERS: XXX

REQUEST: CONSOLIDATE 22 LOTS/TRACTS, DEDICATE ADDITIONAL RIGHT OF WAY, GRANT EASEMENTS

DEFERRED TO MARCH 17TH, 2021.

-
4. [PR-2020-004030](#)
(1002566, 1004501, 1004503)
[SI-2020-00540](#) - SITE PLAN

TIERRA WEST, LLC agent(s) for **CALABACILLAS GROUP C/O DONALD HARVILLE** request(s) the aforementioned action(s) for all or a portion of: **TRACT E-1 PLAT OF TRACTS D-1, E-1 AMAFCA BLACK ARROYO CHANNEL ROW PARADISE HEIGHTS UNIT 1** zoned MX-M, located at **GOLF COURSE RD NW between GOLF COURSE RD NW, BLACK ARROYO and WESTSIDE BLVD** containing approximately 8.77 acre(s). (A-12,13) *Deferred from 1/27/21, 2/24/21*

PROPERTY OWNERS: CALABACILLAS GROUP C/O DONALD HARVILLE

REQUEST: SITE PLAN FOR APARTMENT WITH MORE THAN 50 UNITS

N THE MATTER OF THE AFOREMENTIONED APPLICATION, BEING IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF THE DPM AND THE IDO, WITH THE SIGNING OF THE INFRASTRUCTURE LIST ON MARCH 10, 2021, THE DRB HAS APPROVED THE SITE PLAN. FINAL SIGN-OFF IS DELEGATED TO PLANNING FOR THE PERIMETER WALLS TO BE INDICATED ON THE SITE PLAN AS "TAN" IN COLOR, AND FOR THE INFRASTRUCTURE IMPROVEMENTS AGREEMENT (IIA).

5. [PR-2020-004024](#)
SD-2021-00029 – PRELIMINARY PLAT
(sketch plat 10-14-20)
- CSI – CARTESIAN SURVEYS INC. agent for **DIAMOND TAIL REALTY, LLC** request(s) the aforementioned action(s) for all or a portion of: **TRACTS H-5, VENTURA RANCH** zoned MX-M , located on **UNIVERSE BLVD NW between PASEO DEL NORTE NW and PARADISE BLVD NW** containing approximately 8.7797 acre(s). (B-10)
- PROPERTY OWNERS:** DIAMOND TAIL REALTY, LLC
REQUEST: REPLAT 5 LOTS INTO 6
- DEFERRED TO MARCH 31ST, 2021.
-

MINOR CASES

6. [PR-2019-002765](#)
VA-2021-00010 – SIDEWALK WAIVER
- CSI – CARTESIAN SURVEY'S INC. agent(s) for **RED SHAMROCK 4, LLC** request(s) the aforementioned action(s) for all or a portion of: **LOT 9, COORS PAVILION**, zoned NR-C, located at **5801 ST JOSEPHS DR NW**, containing approximately 14.1982 acre(s). (G-11)[*Deferred from 2/3/21, 2/24/21, 3/3/21*]
- PROPERTY OWNERS:** RED SHAMROCK 4, LLC
REQUEST: WAIVER FROM SIDEWALK REQUIREMENTS UNTIL DEVELOPMENT OF SUBDIVIDED LOTS 8 & 9 OF COORS PAVILION, LOT BY LOT
- DEFERRED TO MARCH 17th, 2021.
-
7. [PR-2019-002765](#)
SD-2020-00218 – PRELIMINARY/FINAL PLAT
- RED SHAMROCK** request(s) the aforementioned action(s) for all or a portion of: **LOTS 8A, 8B, 9A, 9B, 9C**, zoned NR-C, located on **ST. JOSEPHS DR NW between ATRISCO DR NW and COORS BLVD NW**, containing approximately 14.5 acre(s). (G-11)[*Deferred from 12/16/20, 1/6/21, 1/27/21, 2/3/21, 2/24/21, 3/3/21*]
- PROPERTY OWNERS:** RED SHAMROCK
REQUEST: SUBDIVIDE 2 EXISTING LOTS INTO 5 LOTS
- DEFERRED TO MARCH 17th, 2021.
-

8. [PR-2018-001579](#)
[SD-2021-00035](#) – PRELIMINARY/FINAL
PLAT

MODULUS ARCHITECTS, INC C/O ANGELA WILLIAMSON, CEO agent for **WINROCK PARTNERS** request(s) the aforementioned action(s) for all or a portion of: PARCEL Z FINAL PLAT PARCEL Z AND TRACTS A, D, E, F, F-1, G & H, **WINROCK CENTER ADDITION** zoned MX-H, located at **2100 LOUSIANA BLVD NE between INDIAN SCHOOL and I-40** containing approximately 28.86 acre(s). (J-19)

PROPERTY OWNERS: SUN CAPITAL HOTELS. OWNERS; WINROCK PARTNERS

REQUEST: PRELIMINARY PLAT FOR WINROCK TOWN CENTER FOR A NEW HOTEL – APPROXIMATELY 149 ROOMS ENCOMPASSING +/- 80,000 SQ FT

DEFERRED TO MARCH 31ST, 2021.

9. [PR-2020-003887](#)
[SD-2021-00039](#) – PRELIMINARY/FINAL
PLAT

SBS CONSTRUCTION AND ENGINEERING, LLC agent(s) for **MICHAEL DRESKIN** request(s) the aforementioned action(s) for all or a portion of LOT 1-A, 6, 7, 8, 9 & 20, **CITY REALTY CO.'S ADDITION NO. 1** zoned MX-M, located at **2818 4TH ST between PHOENIX AVE and 4TH ST**, containing approximately 1.2690 acre(s). (H-14)

PROPERTY OWNERS: MICHAEL DRESKIN

REQUEST: AMEND PRELIMINARY/FINAL PLAT TO REVISE DEDICATION OF RIGHT OF WAY TO SIDEWALK EASEMENT

IN THE MATTER OF THE AFOREMENTIONED APPLICATION, BEING IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF THE DPM AND THE IDO, WITH THE SIGNING OF THE INFRASTRUCTURE LIST ON MARCH 10, 2021, THE DRB HAS APPROVED THE PRELIMINARY/FINAL PLAT. FINAL SIGN OFF IS DELEGATED TO PLANNING FOR THE UTILITY COMPANIES SIGNATURES, AMAFCA SIGNATURE, AGIS DXF, THE APPLICATION NUMBER TO BE ADDED TO THE PLAT AND FOR THE RECORDED INFRASTRUCTURE IMPROVEMENTS AGREEMENT (IIA).

10. [PR-2019-002604](#)
[VA-2021-00041](#) – SIDEWALK WIDTH
WAIVER

ARCH + PLAN LAND USE CONSULTANTS agent(s) for **4SP** request(s) the aforementioned action(s) for all or a portion of: **261-A, TOWN OF ATRISCO**, zoned NR-C, located at **6030 ILIFF RD between COORS BLVD and ESTANCIA DR**, containing approximately 4-4844 acre(s). (H-11)[*Deferred from 2/24/21*]

PROPERTY OWNERS: 4SP HOTELS LLC

REQUEST: WAIVER OF 1 FOOT TO THE REQUIRED 5 FOOT MINIMUM SIDEWALK WIDTH

DEFERRED TO MARCH 31ST, 2021.

11. [PR-2019-002604](#)
[SD-2021-00022](#) – PRELIMINARY/FINAL
PLAT (sketch plat 7-9-20)

ARCH + PLAN LAND USE CONSULTANTS agent(s) for 4SP HOTELS LLC request(s) the aforementioned action(s) for all or a portion of: **261-A, TOWN OF ATRISCO GRANT**, zoned NR-C, located at **6030 ILIFF RD NW between COORS BLVD and ESTANCIA DR**, containing approximately 4.4844 acre(s). (H-11) [Deferred from 2/10/21, 2/24/21]

PROPERTY OWNERS: 4SP HOTELS LLC
REQUEST: CREATE 2 LOTS FROM 1 EXISTING LOT

DEFERRED TO MARCH 31ST, 2021.

12. [PR-2020-004138](#)
[SD-2021-00037](#) – AMENDMENT TO
PRELIMINARY PLAT

HUITT-ZOLLARS INC. agent(s) for MDS INVESTORS, LLC request(s) the aforementioned action(s) for all or a portion of **TRACT A-1-A-5 & A-4, MESA DEL SOL INNOVATION PARK** zoned PC, located along **BOBBY FOSTER**, containing approximately 33.3 acre(s). (R-15)

PROPERTY OWNERS: MDS INVESTORS, LLC
REQUEST: ADDING ADDITIONAL DRAINAGE INFRASTRUCTURE

IN THE MATTER OF THE AFOREMENTIONED APPLICATION, BEING IN COMPLIANCE WITH ALL APPLICABLE REQUIREMENTS OF THE DPM AND THE IDO, THE DRB HAS APPROVED THE AMENDED PRELIMINARY PLAT. THIS AMENDMENT DOES NOT EXTEND THE EXPIRATION DATE OF THE ALREADY APPROVED PRELIMINARY PLAT.

SKETCH PLAT

13. [PR-2020-004138](#)
[PS-2021-00037](#) - SKETCH PLAT

HUITT-ZOLLARS, INC. agent(s) for MDS INVESTORS, LLC request(s) the aforementioned action(s) for all or a portion of **TRACT A-1-A-3, MESA DEL SOL INNOVATION PARK** zoned PC, located on **DIEKENBORN**, containing approximately 16.3 acre(s). (R-15)

PROPERTY OWNERS: MDS INVESTORS, LLC
REQUEST: 87 SINGLE FAMILY RESIDENCES

THE SKETCH PLAT WAS REVIEWED AND COMMENTS WERE PROVIDED.

14. Other Matters: None
15. ACTION SHEET MINUTES -
Were approved for March 3, 2021
- ADJOURNED

Eddings, Scott

From: Eddings, Scott
Sent: Thursday, June 24, 2021 10:46 AM
To: Spacagna, Anita
Subject: FW: Dekooning and Sagan Loop Public Notice Inquiry
Attachments: IDO Zone Map R-15.pdf

From: Carmona, Dalaina L. <dlcarmona@cabq.gov>
Sent: Thursday, June 24, 2021 9:55 AM
To: Eddings, Scott <seddings@Huitt-Zollars.com>
Subject: Dekooning and Sagan Loop Public Notice Inquiry

Dear Applicant:

Please find the neighborhood contact information listed below. Please make certain to read the information further down in this e-mail as it will help answer other questions you may have.

Association Name	First Name	Last Name	Email	Address Line 1	City	State	Zip	Phone
District 6 Coalition of Neighborhood Associations	Patricia	Willson	info@willsonstudio.com	505 Dartmouth Drive SE	Albuquerque	NM	87106	5059808007
District 6 Coalition of Neighborhood Associations	Mandy	Warr	mandy@theremedyspa.com	119 Vassar Drive SE	Albuquerque	NM	87106	5054014367

PLEASE NOTE: The ONC does not have any jurisdiction over any other aspect of your application beyond this neighborhood contact information. We can't answer questions about sign postings, pre-construction meetings, permit status, site plans, buffers, or project plans, so we encourage you to contact the Planning Department at: 505-924-3857 Option #1, e-mail: devhelp@cabq.gov, or visit: <https://www.cabq.gov/planning/online-planning-permitting-applications> with those types of questions.

You will need to e-mail each of the listed contacts and let them know that you are applying for an approval from the Planning Department for your project. Please use this online link to find the required forms you will need to submit. <https://www.cabq.gov/planning/urban-design-development/public-notice>. Once you have e-mailed the listed contacts in each neighborhood, you will need to attach a copy of those e-mails AND a copy of this e-mail from the ONC to your application and submit it to the Planning Department for approval.

If your application requires you to offer a neighborhood meeting, you can click on this link to find required forms to use in your e-mail to the neighborhood association(s):

<http://www.cabq.gov/planning/urban-design-development/neighborhood-meeting-requirement-in-the-integrated-development-ordinance>

If your application requires a pre-application or pre-construction meeting, please plan on utilizing virtual platforms to the greatest extent possible and adhere to all current Public Health Orders and recommendations. The health and safety of the community is paramount.

If you have questions about what type of notification is required for your particular project or meetings that might be required, please click on the link below to see a table of different types of projects and what notification is required for each:

<https://ido.abc-zone.com/integrated-development-ordinance-ido#page=393>

Thanks,



Dalaina L. Carmona

Senior Administrative Assistant
Office of Neighborhood Coordination
Council Services Department
1 Civic Plaza NW, Suite 9087, 9th Floor
Albuquerque, NM 87102
505-768-3334

dcarmona@cabq.gov or ONC@cabq.gov

Website: www.cabq.gov/neighborhoods



Confidentiality Notice: This e-mail, including all attachments is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited unless specifically provided under the New Mexico Inspection of Public Records Act. If you are not the intended recipient, please contact the sender and destroy all copies of this message.

From: webmaster=cabq.gov@mailgun.org [<mailto:webmaster=cabq.gov@mailgun.org>] **On Behalf Of** webmaster@cabq.gov

Sent: Thursday, June 24, 2021 7:47 AM

To: Office of Neighborhood Coordination <seddings@huitt-zollars.com>

Cc: Office of Neighborhood Coordination <onc@cabq.gov>

Subject: Public Notice Inquiry Sheet Submission

Public Notice Inquiry For:

Development Review Board

If you selected "Other" in the question above, please describe what you are seeking a Public Notice Inquiry for below:

Contact Name

Scott A Eddings

Telephone Number

15052357211

Email Address

seddings@huitt-zollars.com

Company Name

huitt-zollars

Company Address

8620 Florence Ave Ne

City

Albuquerque

State

NM

ZIP

87122

Legal description of the subject site for this project:

Tracts A-1-A-3 and A-1-A-4 Mesa Del Sol Innovation Park

Physical address of subject site:

Not assigned

Subject site cross streets:

Dekooning and Sagan Loop

Other subject site identifiers:

This site is located on the following zone atlas page:

R-15

CAUTION: This email originated from outside Huitt-Zollars. Treat all links and attachments with appropriate caution. Verify with sender if unexpected.

June 24, 2021

Mandy Warr
District 6 Coalition of Neighborhood Associations
119 Vassar Drive SE
Albuquerque, NM 87106

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

To Whom it May Concern,

In accordance with the procedures of the City of Albuquerque's Integrated Development Ordinance (IDO) **Subsection 14-16-6-4(K)(2) Mailed Public Notice**, we are notifying you as a Neighborhood Association Representative that Twilight Homes will be submitting an application(s) for a Preliminary Plat of Tracts A-1-A3 & A-1-A-4 Mesa Del Sol Innovation Park to be reviewed and decided by the City of Albuquerque Development Review Board (DRB). The application is to create approximately 88 single family home sites.

1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 18 acres
8. IDO Zone District: PC – Planned Community
9. Overlay Zone: Not Applicable
10. Center or Corridor Area: Not Applicable
11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

Integrated Development Ordinance (IDO):

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

Sincerely,



Scott Eddings, P.E.
Agent

Attachments: *Preliminary Plat and Associated Drawings*
Zone Atlas

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: 6-24-21

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: District 6 Coalition of Neighborhood Associations - Mandy Warr

Mailing Address*: 119 Vassar Drive SE, Albuquerque, NM 87106

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* Vacant Land - West of Montage Unit 4
Location Description Tracts A-1-A-3 & A-1-A-4
2. Property Owner* Twilight Homes
3. Agent/Applicant* [if applicable] Huitt-Zollars - Scott Eddings, PE
4. Application(s) Type* per IDO [Table 6-1-1](#) [mark all that apply]
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision Preliminary Plat (Minor or Major)
 - Vacation _____ (Easement/Private Way or Public Right-of-way)
 - Variance
 - Waiver
 - Other: _____

Summary of project/request¹*:

To create approximately 88 single family home sites on approximately 18 acres

5. This application will be decided at a public meeting or hearing by*:
 - Zoning Hearing Examiner (ZHE)
 - Development Review Board (DRB)
 - Landmarks Commission (LC)
 - Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 28, 2021 / 9:00am

Location*²: Hearing Room (Basement Level) of Plaza Del Sol; 600 2nd St. NW
Albuquerque, NM 87102

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

www.mesadelsolnm.com

Project Information Required for Mail/Email Notice by IDO Subsection 6-4(K)(1)(b):

1. Zone Atlas Page(s)*⁴ R-15

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above

3. The following exceptions to IDO standards have been requested for this project*:

- Deviation(s)
- Variance(s)
- Waiver(s)

Explanation*:

N/A

4. A Pre-submittal Neighborhood Meeting was required by Table 6-1-1: Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- a. Location of proposed buildings and landscape areas.*
- b. Access and circulation for vehicles and pedestrians.*
- c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- d. **For residential development***: Maximum number of proposed dwelling units.
- e. **For non-residential development***:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] _____
 2. IDO Zone District _____
 3. Overlay Zone(s) [if applicable] _____
 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] _____
-

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinurl.com/idozoningmap>

ORIGIN ID:ABQA (505) 883-8114
ANITA SPACAGNA
HULT-ZOLLARS INC
6501 AMERICAS PARKWAY NE
SUITE 830
ALBUQUERQUE NM 87110
UNITED STATES US

SHIP DATE: 28 JUN 21
ACTWGT: 0.50 LB
CAD: 114067176/NET4340

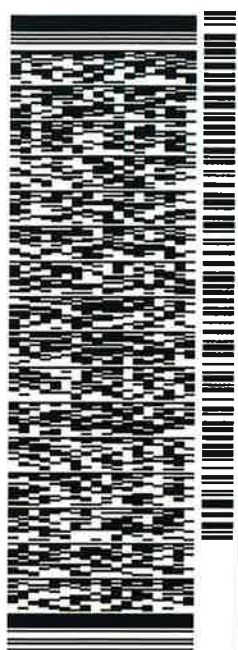
BILL SENDER

TO MANDY WARR

119 VASSAR DRIVE SE

ALBUQUERQUE NM 87106

(505) 401-4367 REF: R313644.01
INV. PO. DEPT.



J211221032101w

56D.J20265FE4A

TRK# 7741 2200 9852
0201
WED - 30 JUN 4:30P
** 2DAY **

9A ONMA
87106
NM-US ABQ



After printing this label:

1. Use the 'Print' button on this page to print your label to your laser or inkjet printer.
2. Fold the printed page along the horizontal line.
3. Place label in shipping pouch and affix it to your shipment so that the barcode portion of the label can be read and scanned.

Warning: Use only the printed original label for shipping. Using a photocopy of this label for shipping purposes is fraudulent and could result in additional billing charges, along with the cancellation of your FedEx account number.

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June 29, 2021

Dear Customer,

The following is the proof-of-delivery for tracking number: 774122009852

Delivery Information:

Status:	Delivered	Delivered To:	Residence
Signed for by:	Signature not required	Delivery Location:	
Service type:	FedEx 2Day		
Special Handling:	Deliver Weekday; Residential Delivery		Albuquerque, NM,
		Delivery date:	Jun 29, 2021 15:28

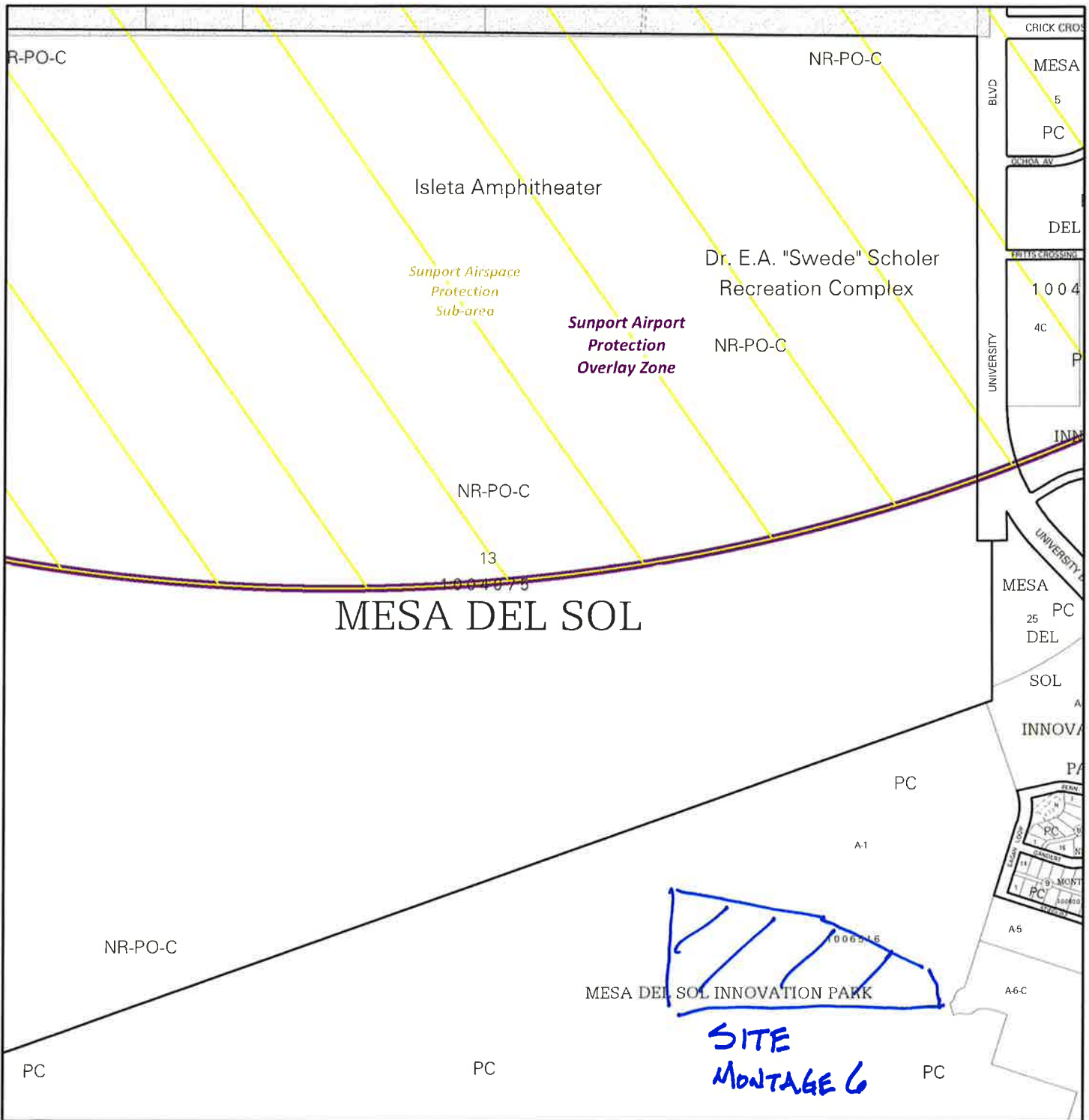
Shipping Information:

Tracking number:	774122009852	Ship Date:	Jun 28, 2021
		Weight:	0.5 LB/0.23 KG
Recipient:		Shipper:	
Albuquerque, NM, US,		Albuquerque, NM, US,	

Reference R313544.01


Proof-of-delivery details appear below; however, no signature is available for this FedEx Express shipment because a signature was not required.

Thank you for choosing FedEx




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

IDO Zone Atlas May 2018











IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).



Gray Shading Represents Area Outside of the City Limits

Zone Atlas Page:
R-15-Z

-  Easement
-  Escarpment
-  Petroglyph National Monument
-  Areas Outside of City Limits
-  Airport Protection Overlay (APO) Zone
-  Character Protection Overlay (CPO) Zone
-  Historic Protection Overlay (HPO) Zone
-  View Protection Overlay (VPO) Zone

0 250 500 1,000 Feet

PRELIMINARY PLAT OF
MONTAGE UNIT 6
 TRACTS A-1-A-4 & A-1-A-3
 OF
**MESA DEL SOL
 INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 1 of 2

LEGAL DESCRIPTION

CERTAIN TRACTS OF LAND LOCATED WITHIN SECTION 21 AND 22, TOWNSHIP 9 NORTH, RANGE 3 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, BEING AND COMPRISING ALL OF TRACT A-6-C-1 BULK LAND PLAT FILES: DECEMBER 31, 2019 IN BOOK 2019C PAGE 0146 AS DOCUMENT #2019111900 AND TRACT C MESA DEL SOL MONTAGE

GENERAL NOTES

- EXISTING ZONING: PC
PROPOSED DEVELOPMENT: RESIDENTIAL
- GROSS ACREAGE: 17.1146 AC
TOTAL NUMBER OF LOTS/TRACTS/PARCELS: 88 LOTS; 7 ALLEY TRACTS,
2 TRACTS & 2 PARCELS
PROPOSED GROSS DENSITY: 5.1 DU/AC.
- MINIMUM LOT DIMENSIONS: 40' x 100'
- ALL STREETS AND DRAINAGE IMPROVEMENTS ARE TO BE PUBLIC, TO BE DEDICATED FOR MAINTENANCE TO THE CITY OF ALBUQUERQUE.
- ALLEYS ARE TO BE PRIVATE AND OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- 1.54 MILES OF FULL WIDTH STREETS CREATED.
- LOT SETBACKS SHALL CONFORM TO LEVEL A AND LEVEL B MASTER PLANS.
- ALL OF THE PROPERTY SHOWN ON THIS PLAT MAY BE SUBJECT TO A GRANT OF TELECOMMUNICATIONS EASEMENT AND REAL COVENANT FILED IN THE BERNALILLO COUNTY, NEW MEXICO REAL ESTATE RECORDS.
- ZONE ATLAS NO. R-15 & R-16
- TRACTS A, B, C, D, E, F AND G ARE PRIVATE COMMON AREA TRACTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

ADDITIONAL NOTES

- ALL ALLEYS ARE PRIVATE AND WILL HAVE A BLANKET PUE, PRIVATE ACCESS, AND PRIVATE DRAINAGE EASEMENTS.
- COVENANTS WILL PROHIBIT PARKING IN ALL ALLEYS.

SURVEY NOTES

- UNLESS OTHERWISE NOTED, ALL BOUNDARY CORNERS SHOWN THUS (●) SHALL BE MARKED BY A #5 REBAR STAMPED.
- ALL STREET CENTERLINE MONUMENTATION SHALL BE INSTALLED AT DESIGNATED CENTERLINE PCS, PTS, ANGLE POINTS AND STREET INTERSECTIONS AND SHOWN THUS (▲) WILL BE MARKED BY A FOUR (4") ALUMINUM CAP STAMPED "CITY OF ALBUQUERQUE, CENTERLINE MONUMENTATION, DO NOT DISTURB, P.L.S. XXXX".
- THE SUBDIVISION BOUNDARY WILL BE TIED TO THE NEW MEXICO STAT PLANE COORDINATE SYSTEM AS SHOWN NAD83 CENTRAL ZONE.
- BASIS OF BEARINGS WILL BE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83 CENTRAL ZONE.
- DISTANCES ARE GROUND DISTANCES U.S. SURVEY FOOT.
- MANHOLES WILL BE OFFSET AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY, STREET INTERSECTIONS AND ALL OTHER ANGLE POINTS TO ALLOW THE USE OF CENTERLINE MONUMENTATION.

APPROVED

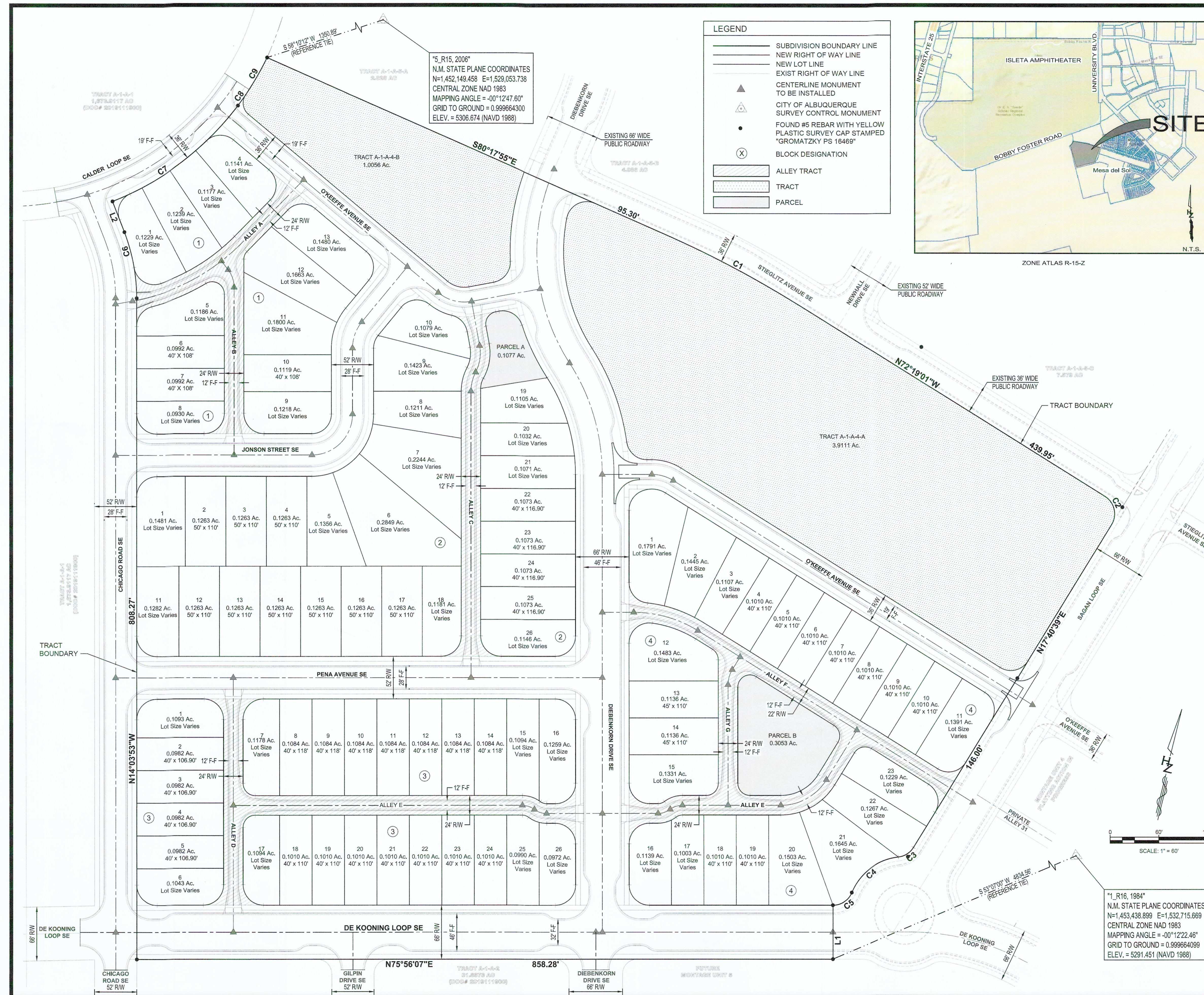
Loren N. Rasmussen P.S. 6/25/2021
 CITY SURVEYOR DATE

Tim McNany 6/25/21
 AUTHORIZED SIGNATORY, DATE
 TWILIGHT HOMES, LLC
 A LIMITED LIABILITY COMPANY

SURVEYOR'S CERTIFICATION

K. Stelzer 6/24/21
 KIM C. STELZER, N.M.P.S. NO. 7482 DATE

HUITT-ZOLLARS
 333 RIO RANCHO DR. N.E., STE. 101
 RIO RANCHO, N.M., 87124
 (505) 892-5141



PRELIMINARY PLAT OF

MONTAGE UNIT 6

TRACTS A-1-A-4 & A-1-A-3

OF

**MESA DEL SOL
INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 2 of 2

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	7°58'53"	1341.38'	N76°18'28"W	186.71'	186.86'
C2	89°54'34"	25.00'	N27°16'36"W	35.33'	39.23'
C3	52°14'31"	25.00'	N43°47'54"E	22.01'	22.79'
C4	61°37'01"	70.00'	N39°06'39"E	71.70'	75.28'
C5	67°37'59"	25.00'	N42°07'08"E	27.83'	29.51'
C6	21°17'29"	221.50'	S24°42'37"E	81.84'	82.31'
C7	31°35'15"	355.88'	S38°50'57"W	193.72'	196.20'
C8	2°38'20"	355.88'	S21°44'10"W	16.39'	16.39'
C9	8°26'04"	355.88'	S16°11'58"W	52.34'	52.39'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N14°03'53"W	66.00'
L2	S35°21'22"E	40.36'

DRAINAGE FACILITIES MAINTENANCE NOTES:

AREAS DESIGNATED ON THE ACCOMPANYING PLAT AS "DRAINAGE EASEMENTS" ["DETENTION AREAS"] ARE HEREBY DEDICATED BY THE OWNER AS A PERPETUAL EASEMENT FOR THE COMMON USE AND BENEFIT OF THE VARIOUS LOTS WITHIN THE SUBDIVISIONS FOR THE PURPOSE OF PERMITTING THE CONVEYANCE OF STORM WATER RUNOFF AND THE CONSTRUCTING AND MAINTAINING OF DRAINAGE FACILITIES [STORM WATER DETENTION FACILITIES] IN ACCORDANCE WITH STANDARD PRESCRIBED BY THE CITY OF ALBUQUERQUE. NO FENCE, WALL, PLANTING, BUILDING OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN EASEMENT AREA WITHOUT APPROVAL OF THE CITY ENGINEER OF THE CITY OF ALBUQUERQUE. THERE ALSO SHALL BE NO ALTERATION OF THE GRADES OR CONTOURS IN SAID EASEMENT AREA WITHOUT THE APPROVAL OF THE CITY ENGINEER. IT SHALL BE THE DUTY OF THE LOT OWNERS OF THIS SUBDIVISION TO MAINTAIN SAID DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES AT THEIR COST IN ACCORDANCE WITH THE STANDARDS PRESCRIBED BY THE CITY OF ALBUQUERQUE. THE CITY SHALL HAVE THE RIGHT TO ENTER PERIODICALLY TO INSPECT THE FACILITIES. IN THE EVENT SAID LOT OWNERS FAIL TO ADEQUATELY AND PROPERLY MAINTAIN DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES, AT ANY TIME FOLLOWING (15) DAYS WRITTEN NOTICE TO SAID LOT OWNERS, THE CITY ENTER UPON SAID AREA, PERFORM SAID MAINTENANCE, AND THE COST OF PERFORMING SAID MAINTENANCE SHALL BE PAID BY APPLICABLE LOT OWNERS PROPORTIONATELY ON THE BASIS OF LOT OWNERSHIP. IN THE EVENT LOT OWNERS FAIL TO PAY THE COST OF THE MAINTENANCE WITHIN (30) DAYS AFTER DEMAND FOR PAYMENT MADE BY THE CITY, THE CITY MAY FILE A LIEN AGAINST ALL LOTS IN THE SUBDIVISION FOR WHICH PROPORTIONATE PAYMENT HAS NOT BEEN MADE. THE OBLIGATIONS IMPOSED HEREIN SHALL BE BINDING UPON THE OWNER, HIS HEIRS, AND ASSIGNS AND SHALL RUN WITH ALL LOTS WITHIN THIS SUBDIVISION.

THE GRANTOR AGREES TO DEFEND, INDEMNIFY, AND HOLD HARMLESS, THE CITY, ITS OFFICIALS, AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, ACTIONS, SUITS, OR PROCEEDINGS OF ANY KIND BROUGHT AGAINST SAID PARTIES FOR OR ON ACCOUNT OF ANY MATTER ARISING FROM THE DRAINAGE FACILITY PROVIDED FOR HEREIN OR THE GRANTOR'S FAILURE TO CONSTRUCT, MAINTAIN, OR MODIFY SAID DRAINAGE FACILITY.

PARKING REQUIREMENTS

1. OFFSTREET: A MINIMUM OF TWO COVERED PARKING SPACES PER LOT SHALL BE PROVIDED.
2. ONSTREET: GUEST PARKING WILL BE ACCOMMODATED BY ON STREET PARKING.

SOLAR COLLECTION NOTE

NO PROPERTY WITHIN THE AREA OF REQUESTED FINAL ACTION SHALL AT ANYTIME BE SUBJECT TO A DEED RESTRICTION, COVENANT, OR BUILDING AGREEMENT PROHIBITING SOLAR COLLECTORS FROM BEING INSTALLED ON BUILDINGS OR ERRECTED ON THE LOTS OR PARCELS WITHIN THE AREA OF PROPOSED PLAT, THE FOREGOING REQUIREMENT SHALL BE A CONDITION TO APPROVAL OF THIS PLAT.

Plotted: 6/23/2021 8:19:46 PM, By: Talaya, Linda
 H:\borg\13244.01 - montage 6 engineering\10 cadid & bml\10.1 autocad\sheet set\pre-plot\submit\2-GRAD
 Last Saved: 6/23/2021 8:55:01 PM, ltafoya



Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume 1	1.000	1.300	901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>
Totals			901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>

GENERAL NOTES

- ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
- SEE PLAT FOR LOT DIMENSIONS.
- SEE DETAIL X FOR TYPICAL LOT GRADING.
- SEE SHEETS XX-XX FOR DIAGRAM & DETAILS OF WALLS RETAINING MORE THAN 18", AND PERIMETER WALLS.
- EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT.
- THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION PROJECT.
- CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRAMPING ON PRIVATE PROPERTY

AS BUILT INFORMATION	
CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CHECKED BY	DATE
MICRO-FILM INFORMATION	DATE
RECORDED BY	DATE
NO.	

BENCH MARKS	
FOUND MONUMENT	DATE
STANDARD 3 1/4" ALUMINUM DISC	DATE
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE
N=1487.534.543	DATE
E=1511.214.742	DATE
ELEV=4663.627 (NAVD 1988)	DATE
GROUND TO GRID FACTOR=0.999655508	DATE
MAPPING ANGLE=0°14'53.77"	DATE

SURVEY INFORMATION	
FIELD NOTES	DATE
BY	DATE
NO.	

ENGINEER'S SEAL	
PRELIMINARY	DATE
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	DATE
SCOTT A. EDDINGS	DATE
12856	DATE
Date: 6/24/21	DATE
HUITT-ZOLLARS, INC.	DATE
Consulting Engineers	DATE

REVISIONS	
NO.	DATE
REMARKS	DATE
BY	DATE

0 100' 200'
 SCALE: 1" = 100'

Designed By:

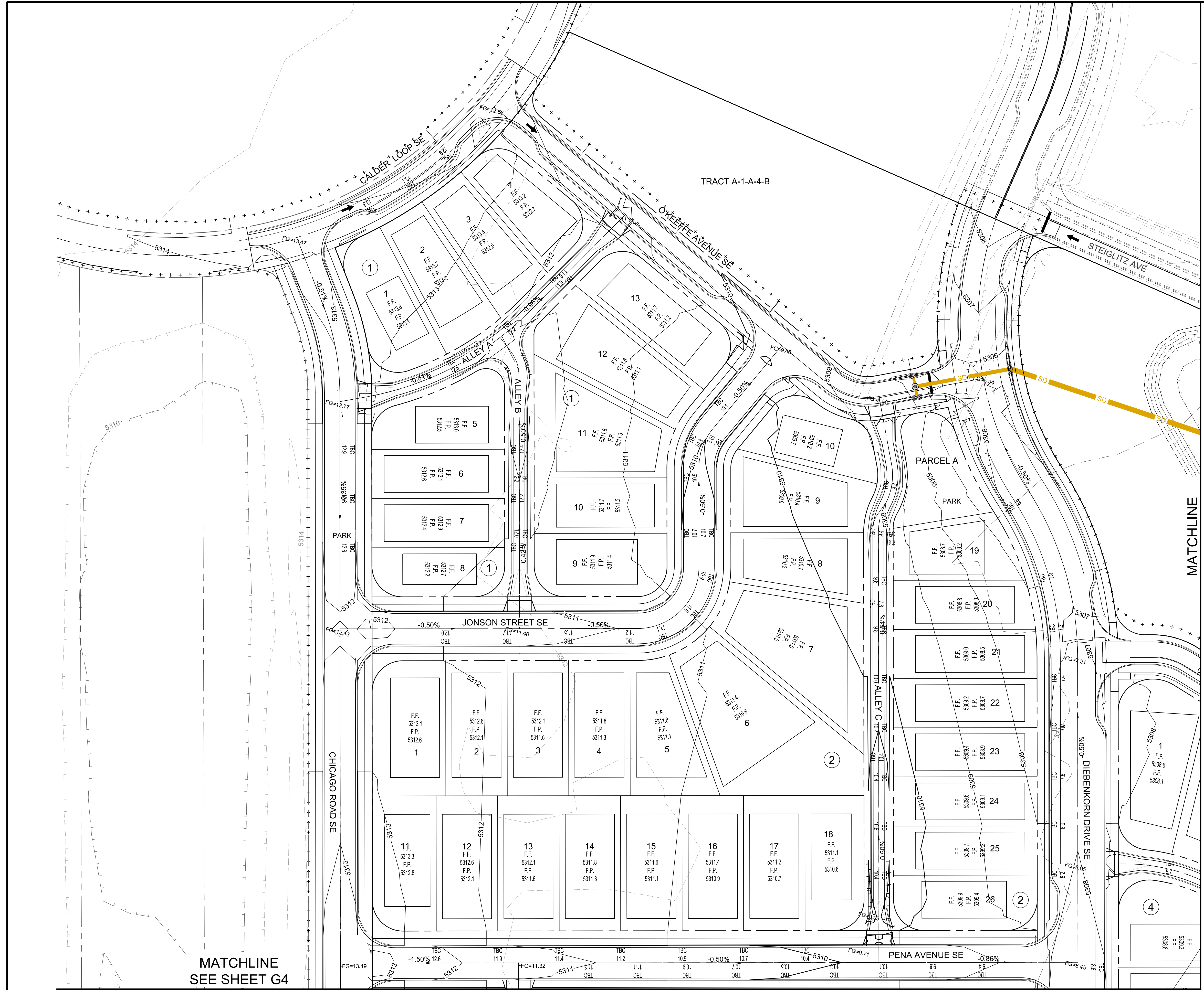
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

TITLE: GRADING COMPOSITE

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G1	-

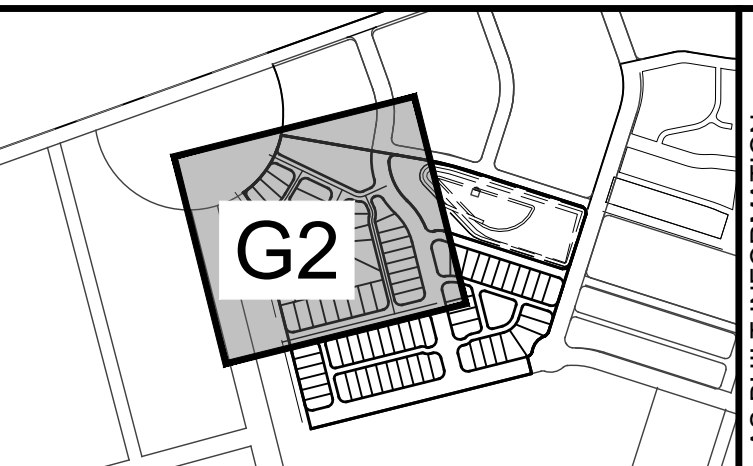
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MATCHLINE
SEE SHEET G4

MATCHLINE
SEE SHEET G3

June 24, 2021



GRADING SHEET INDEX

LEGEND

- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
- - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
- - - - - 5041 - - - - - PROP. (INTERMEDIATE) CONTOUR
- ~~~~~ WATER BLOCK
- ===== NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XXTP--- TOP OF PAVEMENT
- XX.XXTC--- TOP OF CURB ELEVATION
- XX.XXFL--- FLOW LINE ELEVATION
- XX.XXTC--- TOP OF CONCRETE
- >--- FLOW DIRECTION
- +++++ GRADING LIMITS
- █ SLOPE STABILIZATION

GENERAL NOTES

1. ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
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SCALE: 1" = 40'

Designed By:
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 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

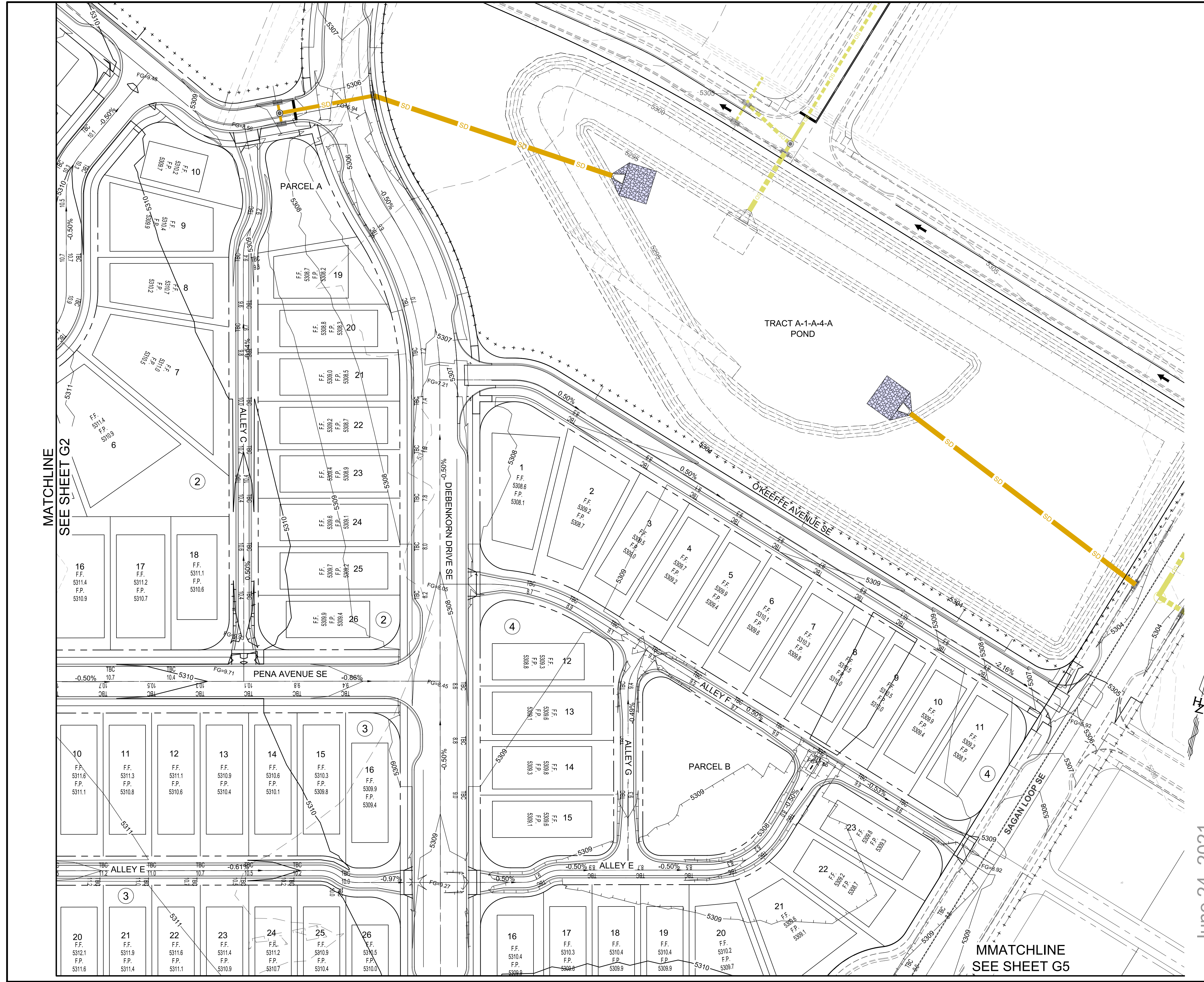
**MONTAGE UNIT 6
TWILIGHT HOMES**

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/yr.	Mo./Day/yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G2	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NO.
STARTED BY	DATE	STANDARD 3" 1/4" ALUMINUM DISC	DATE	BY		NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY.	DATE: June 24, 2021
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE			SCOTT A. EDDINGS	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487,534.543	DATE			12856	DATE: June 24, 2021
DATE	DATE	E=1,511,214.742	DATE			DATE: 05/21/21	DATE: June 24, 2021
DATE	DATE	ELEV=4665.627 (NAVD 1988)	DATE			HUITT-ZOLLARS, INC.	DATE: June 24, 2021
DATE	DATE	GROUND TO GRID FACTOR=0.999655508	DATE			Consulting Engineers	
DATE	DATE	MAPPING ANGLE=0°14'53.77"	DATE				

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LEGEND

- - - - - 5050 EXIST. (INDEX) CONTOUR
- - - - - 5251 EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 PROP. (INDEX) CONTOUR
- - - - - 5041 PROP. (INTERMEDIATE) CONTOUR
- ~~~~~ WATER BLOCK
- ===== NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XTTP TOP OF PAVEMENT
- XX.XTFC TOP OF CURB ELEVATION
- XX.XXFL FLOW LINE ELEVATION
- XX.XTCC TOP OF CONCRETE
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- +++ GRADING LIMITS
- █ SLOPE STABILIZATION

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CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CORRECTED BY	DATE
RECORDED BY	DATE

BENCH MARKS

FOUND MONUMENT	DATE
STANDARD 3" 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	
N=1487,534.543	
E=1,511,214.742	
ELEV=4665.627 (NAVD 1988)	
GROUND TO GRID FACTOR=0.999655508	
MAPPING ANGLE=0°14'33.77"	

SURVEY INFORMATION

FIELD NOTES	DATE
BY	
NO.	

ENGINEER'S SEAL

PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REVISIONS	BY
		DESIGN	
DESIGNED BY:	JLM	DATE:	June 24, 2021
DRAWN BY:	LRT	DATE:	June 24, 2021
DWG NAME:	3-6_GRAD.dwg	PROJ.#:	R313544.01
CHECKED BY:	SAE	DATE:	June 24, 2021

Designed By:

HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
 TWILIGHT HOMES**

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G3	-

June 24, 2021



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MATCHLINE
SEE SHEET G2

MATCHLINE
SEE SHEET G5



- LEGEND**
- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
 - - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
 - - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
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SCALE: 1" = 40'

nm811
New Mexico Before You Dig
Call before you dig.
TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
TWILIGHT HOMES**

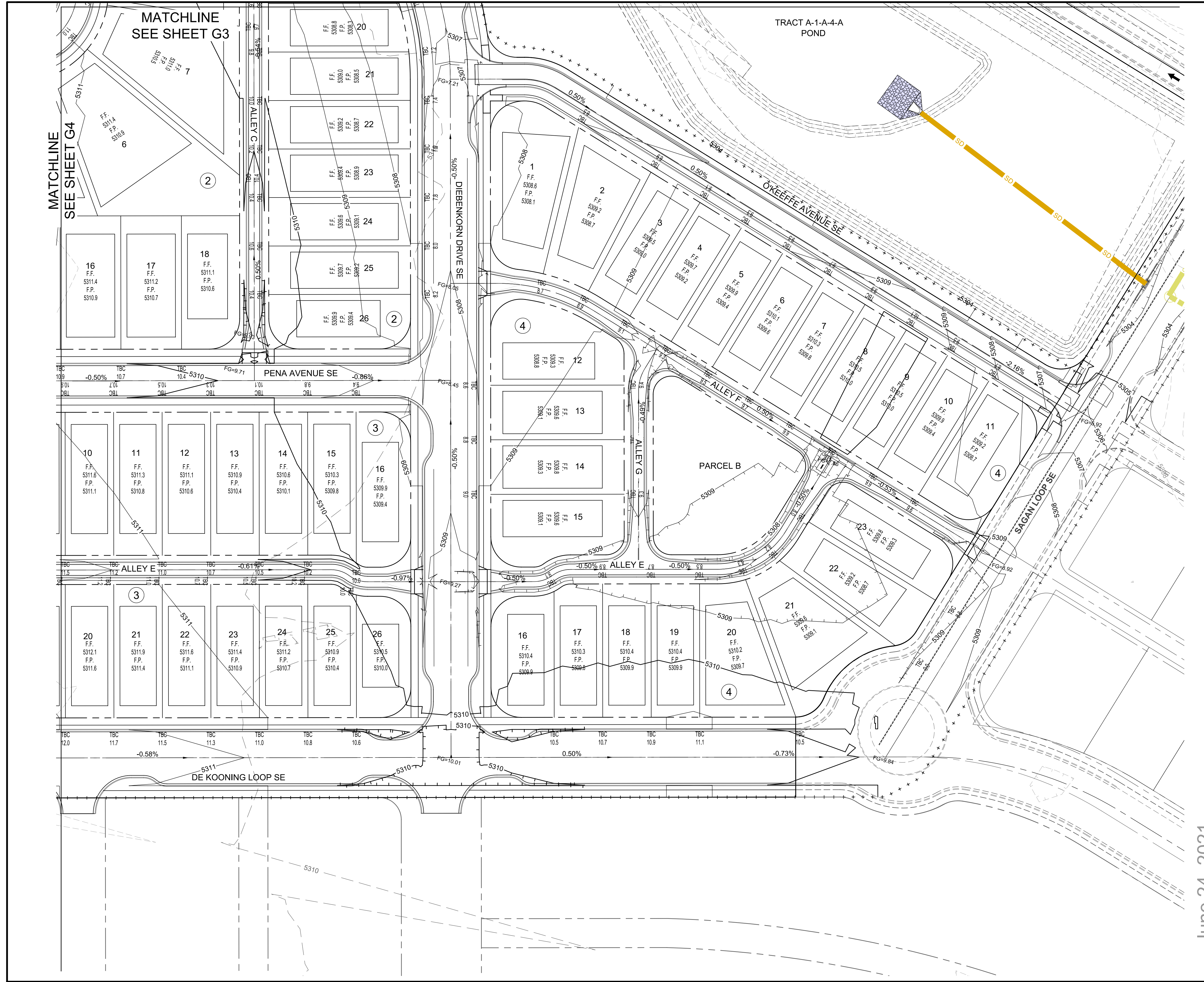
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GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G4	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY. SCOTT A. EDDINGS
STARTED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE	BY		12856	
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE			HUITT-ZOLLARS, INC.	Date: 05/21/21 Consulting Engineers
FIELD VERIFICATION BY	DATE	N=1487.534,543	DATE				
CORRECTED BY	DATE	E=1511.214,742	DATE				
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE				
RECORDED BY	DATE	GROUND TO GRID FACTOR=0.99955508	DATE				
	DATE	MAPPING ANGLE=071453.77'	DATE				

June 24, 2021

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GRADING SHEET INDEX

LEGEND

- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
- - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
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- XX.XTTP--- TOP OF PAVEMENT
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Know what's below. Call before you dig.

 TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
Last Update			
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G5	-

AS BUILT INFORMATION

CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CHECKED BY	DATE
RECORDED BY	DATE
NO.	

BENCH MARKS

FOUND MONUMENT	DISC
STANDARD 3 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 83)	
N=1487.534.543	
E=1.511.214.742	
ELEV.=4663.627 (NAVD 1988)	
GROUND TO GRID FACTOR=0.999655508	
MAPPING ANGLE=0°14'33.77"	

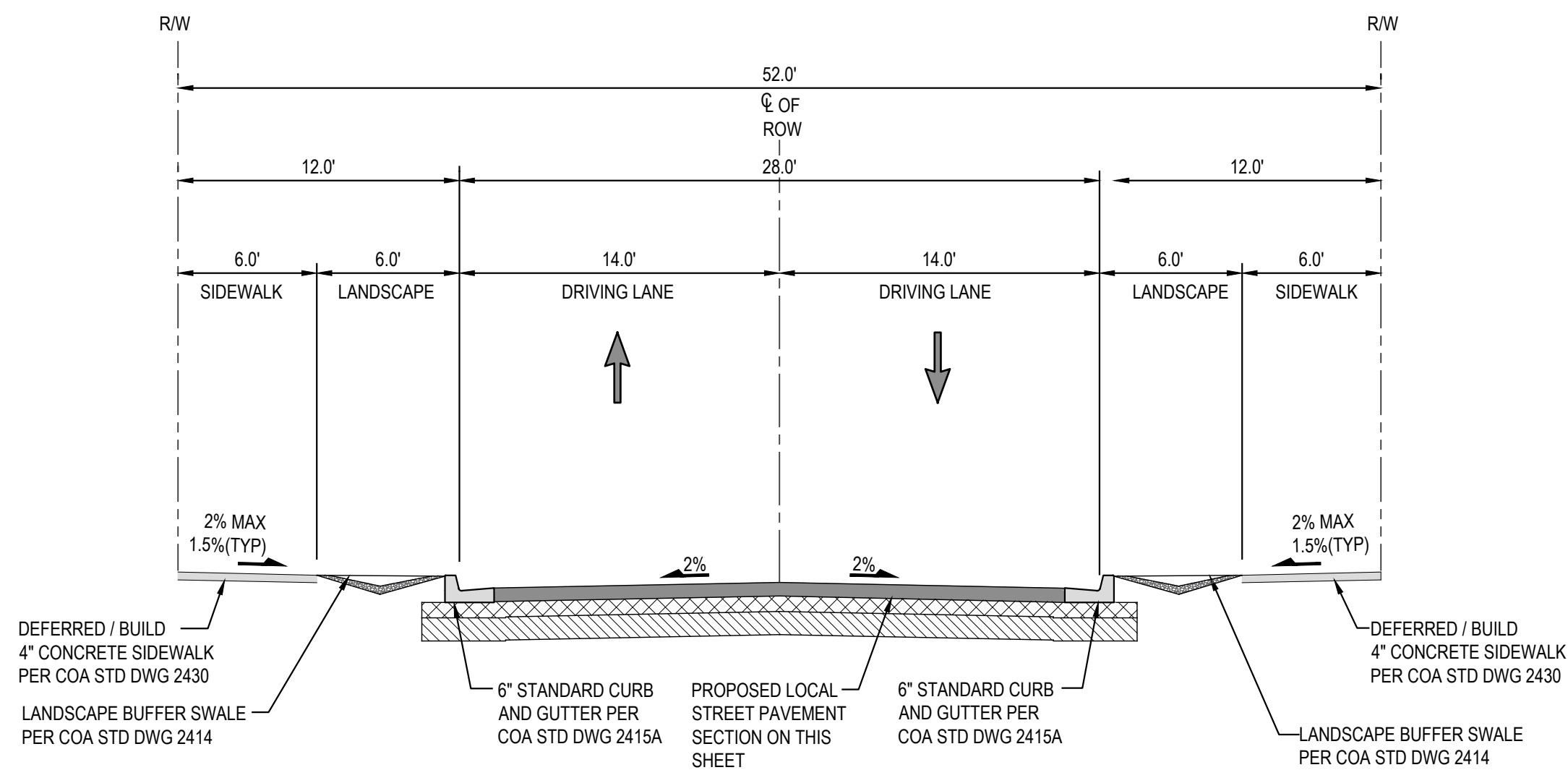
SURVEY INFORMATION

FIELD NOTES	DATE
BY	
NO.	

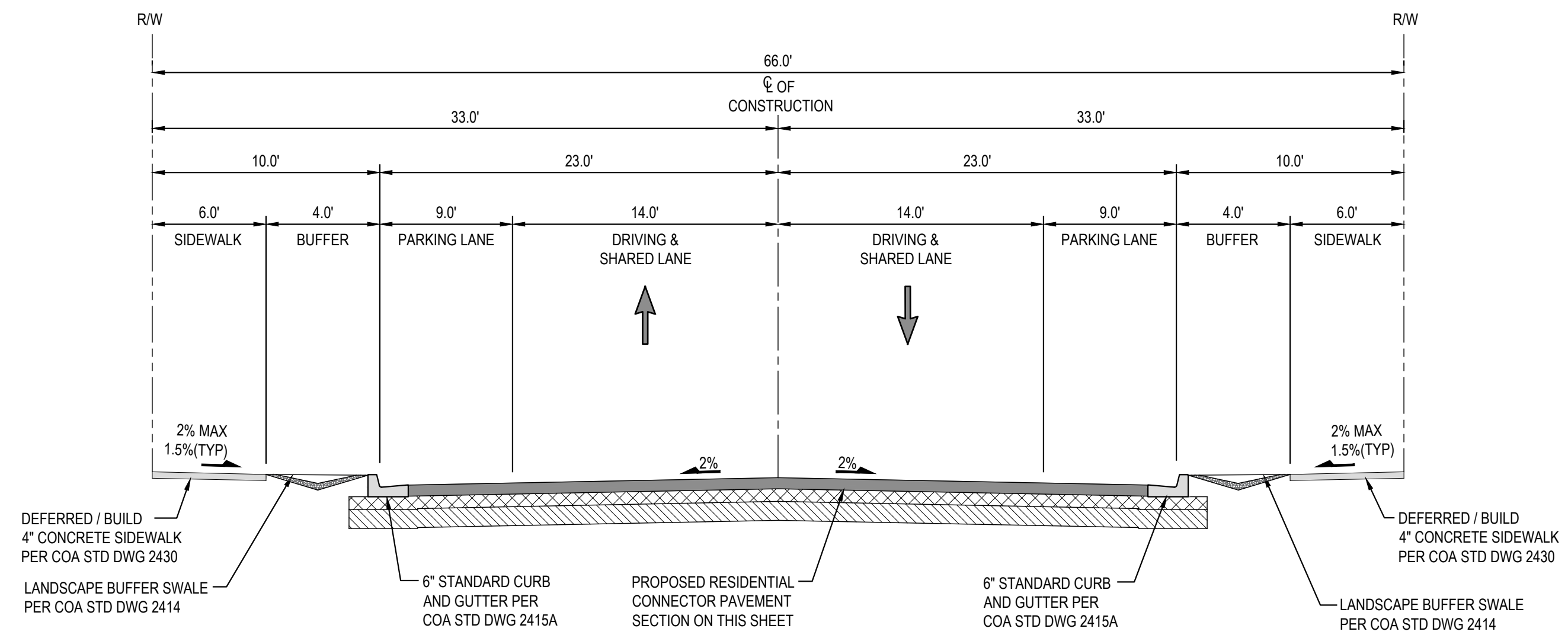
ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REVISIONS	BY
		DESIGN	
DESIGNED BY:	DATE:	JUN 24, 2021	
DRAWN BY:	DATE:	JUN 24, 2021	
DWG NAME:		3-6_GRAD.dwg	
CHECKED BY:	DATE:	JUN 24, 2021	

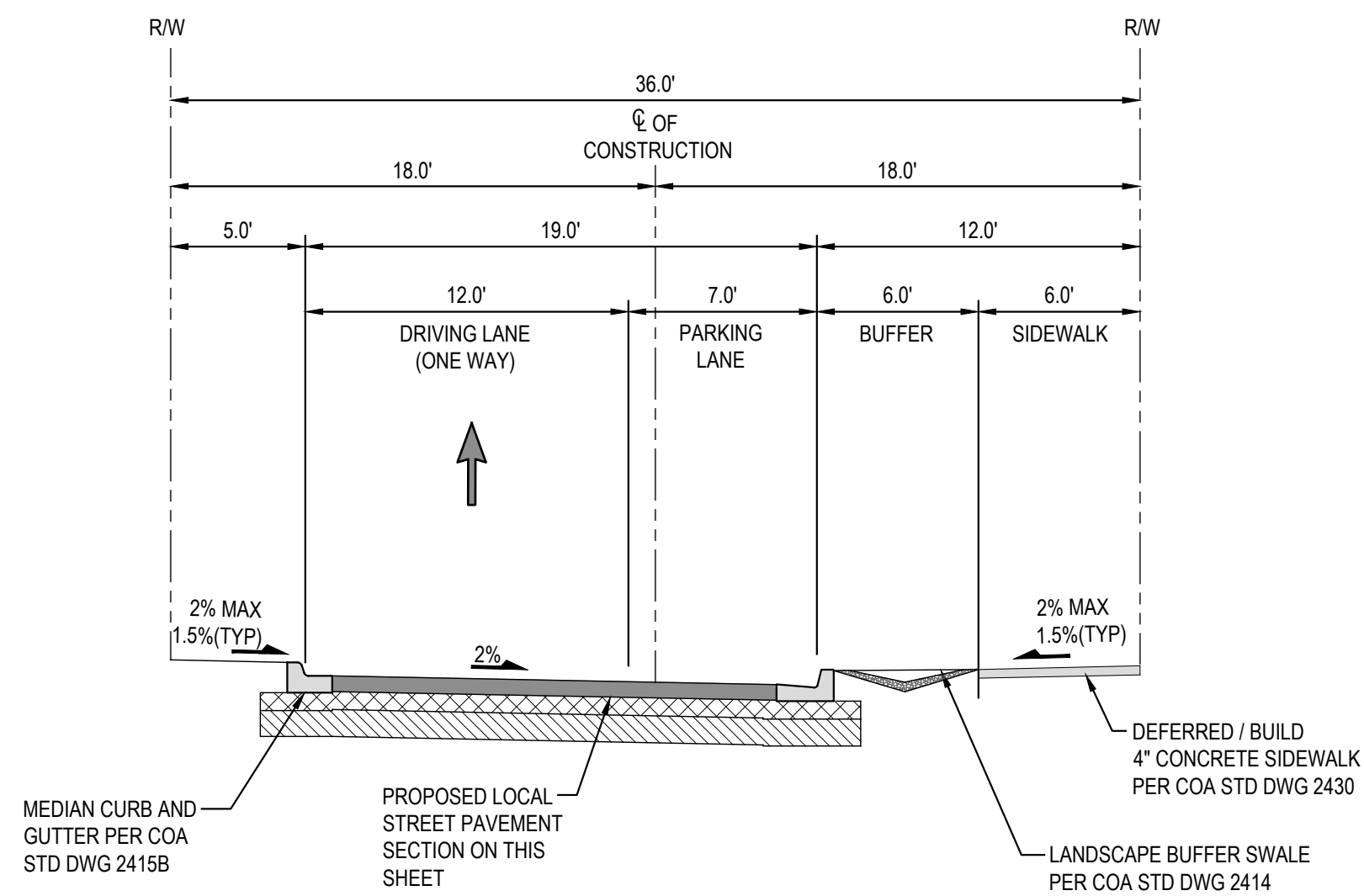
June 24, 2021



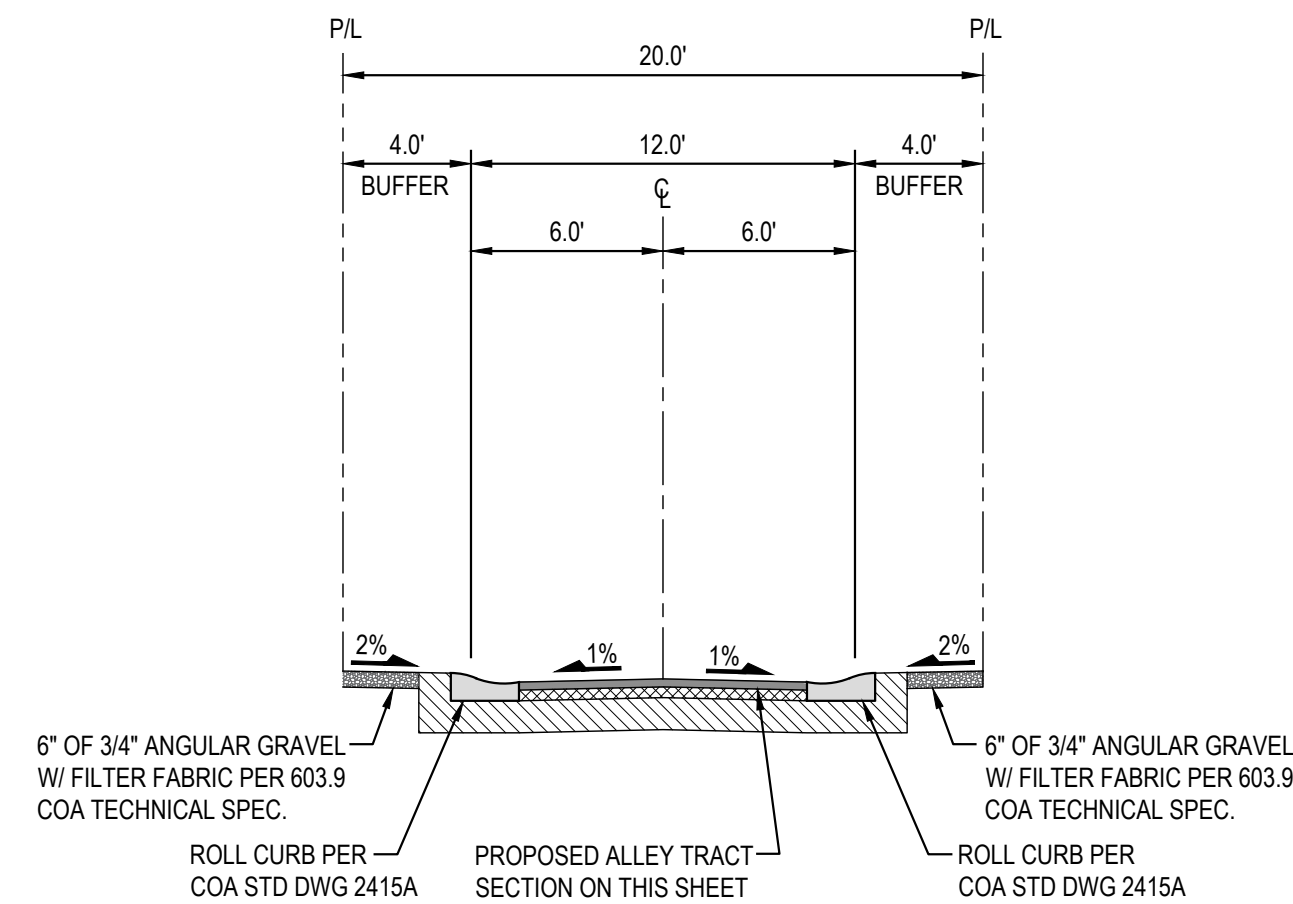
CHICAGO RD, JONSON ST & PENN AVE
SCALE: 1"=6'



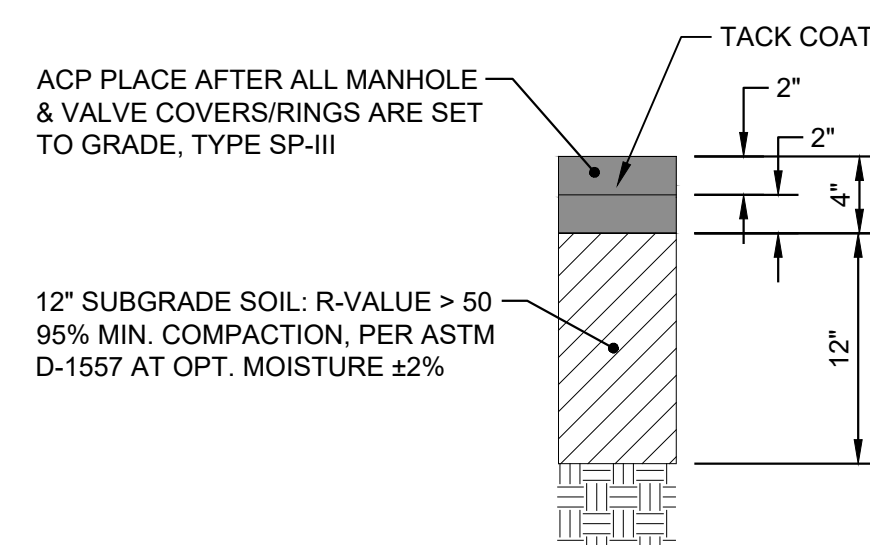
DIEBENKORN DR & DE KOONING LOOP
SCALE: 1"=6'



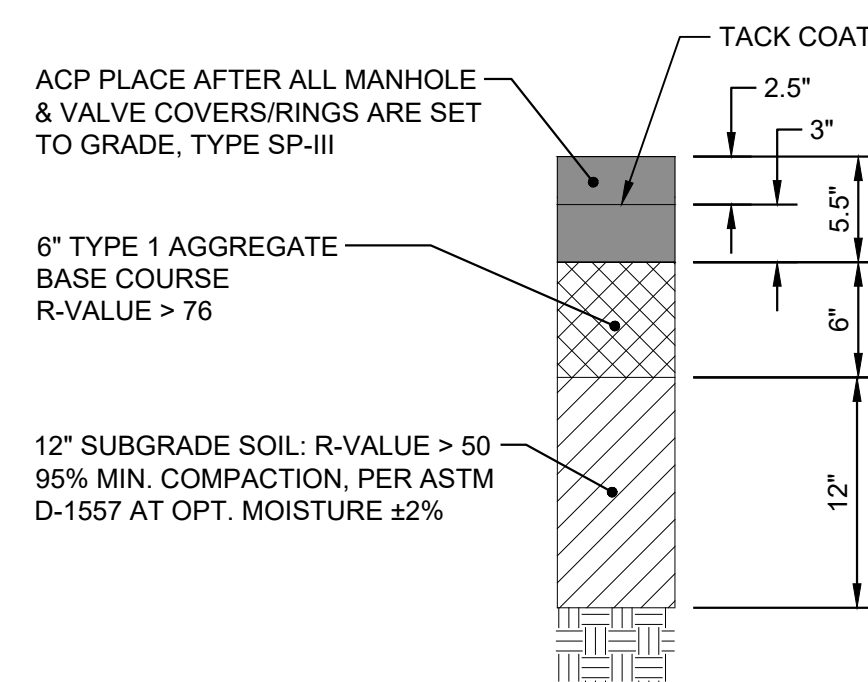
O'KEEFE AVE & CALDER LOOP
SCALE: 1"=6'



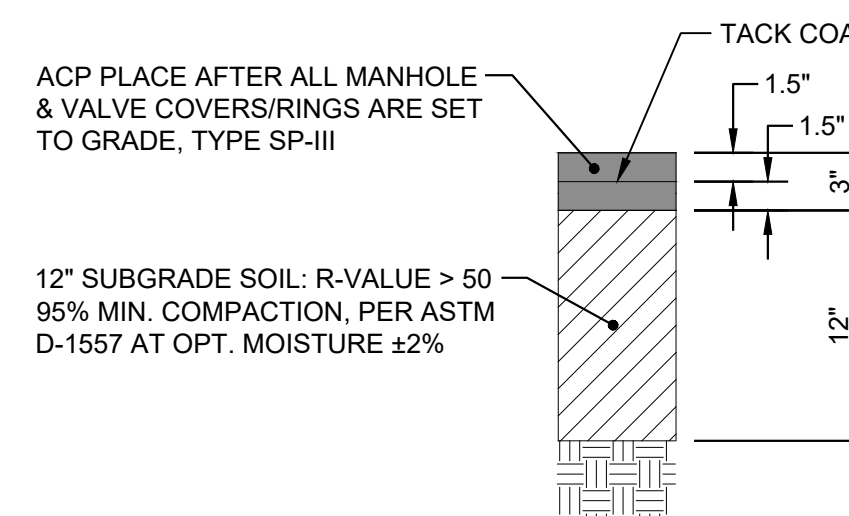
ALLEY TRACT (PRIVATE) - 20' ROW
SCALE: 1"=6'



RESIDENTIAL LOCAL STREET PAVEMENT SECTION (A & C)
CHICAGO ROAD
JONSON STREET
PENN AVENUE
O'KEEFE AVENUE
DE KOONING LOOP



RESIDENTIAL CONNECTOR PAVEMENT SECTION (B)
DIEBENKORN DRIVE
DE KOONING LOOP



ALLEY TRACTS (PRIVATE) PAVEMENT SECTION (D)

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	PRELIMINARY	REVISIONS
WORKS STAMPED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE			NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	DATE: June 24, 2021
INSPECTOR'S FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 1983)	DATE			SCOTT A. EDDINGS	DATE: June 24, 2021
FIELD CORRECTED BY	DATE	N=1487.535; E=1511.214; Z=14.742	DATE			12856	DATE: June 24, 2021
	DATE	ELEV=4665.627 (NAVD 1988)	DATE			Date: 6/24/21	DATE: June 24, 2021
	DATE	GROUND TO GRID FACTOR=0.99655508	DATE			HUITT-ZOLLARS, INC.	DATE: June 24, 2021
	DATE	MAPPING ANGLE=-0°14'53.77"	DATE			Consulting Engineers	DATE: June 24, 2021



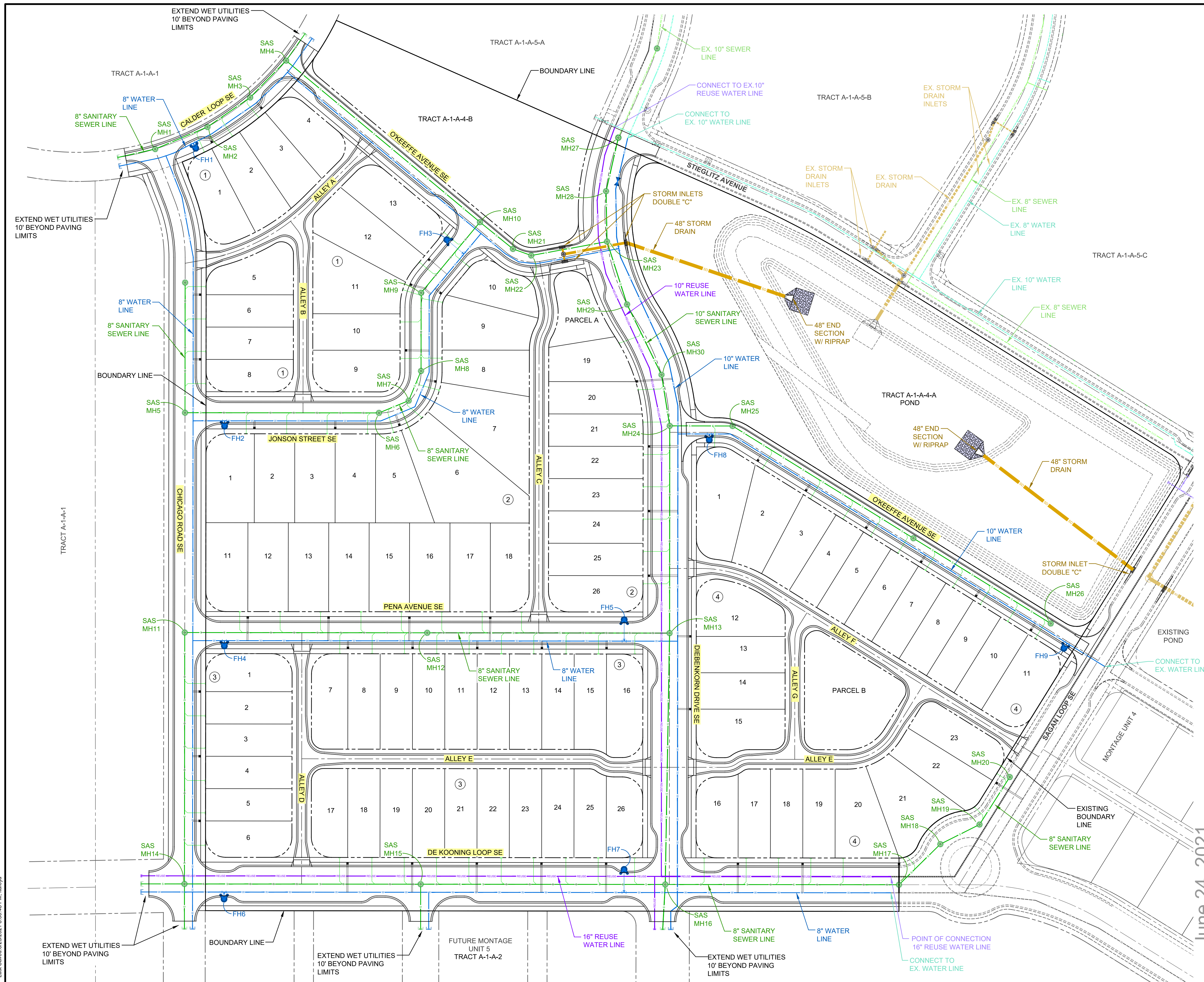
Designed By:
HUITT-ZOLLARS
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June 24, 2021

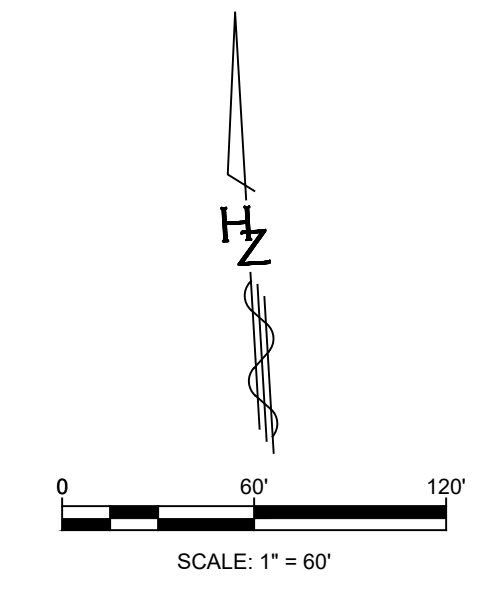
MONTAGE UNIT 6 TWILIGHT HOMES			
TITLE: TYPICAL SECTIONS			
Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	R1	-

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June 24, 2021



Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
 TWILIGHT HOMES**

UTILITY COMPOSITE

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. XX	Zone Map No. R-15-Z, R-16-Z	Sheet U1	Of -

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	NO.	DATE
WORKS STAMPED BY	DATE	STANDARD	DATE	REVISIONS	REMARKS	REVISIONS	REMARKS
INSPECTORS FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE	DESIGNED BY: JLM	DATE: June 24, 2021	DESIGNED BY: JLM	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487.531,543	DATE	DRAWN BY: LRT	DATE: June 24, 2021	DRAWN BY: LRT	DATE: June 24, 2021
CORRECTED BY	DATE	E=1511.214,742	DATE	CHECKED BY: SAE	DATE: June 24, 2021	CHECKED BY: SAE	DATE: June 24, 2021
MICRO-FILM INFORMATION	DATE	ELEV.=4665.627 (NAVD 1988)	DATE				
NO.	NO.	GROUND TO GRID FACTOR=0.99655508	NO.				
		MAPPING ANGLE=0°14'53.77"					

June 24, 2021

Patricia Willson
District 6 Coalition of Neighborhood Associations
505 Dartmouth Drive SE
Albuquerque, NM 87106

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

To Whom it May Concern,

In accordance with the procedures of the City of Albuquerque's Integrated Development Ordinance (IDO) **Subsection 14-16-6-4(K)(2) Mailed Public Notice**, we are notifying you as a Neighborhood Association Representative that Twilight Homes will be submitting an application(s) for a Preliminary Plat of Tracts A-1-A3 & A-1-A-4 Mesa Del Sol Innovation Park to be reviewed and decided by the City of Albuquerque Development Review Board (DRB). The application is to create approximately 88 single family home sites.

1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 18 acres
8. IDO Zone District: PC – Planned Community
9. Overlay Zone: Not Applicable
10. Center or Corridor Area: Not Applicable
11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

Integrated Development Ordinance (IDO):

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

Sincerely,



Scott Eddings, P.E.
Agent

Attachments: *Preliminary Plat and Associated Drawings*
Zone Atlas

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: 6-24-21

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: District 6 Coalition of Neighborhood Associations - Patricia Willson

Mailing Address*: 505 Dartmouth Drive SE, Albuquerque, NM 87106

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* Vacant Land - West of Montage Unit 4
Location Description Tracts A-1-A-3 & A-1-A-4
2. Property Owner* Twilight Homes
3. Agent/Applicant* [if applicable] Huitt-Zollars - Scott Eddings, PE
4. Application(s) Type* per IDO [Table 6-1-1](#) [mark all that apply]
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision Preliminary Plat (Minor or Major)
 - Vacation _____ (Easement/Private Way or Public Right-of-way)
 - Variance
 - Waiver
 - Other: _____

Summary of project/request¹*:

To create approximately 88 single family home sites on approximately 18 acres

5. This application will be decided at a public meeting or hearing by*:
 - Zoning Hearing Examiner (ZHE)
 - Development Review Board (DRB)
 - Landmarks Commission (LC)
 - Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 28, 2021 / 9:00am

Location*²: Hearing Room (Basement Level) of Plaza Del Sol; 600 2nd St. NW
Albuquerque, NM 87102

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

www.mesadelsolnm.com

Project Information Required for Mail/Email Notice by IDO Subsection 6-4(K)(1)(b):

1. Zone Atlas Page(s)*⁴ R-15

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above

3. The following exceptions to IDO standards have been requested for this project*:

- Deviation(s)
- Variance(s)
- Waiver(s)

Explanation*:

N/A

4. A Pre-submittal Neighborhood Meeting was required by Table 6-1-1: Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- a. Location of proposed buildings and landscape areas.*
- b. Access and circulation for vehicles and pedestrians.*
- c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- d. **For residential development***: Maximum number of proposed dwelling units.
- e. **For non-residential development***:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] _____
 2. IDO Zone District _____
 3. Overlay Zone(s) [if applicable] _____
 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] _____
-

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

Integrated Development Ordinance (IDO):

<https://ido.abc-zone.com/>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinurl.com/idozoningmap>

ORIGIN ID:ABQA (505) 883-8114
ANITA SPACAGNA
HUITI-ZOLLARS, INC
6501 AMERICAS PARKWAY NE
SUITE 830
ALBUQUERQUE NM 87110
UNITED STATES US

SHIP DATE: 28 JUN 21
ACTWGT: 0.50 LB
CAD: 114067209NINET4340

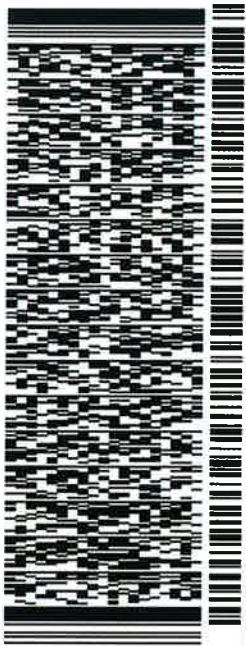
BILL SENDER

TO **PATRICIA WILLSON**

5050 DARTMOUTH DRIVE SE

ALBUQUERQUE NM 87106

(505) 980-8007 REF: R313544.01
INV: DEPT:
PO:



TRK# 7741 2198 7568
0201

WED - 30 JUN 4:30P

** 2DAY **

9A ONMA

87106
NIM-US ABQ



56DJ20265/FE4A

After printing this label:

1. Use the 'Print' button on this page to print your label to your laser or inkjet printer.
2. Fold the printed page along the horizontal line.
3. Place label in shipping pouch and affix it to your shipment so that the barcode portion of the label can be read and scanned.

Warning: Use only the printed original label for shipping. Using a photocopy of this label for shipping purposes is fraudulent and could result in additional billing charges, along with the cancellation of your FedEx account number.

Use of this system constitutes your agreement to the service conditions in the current FedEx Service Guide, available on fedex.com. FedEx will not be responsible for any claim in excess of \$100 per package, whether the result of loss, damage, delay, non-delivery, misdelivery, or misinformation, unless you declare a higher value, pay an additional charge, document your actual loss and file a timely claim. Limitations found in the current FedEx Service Guide apply. Your right to recover from FedEx for any loss, including intrinsic value of the package, loss of sales, income interest, profit, attorney's fees, costs, and other forms of damage whether direct, incidental, consequential, or special is limited to the greater of \$100 or the authorized declared value. Recovery cannot exceed actual documented loss. Maximum for items of extraordinary value is \$1,000, e.g. jewelry, precious metals, negotiable instruments and other items listed in our Service Guide. Written claims must be filed within strict time limits, see current FedEx Service Guide.

Spacagna, Anita

From: TrackingUpdates@fedex.com
Sent: Tuesday, June 29, 2021 2:33 PM
To: Spacagna, Anita
Subject: FedEx Shipment 774121987568: Your package has been delivered



Hi. Your package was
delivered Tue, 06/29/2021 at
2:32pm.

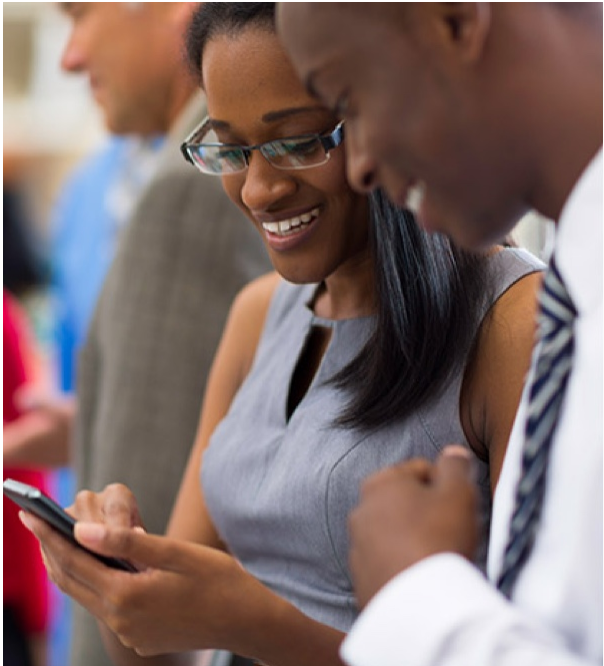


Delivered to 505 DARTMOUTH DR SE, Albuquerque, NM 87106

OBTAIN PROOF OF DELIVERY

TRACKING NUMBER	774121987568
FROM	HUITT-ZOLLARS, INC 6501 Americas Parkway NE Suite 830 Albuquerque, NM, US, 87110
TO	Patricia Willson 5050 Dartmouth Drive SE Albuquerque, NM, US, 87106

REFERENCE	R313544.01
SHIPPER REFERENCE	R313544.01
SHIP DATE	Mon 6/28/2021 05:25 PM
DELIVERED TO	Residence
PACKAGING TYPE	FedEx Envelope
ORIGIN	Albuquerque, NM, US, 87110
DESTINATION	Albuquerque, NM, US, 87106
SPECIAL HANDLING	Deliver Weekday Residential Delivery
NUMBER OF PIECES	1
TOTAL SHIPMENT WEIGHT	0.50 LB
SERVICE TYPE	FedEx 2Day

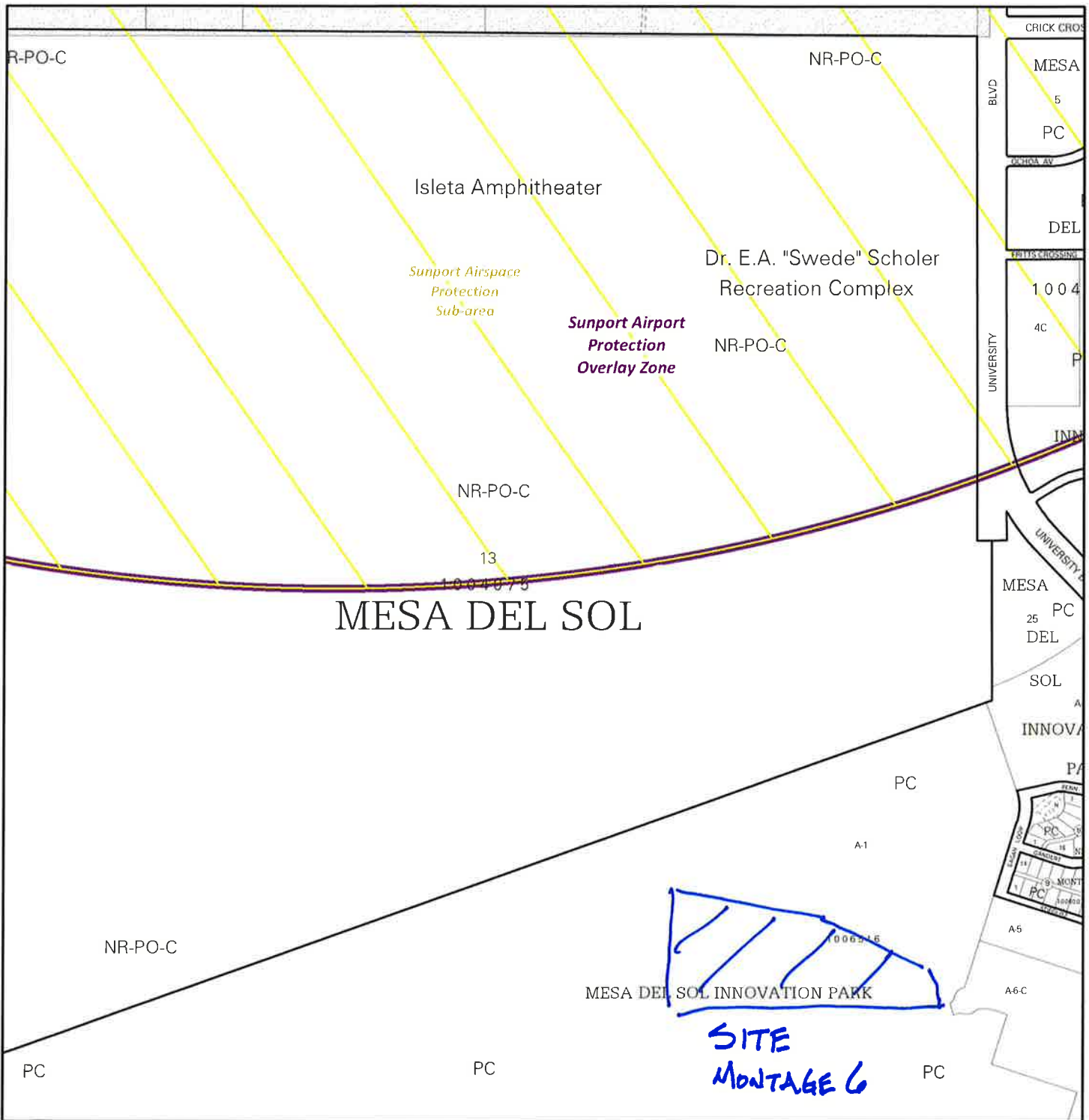


Download the FedEx[®] Mobile app

Get the flexibility you need to create shipments and request to customize your deliveries through the app.

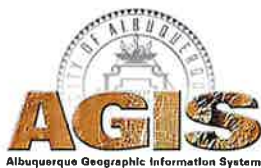
[LEARN MORE](#)

FOLLOW FEDEX

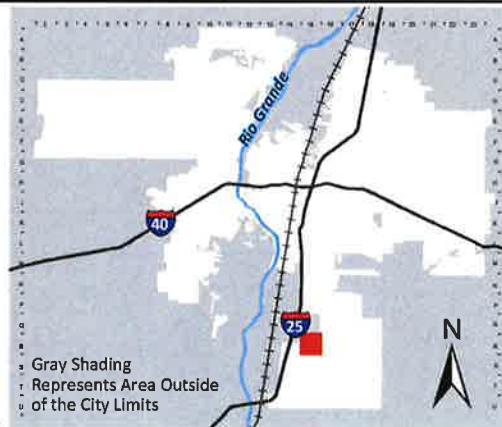


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

IDO Zone Atlas May 2018

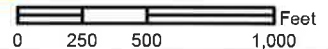


IDO Zoning information as of May 17, 2018
The Zone Districts and Overlay Zones
are established by the
Integrated Development Ordinance (IDO).



Zone Atlas Page:
R-15-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone



PRELIMINARY PLAT OF
MONTAGE UNIT 6
 TRACTS A-1-A-4 & A-1-A-3
 OF
**MESA DEL SOL
 INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 1 of 2

LEGAL DESCRIPTION

CERTAIN TRACTS OF LAND LOCATED WITHIN SECTION 21 AND 22, TOWNSHIP 9 NORTH, RANGE 3 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, BEING AND COMPRISING ALL OF TRACT A-6-C-1 BULK LAND PLAT FILES: DECEMBER 31, 2019 IN BOOK 2019C PAGE 0146 AS DOCUMENT #2019111900 AND TRACT C MESA DEL SOL MONTAGE

GENERAL NOTES

- EXISTING ZONING: PC
PROPOSED DEVELOPMENT: RESIDENTIAL
- GROSS ACREAGE: 17.1146 AC
TOTAL NUMBER OF LOTS/TRACTS/PARCELS: 88 LOTS; 7 ALLEY TRACTS,
2 TRACTS & 2 PARCELS
PROPOSED GROSS DENSITY: 5.1 DU/AC.
- MINIMUM LOT DIMENSIONS: 40' x 100'
- ALL STREETS AND DRAINAGE IMPROVEMENTS ARE TO BE PUBLIC, TO BE DEDICATED FOR MAINTENANCE TO THE CITY OF ALBUQUERQUE.
- ALLEYS ARE TO BE PRIVATE AND OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- 1.54 MILES OF FULL WIDTH STREETS CREATED.
- LOT SETBACKS SHALL CONFORM TO LEVEL A AND LEVEL B MASTER PLANS.
- ALL OF THE PROPERTY SHOWN ON THIS PLAT MAY BE SUBJECT TO A GRANT OF TELECOMMUNICATIONS EASEMENT AND REAL COVENANT FILED IN THE BERNALILLO COUNTY, NEW MEXICO REAL ESTATE RECORDS.
- ZONE ATLAS NO. R-15 & R-16
- TRACTS A, B, C, D, E, F AND G ARE PRIVATE COMMON AREA TRACTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

ADDITIONAL NOTES

- ALL ALLEYS ARE PRIVATE AND WILL HAVE A BLANKET PUE, PRIVATE ACCESS, AND PRIVATE DRAINAGE EASEMENTS.
- COVENANTS WILL PROHIBIT PARKING IN ALL ALLEYS.

SURVEY NOTES

- UNLESS OTHERWISE NOTED, ALL BOUNDARY CORNERS SHOWN THUS (●) SHALL BE MARKED BY A #5 REBAR STAMPED.
- ALL STREET CENTERLINE MONUMENTATION SHALL BE INSTALLED AT DESIGNATED CENTERLINE PCS, PTS, ANGLE POINTS AND STREET INTERSECTIONS AND SHOWN THUS (▲) WILL BE MARKED BY A FOUR (4") ALUMINUM CAP STAMPED "CITY OF ALBUQUERQUE, CENTERLINE MONUMENTATION, DO NOT DISTURB, P.L.S. XXXX".
- THE SUBDIVISION BOUNDARY WILL BE TIED TO THE NEW MEXICO STAT PLANE COORDINATE SYSTEM AS SHOWN NAD83 CENTRAL ZONE.
- BASIS OF BEARINGS WILL BE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83 CENTRAL ZONE.
- DISTANCES ARE GROUND DISTANCES U.S. SURVEY FOOT.
- MANHOLES WILL BE OFFSET AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY, STREET INTERSECTIONS AND ALL OTHER ANGLE POINTS TO ALLOW THE USE OF CENTERLINE MONUMENTATION.

APPROVED

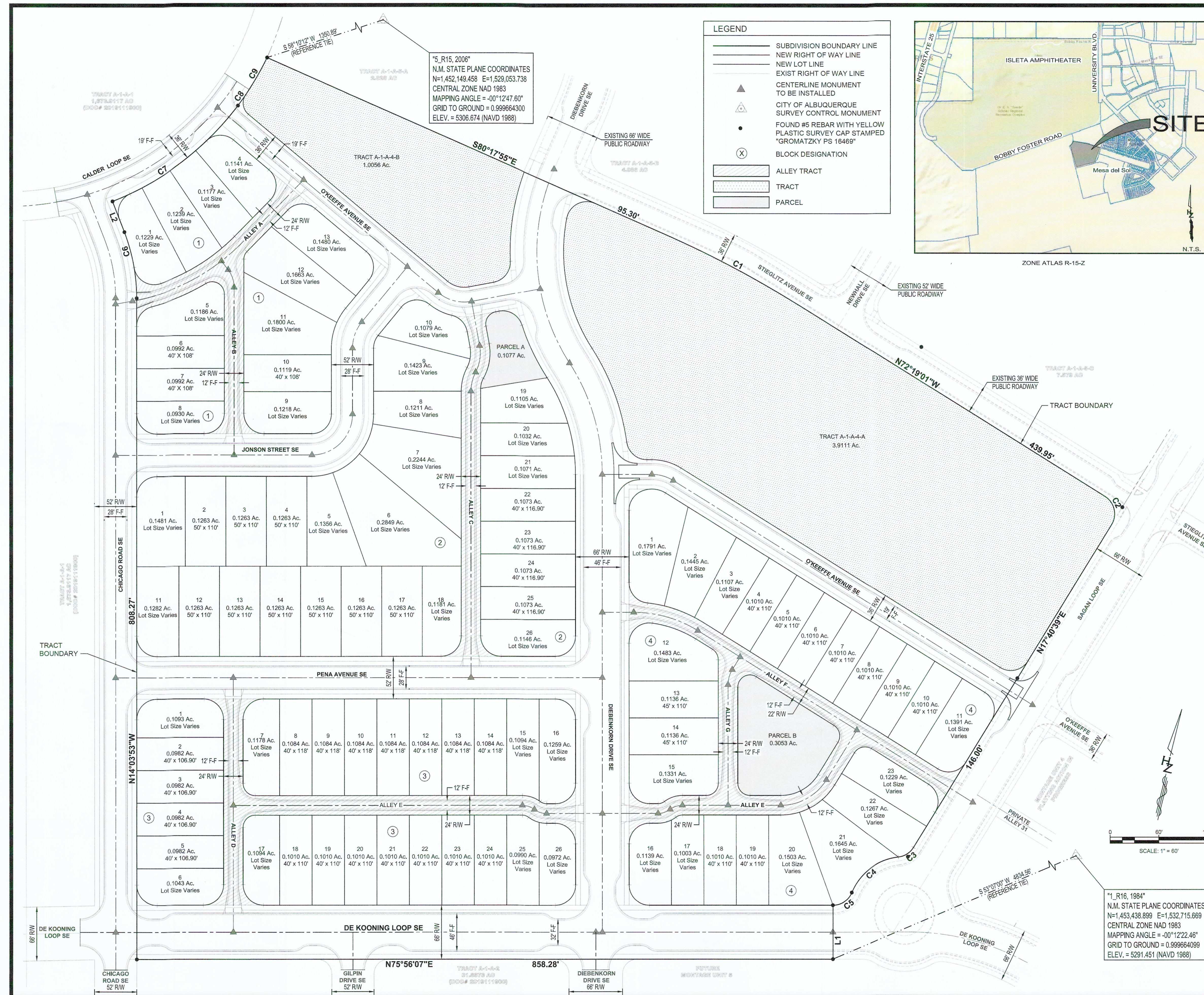
Loren N. Rasmussen P.S. 6/25/2021
 CITY SURVEYOR DATE

Tim McNany 6/25/21
 AUTHORIZED SIGNATORY, DATE
 TWILIGHT HOMES, LLC
 A LIMITED LIABILITY COMPANY

SURVEYOR'S CERTIFICATION

K. Stelzer 6/24/21
 KIM C. STELZER, N.M.P.S. NO. 7482 DATE

HUITT-ZOLLARS
 333 RIO RANCHO DR. N.E., STE. 101
 RIO RANCHO, N.M., 87124
 (505) 892-5141



PRELIMINARY PLAT OF

MONTAGE UNIT 6

TRACTS A-1-A-4 & A-1-A-3

OF

**MESA DEL SOL
INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 2 of 2

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	7°58'53"	1341.38'	N76°18'28"W	186.71'	186.86'
C2	89°54'34"	25.00'	N27°16'36"W	35.33'	39.23'
C3	52°14'31"	25.00'	N43°47'54"E	22.01'	22.79'
C4	61°37'01"	70.00'	N39°06'39"E	71.70'	75.28'
C5	67°37'59"	25.00'	N42°07'08"E	27.83'	29.51'
C6	21°17'29"	221.50'	S24°42'37"E	81.84'	82.31'
C7	31°35'15"	355.88'	S38°50'57"W	193.72'	196.20'
C8	2°38'20"	355.88'	S21°44'10"W	16.39'	16.39'
C9	8°26'04"	355.88'	S16°11'58"W	52.34'	52.39'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N14°03'53"W	66.00'
L2	S35°21'22"E	40.36'

DRAINAGE FACILITIES MAINTENANCE NOTES:

AREAS DESIGNATED ON THE ACCOMPANYING PLAT AS "DRAINAGE EASEMENTS" ["DETENTION AREAS"] ARE HEREBY DEDICATED BY THE OWNER AS A PERPETUAL EASEMENT FOR THE COMMON USE AND BENEFIT OF THE VARIOUS LOTS WITHIN THE SUBDIVISIONS FOR THE PURPOSE OF PERMITTING THE CONVEYANCE OF STORM WATER RUNOFF AND THE CONSTRUCTING AND MAINTAINING OF DRAINAGE FACILITIES [STORM WATER DETENTION FACILITIES] IN ACCORDANCE WITH STANDARD PRESCRIBED BY THE CITY OF ALBUQUERQUE. NO FENCE, WALL, PLANTING, BUILDING OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN EASEMENT AREA WITHOUT APPROVAL OF THE CITY ENGINEER OF THE CITY OF ALBUQUERQUE. THERE ALSO SHALL BE NO ALTERATION OF THE GRADES OR CONTOURS IN SAID EASEMENT AREA WITHOUT THE APPROVAL OF THE CITY ENGINEER. IT SHALL BE THE DUTY OF THE LOT OWNERS OF THIS SUBDIVISION TO MAINTAIN SAID DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES AT THEIR COST IN ACCORDANCE WITH THE STANDARDS PRESCRIBED BY THE CITY OF ALBUQUERQUE. THE CITY SHALL HAVE THE RIGHT TO ENTER PERIODICALLY TO INSPECT THE FACILITIES. IN THE EVENT SAID LOT OWNERS FAIL TO ADEQUATELY AND PROPERLY MAINTAIN DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES, AT ANY TIME FOLLOWING (15) DAYS WRITTEN NOTICE TO SAID LOT OWNERS, THE CITY ENTER UPON SAID AREA, PERFORM SAID MAINTENANCE, AND THE COST OF PERFORMING SAID MAINTENANCE SHALL BE PAID BY APPLICABLE LOT OWNERS PROPORTIONATELY ON THE BASIS OF LOT OWNERSHIP. IN THE EVENT LOT OWNERS FAIL TO PAY THE COST OF THE MAINTENANCE WITHIN (30) DAYS AFTER DEMAND FOR PAYMENT MADE BY THE CITY, THE CITY MAY FILE A LIEN AGAINST ALL LOTS IN THE SUBDIVISION FOR WHICH PROPORTIONATE PAYMENT HAS NOT BEEN MADE. THE OBLIGATIONS IMPOSED HEREIN SHALL BE BINDING UPON THE OWNER, HIS HEIRS, AND ASSIGNS AND SHALL RUN WITH ALL LOTS WITHIN THIS SUBDIVISION.

THE GRANTOR AGREES TO DEFEND, INDEMNIFY, AND HOLD HARMLESS, THE CITY, ITS OFFICIALS, AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, ACTIONS, SUITS, OR PROCEEDINGS OF ANY KIND BROUGHT AGAINST SAID PARTIES FOR OR ON ACCOUNT OF ANY MATTER ARISING FROM THE DRAINAGE FACILITY PROVIDED FOR HEREIN OR THE GRANTOR'S FAILURE TO CONSTRUCT, MAINTAIN, OR MODIFY SAID DRAINAGE FACILITY.

PARKING REQUIREMENTS

1. OFFSTREET: A MINIMUM OF TWO COVERED PARKING SPACES PER LOT SHALL BE PROVIDED.
2. ONSTREET: GUEST PARKING WILL BE ACCOMMODATED BY ON STREET PARKING.

SOLAR COLLECTION NOTE

NO PROPERTY WITHIN THE AREA OF REQUESTED FINAL ACTION SHALL AT ANYTIME BE SUBJECT TO A DEED RESTRICTION, COVENANT, OR BUILDING AGREEMENT PROHIBITING SOLAR COLLECTORS FROM BEING INSTALLED ON BUILDINGS OR ERECTED ON THE LOTS OR PARCELS WITHIN THE AREA OF PROPOSED PLAT, THE FOREGOING REQUIREMENT SHALL BE A CONDITION TO APPROVAL OF THIS PLAT.

Plotted: 6/23/2021 8:19:46 PM, By: Talaya, Linda
 H:\borg\13244.01 - montage 6 engineering\10 cadid & bml\10.1 autocad\sheet set\pre-plot\submit\12-GRAD
 Last Saved: 6/23/2021 8:55:01 PM, ltafoya



- GENERAL NOTES**
- ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
 - SEE PLAT FOR LOT DIMENSIONS.
 - SEE DETAIL X FOR TYPICAL LOT GRADING.
 - SEE SHEETS XX-XX FOR DIAGRAM & DETAILS OF WALLS RETAINING MORE THAN 18", AND PERIMETER WALLS.
 - EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT.
 - THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION PROJECT.
 - CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRASPASSING ON PRIVATE PROPERTY

AS BUILT INFORMATION	
CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CORRECTED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	DATE

BENCH MARKS	
FOUND MONUMENT	DATE
STANDARD 3 1/4" ALUMINUM DISC	DATE
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE
N= 1487.534.543	DATE
E= 1511.214.742	DATE
ELEV= 4663.627 (NAVD 1988)	DATE
GROUND TO GRID FACTOR= 0.999655508	DATE
MAPPING ANGLE= 0°14'53.77"	DATE

SURVEY INFORMATION	
FIELD NOTES	DATE
BY	DATE
NO.	DATE

ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES.
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 6/23/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REMARKS	BY
		DESIGN	
		DESIGNED BY: JLM	DATE: June 24, 2021
		DRAWN BY: LRT	DATE: June 24, 2021
		DWG NAME: 2-GRAD COMP.dwg	PROJ #: R313544.01
		CHECKED BY: SAE	DATE: June 24, 2021

0 100' 200'
 SCALE: 1" = 100'

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
 TWILIGHT HOMES**

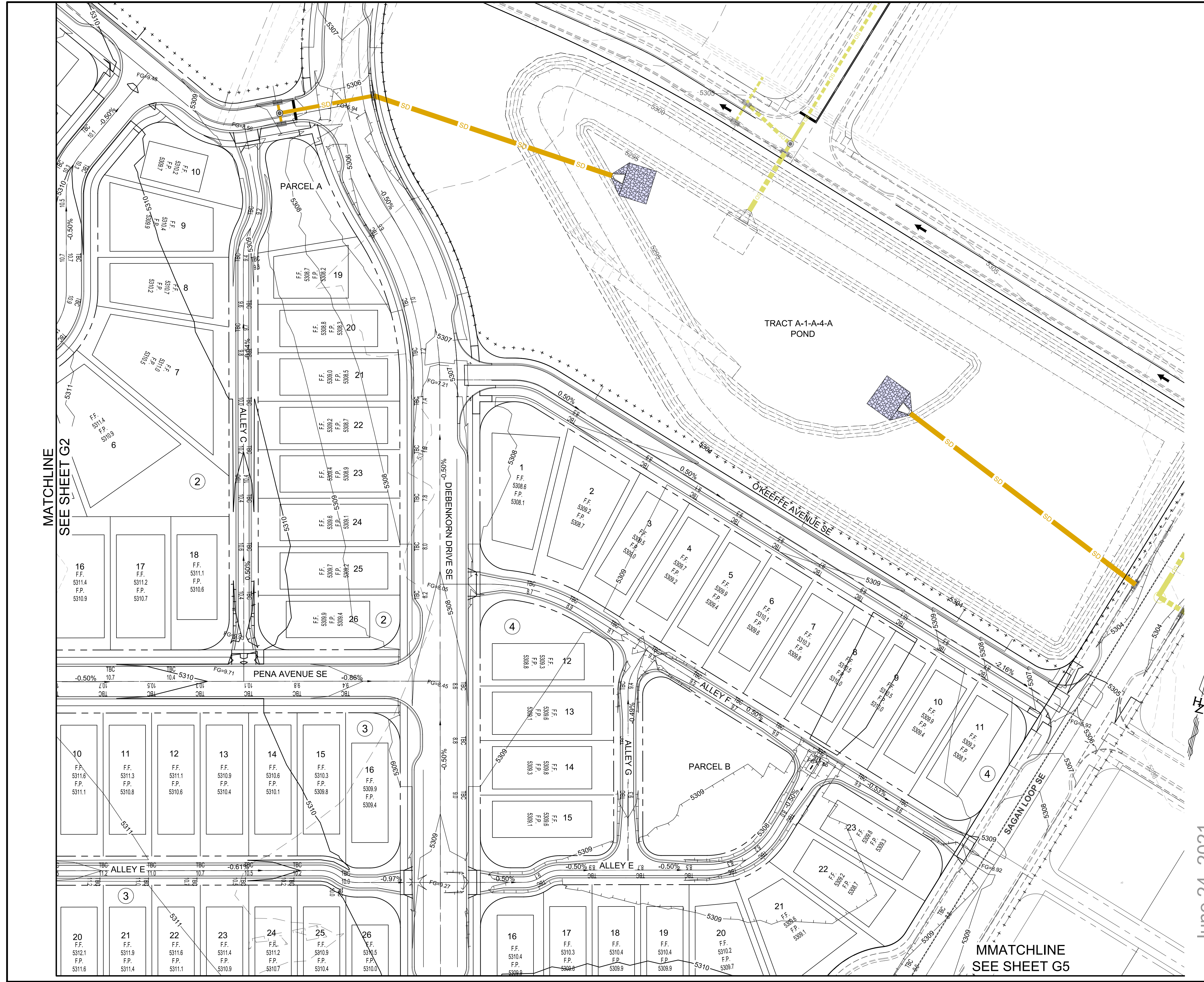
TITLE:
GRADING COMPOSITE

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume 1	1.000	1.300	901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>
Totals			901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G1	-

Plotted: 6/23/2021 9:20:07 PM, By: Taloya, Linda
 h:\proj\313544.dwg - Montage 6 engineering\10 cadid & bml\10.1 autocad\sheet set\pre-plot\submit\15-6_GRAD.dwg
 Last Saved: 6/23/2021 10:13:27 PM, Taloya



GRADING SHEET INDEX

LEGEND

- EXIST. (INDEX) CONTOUR
- EXIST. (INTERMEDIATE) CONTOUR
- PROP. (INDEX) CONTOUR
- PROP. (INTERMEDIATE) CONTOUR
- WATER BLOCK
- NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- TOP OF PAVEMENT
- TOP OF CURB ELEVATION
- FLOW LINE ELEVATION
- TOP OF CONCRETE
- FLOW DIRECTION
- GRADING LIMITS
- SLOPE STABILIZATION

GENERAL NOTES

1. ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
2. SEE PLAT FOR LOT DIMENSIONS.
3. SEE DETAIL GX FOR TYPICAL LOT GRADING.
4. SEE SHEETS GX-G1X FOR DIAGRAM & DETAILS OF WALLS RETAINING MORE THAN 18", AND PERIMETER WALLS.
5. EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT.
6. THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION PROJECT.
7. CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRESPASSING ON PRIVATE PROPERTY

AS BUILT INFORMATION		BENCH MARKS	
CONTRACTOR	DATE	FOUND MONUMENT	DATE
STARTED BY	DATE	STANDARD 3" 1/4" ALUMINUM DISC	DATE
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE
FIELD	DATE	N=1487,534.543	DATE
VERIFICATION BY	DATE	E=1,511,214.742	DATE
CORRECTED BY	DATE	ELEV=4665.627 (NAVD 1988)	DATE
MICRO-FILM INFORMATION	DATE	GROUND TO GRID FACTOR=0.999655508	DATE
RECORDED BY	DATE	MAPPING ANGLE=0°14'33.77"	DATE
NO.			

SURVEY INFORMATION		FIELD NOTES	
ENGINEER'S SEAL	DATE	NO.	DATE
PRELIMINARY			
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY.			
SCOTT A. EDDINGS			
12856			
Date: 05/21/21			
HUITT-ZOLLARS, INC.			
Consulting Engineers			

NO.	DATE	REVISIONS	BY
		DESIGN	
		DESIGN	
		DESIGN	

Designed By: **HUITT-ZOLLARS**
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.

City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G3	-

June 24, 2021

SCALE: 1" = 40'

Designed By:

HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.

City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G3	-

Plotted: 6/23/2021 9:20:17 PM, By: Talaya, Linda
 h:\proj\033544.01 - montage 6 engineering\10 cauld & bml\10.1 autocad\sheet set\pre-plot\submittals-6_GRAD.dwg
 Last Saved: 6/23/2021 10:32:27 PM, Talaya

MATCHLINE
SEE SHEET G2

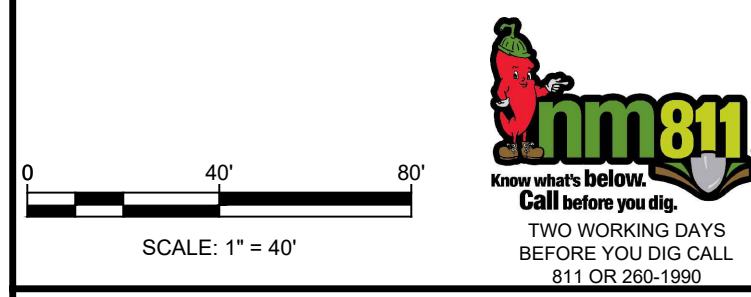


MATCHLINE
SEE SHEET G5



- LEGEND**
- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
 - - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
 - - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
 - - - - - 5041 - - - - - PROP. (INTERMEDIATE) CONTOUR
 - ~~~~~ WATER BLOCK
 - ===== NEW CURB & GUTTER
 - FUTURE CURB & GUTTER
 - XX.XXTP TOP OF PAVEMENT
 - XX.XXFC TOP OF CURB ELEVATION
 - XX.XXFL FLOW LINE ELEVATION
 - XX.XXTC TOP OF CONCRETE
 - > FLOW DIRECTION
 - + + + + - GRADING LIMITS
 - █ SLOPE STABILIZATION

- GENERAL NOTES**
1. ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
 2. SEE PLAT FOR LOT DIMENSIONS.
 3. SEE DETAIL GX FOR TYPICAL LOT GRADING.
 4. SEE SHEETS GX-G1X FOR DIAGRAM & DETAILS OF WALLS RETAINING MORE THAN 18", AND PERIMETER WALLS.
 5. EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT.
 6. THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION PROJECT.
 7. CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRESPASSING ON PRIVATE PROPERTY



Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

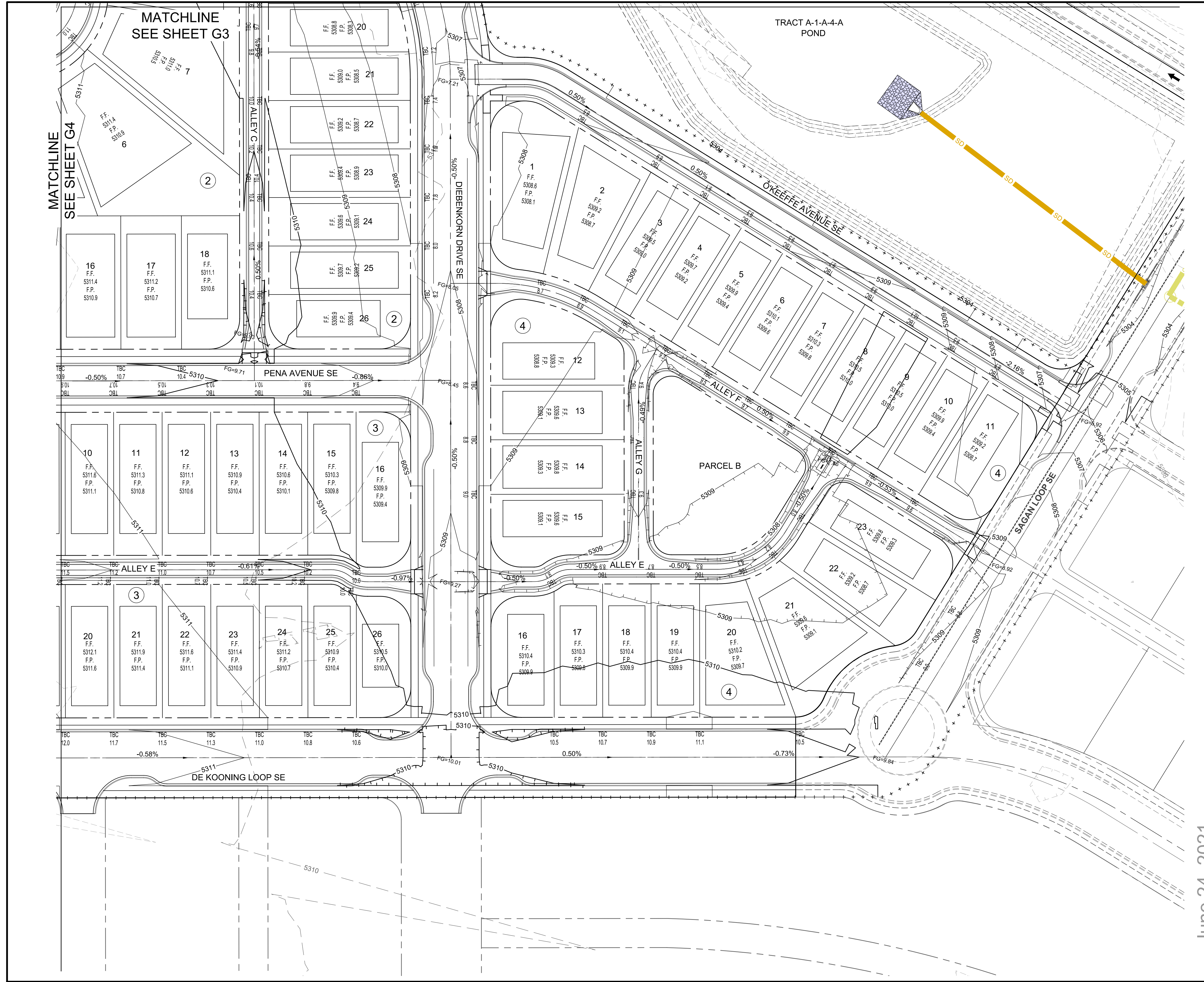
**MONTAGE UNIT 6
 TWILIGHT HOMES**
GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G4	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY. SCOTT A. EDDINGS 12856 Date: 05/21/21 HUITT-ZOLLARS, INC. Consulting Engineers
STARTED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE	BY		DESIGN	
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE			REVISIONS	
FIELD VERIFICATION BY	DATE	N=1487.534,543	DATE			DESIGNED BY: JLM	DATE: June 24, 2021
CORRECTED BY	DATE	E=1511.214,742	DATE			DRAWN BY: LRT	DATE: June 24, 2021
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE			DWG NAME: 3-6 GRAD.dwg	PROJ.#: R313544.01
RECORDED BY	DATE	MAPPING ANGLE=071453.77'	DATE			CHECKED BY: SAE	DATE: June 24, 2021

June 24, 2021

Plotted: 6/23/2021 9:20:27 PM, By: Talaya, Linda
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GRADING SHEET INDEX

LEGEND

- - - 5050 - - - EXIST. (INDEX) CONTOUR
- - - 5251 - - - EXIST. (INTERMEDIATE) CONTOUR
- - - 5040 - - - PROP. (INDEX) CONTOUR
- - - 5041 - - - PROP. (INTERMEDIATE) CONTOUR
- ~~~~~ WATER BLOCK
- ==== NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XXTP TOP OF PAVEMENT
- XX.XXTC TOP OF CURB ELEVATION
- XX.XXFL FLOW LINE ELEVATION
- XX.XXTC TOP OF CONCRETE
- > FLOW DIRECTION
- + + + + GRADING LIMITS
- █ SLOPE STABILIZATION

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Know what's below. Call before you dig.

 TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
Last Update			
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G5	-

AS BUILT INFORMATION

CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CHECKED BY	DATE
RECORDED BY	DATE
NO.	

BENCH MARKS

FOUND MONUMENT	DISC
STANDARD 3 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 83)	
N=1487.534,543	
E=1.511,214,742	
ELEV.=4663.627 (NAVD 1988)	
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MAPPING ANGLE=0°14'33.77"	

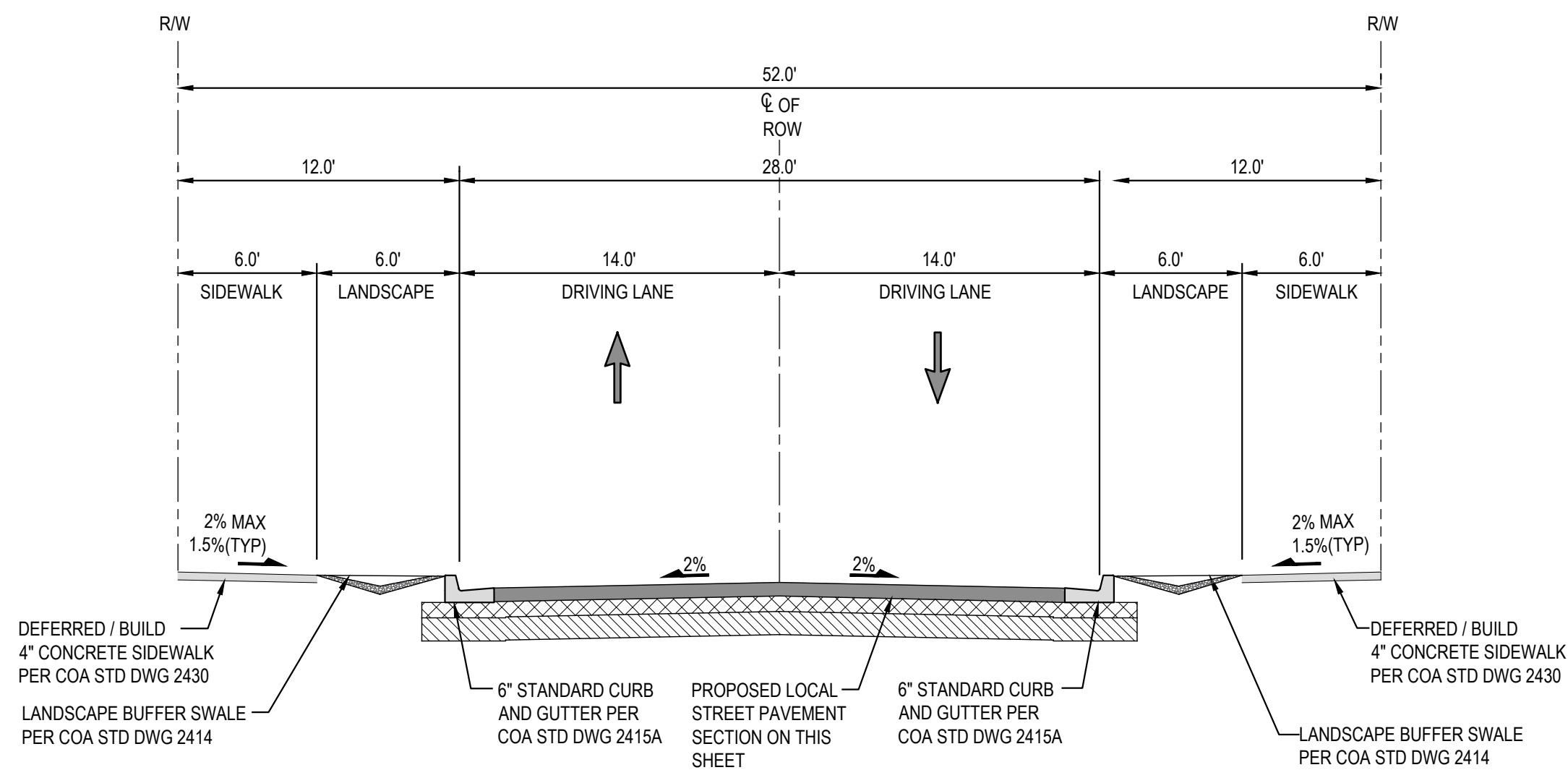
SURVEY INFORMATION

FIELD NOTES	DATE
BY	
NO.	

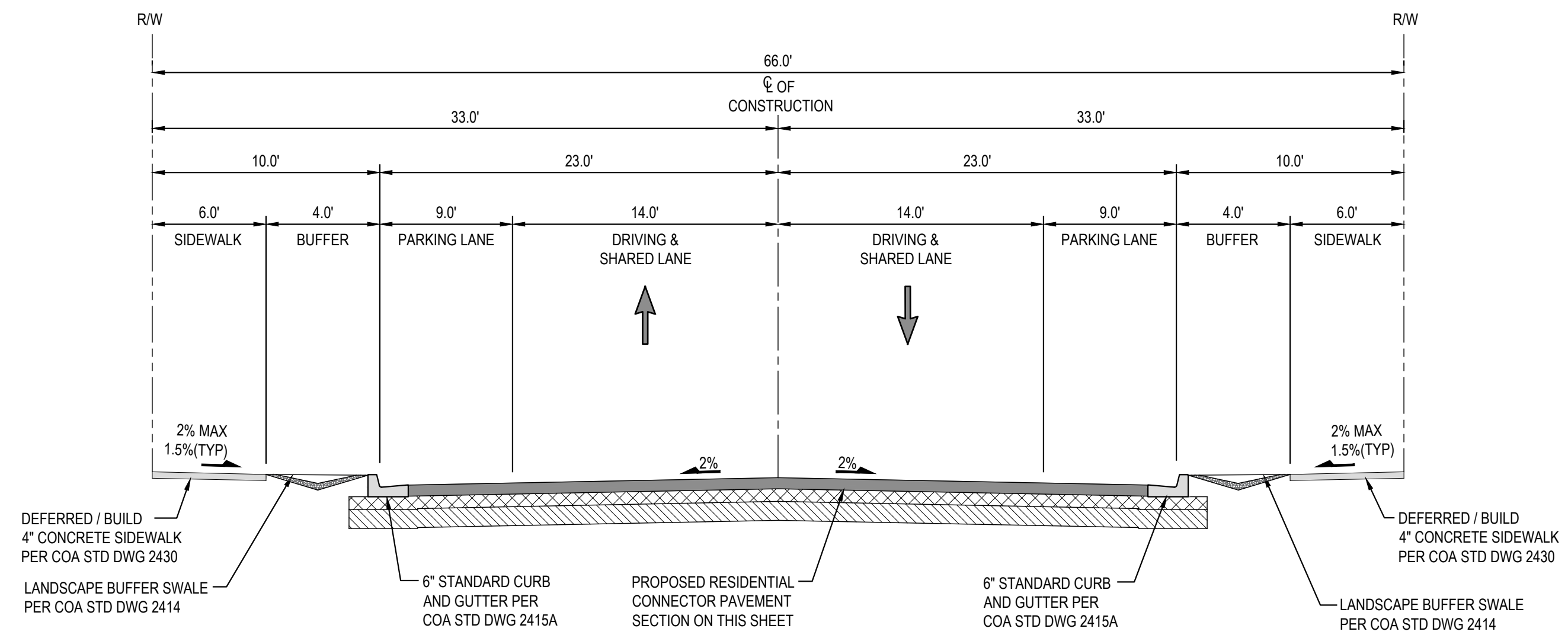
ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES.
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REVISIONS	BY
		DESIGN	
DESIGNED BY:	JLM	DATE:	June 24, 2021
DRAWN BY:	LRT	DATE:	June 24, 2021
DWG NAME:	3-6_GRAD.dwg	PROJ.#:	R313544.01
CHECKED BY:	SAE	DATE:	June 24, 2021

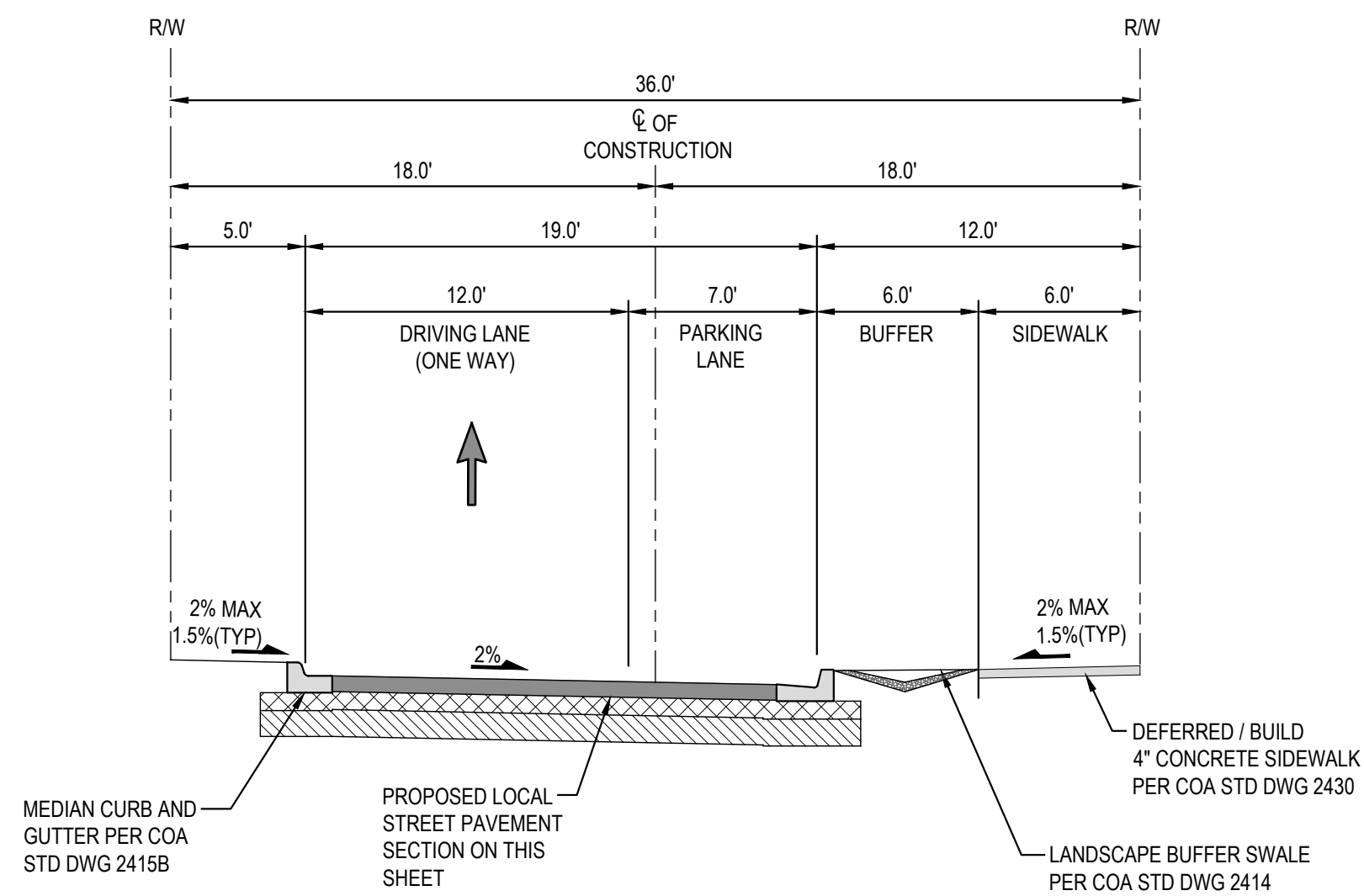
June 24, 2021



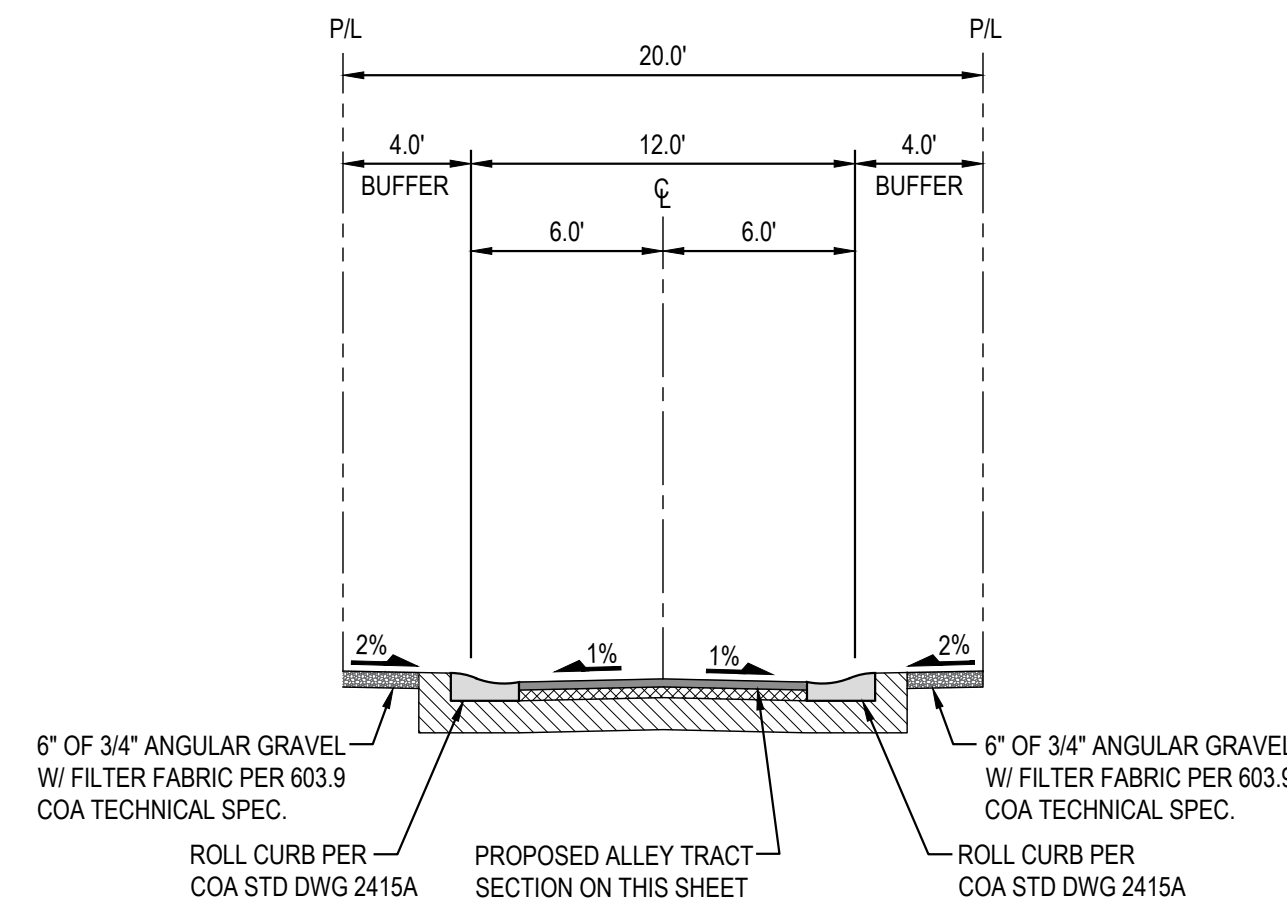
CHICAGO RD, JONSON ST & PENN AVE
SCALE: 1"=6'



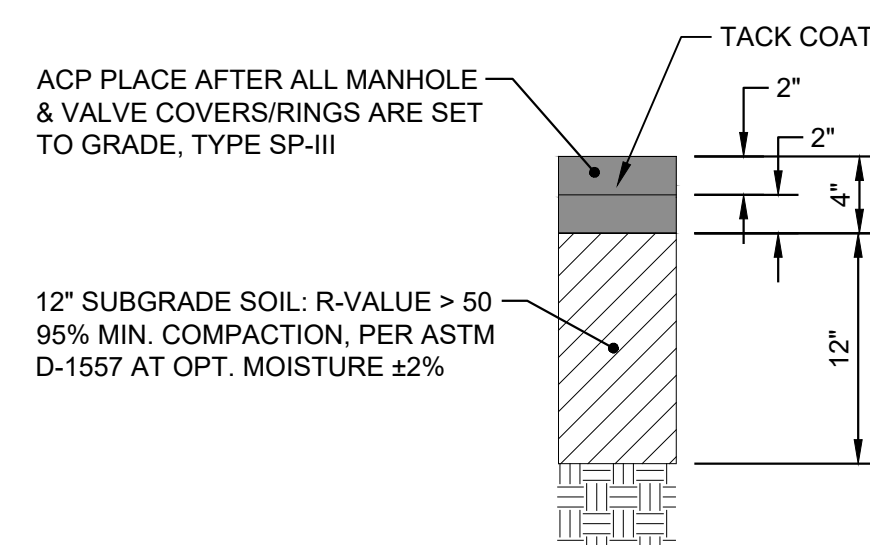
DIEBENKORN DR & DE KOONING LOOP
SCALE: 1"=6'



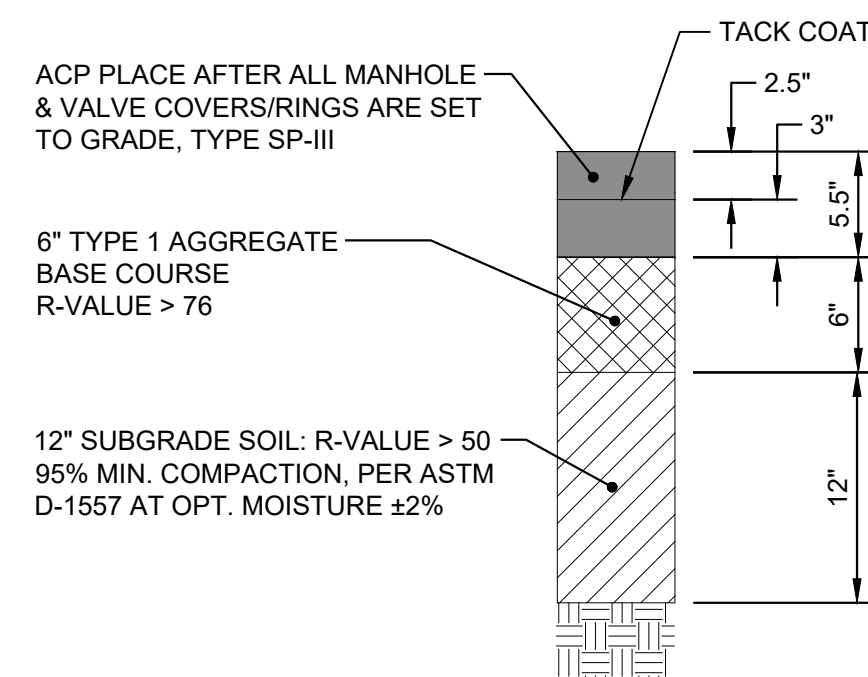
O'KEEFE AVE & CALDER LOOP
SCALE: 1"=6'



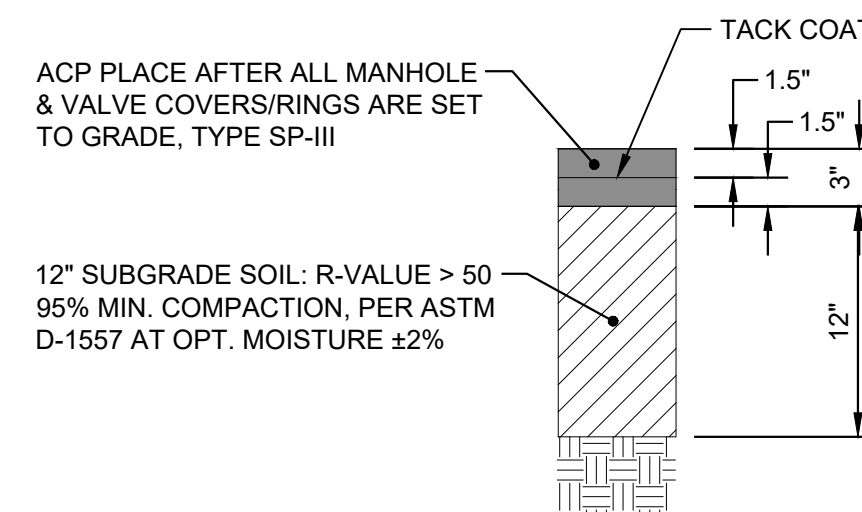
ALLEY TRACT (PRIVATE) - 20' ROW
SCALE: 1"=6'



RESIDENTIAL LOCAL STREET PAVEMENT SECTION (A & C)
CHICAGO ROAD
JONSON STREET
PENN AVENUE
O'KEEFE AVENUE
DE KOONING LOOP



RESIDENTIAL CONNECTOR PAVEMENT SECTION (B)
DIEBENKORN DRIVE
DE KOONING LOOP



ALLEY TRACTS (PRIVATE) PAVEMENT SECTION (D)

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	PRELIMINARY	DATE
WORKS STAMPED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE			NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	DATE: June 24, 2021
INSPECTOR'S FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 1983)	DATE			SCOTT A. EDDINGS	DATE: June 24, 2021
FIELD CORRECTED BY	DATE	N=1487.535; E=1511.214; Z=14.742	DATE			12856	DATE: June 24, 2021
	DATE	ELEV=4665.627 (NAVD 1988)	DATE			Date: 6/24/21	DATE: June 24, 2021
	DATE	GROUND TO GRID FACTOR=0.99655508	DATE			HUITT-ZOLLARS, INC.	DATE: June 24, 2021
	DATE	MAPPING ANGLE=-0°14'53.77"	DATE			Consulting Engineers	DATE: June 24, 2021



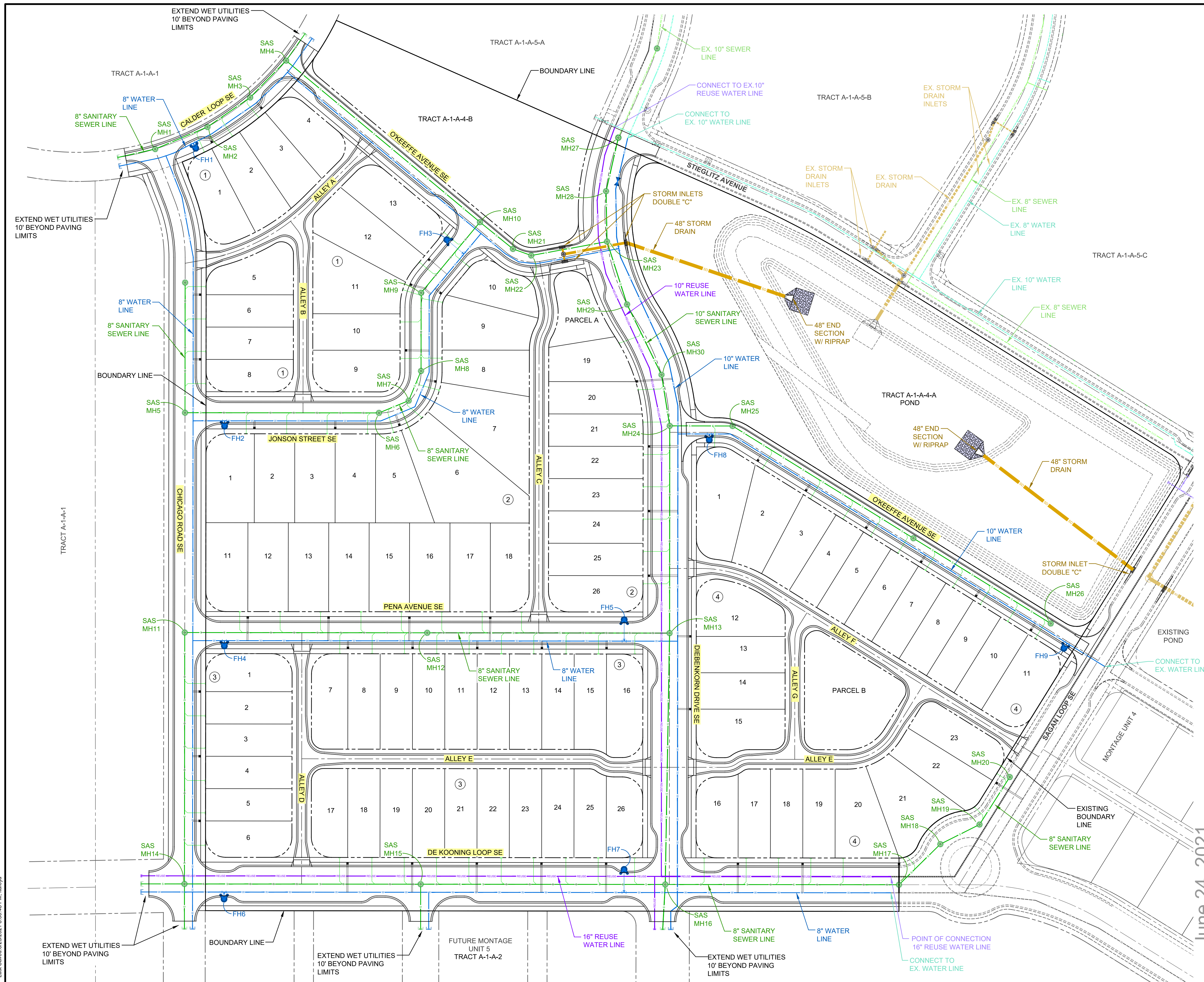
Designed By:
HUITT-ZOLLARS
Huit-Zollars, Inc. Albuquerque
6501 Americas Pkwy NE, Suite 550
Albuquerque, New Mexico 87110
Phone (505) 883-8114 Fax (505) 883-5022

June 24, 2021

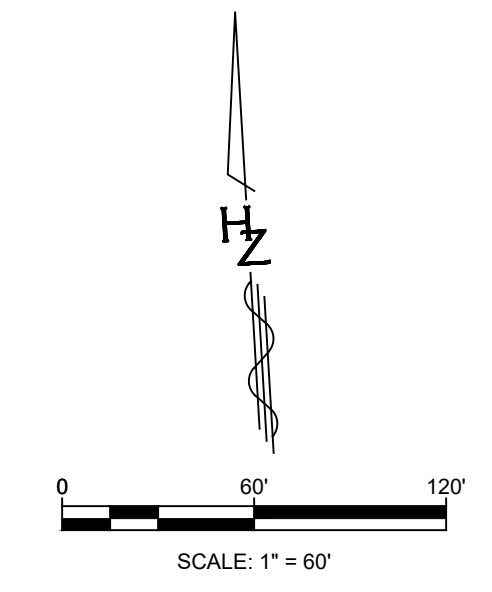
MONTAGE UNIT 6 TWILIGHT HOMES			
TITLE: TYPICAL SECTIONS			
Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. XX	Zone Map No. R-15-Z, R-16-Z	Sheet R1	Of -

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 Last Saved: 6/25/2021 8:50:48 PM, litafoya



June 24, 2021



Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
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**MONTAGE UNIT 6
TWILIGHT HOMES**

UTILITY COMPOSITE

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. XX	Zone Map No. R-15-Z, R-16-Z	Sheet U1	Of -

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	NO.	DATE
WORKS STAMPED BY	DATE	STANDARD	DATE	REVISIONS	REMARKS	REVISIONS	REMARKS
INSPECTORS FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE	DESIGNED BY: JLM	DATE: June 24, 2021	DESIGNED BY: JLM	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487.531,543	DATE	DRAWN BY: LRT	DATE: June 24, 2021	DRAWN BY: LRT	DATE: June 24, 2021
CORRECTED BY	DATE	E=1511.214,742	DATE	CHECKED BY: SAE	DATE: June 24, 2021	CHECKED BY: SAE	DATE: June 24, 2021
MICRO-FILM INFORMATION		GROUND TO GRID FACTOR: 0.99655508		DATE: 02/21		DATE: 02/21	
		ELEVATION: 4665.627 (NAVD 1988)		DATE: 02/21		DATE: 02/21	
		MAPPING ANGLE: 0°14'33.77"		DATE: 02/21		DATE: 02/21	

PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES.
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 02/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

File Message Acrobat Tell me what you want to do...

Ignore Delete Reply Reply All Forward File in Project

Anita Misc To Manager
Team Email Done
Reply & Delete Create New

Move Mark Unread Categorize Follow Up Translate Zoom



Fri 7/9/2021 11:22 PM

Spacagna, Anita

Preliminary Plat Submittal for Montage Unit 6 Notification

To 'mandy@theremedydayspa.com'

Cc 'Scott Eddings'

Notification to Mandy Warr.pdf
14 MB

Phish Alert + Get more apps

Huitt-Zollars, on behalf of Questa Del Oro, LLC – Tim McNaney, will be submitting a preliminary plat for DRB approval for Montage Unit 6. Attached is the information on this project per the requirements of the submittal. You received this information via Fedex last week as well.

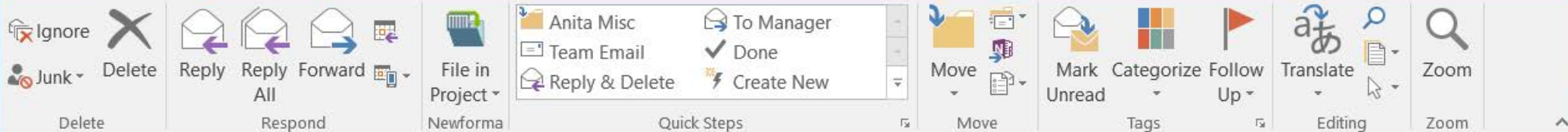
Please let Scott Eddings, PE know if you have any questions.

Thanks,

Anita Spacagna

6501 Americas Parkway NE | Suite 830 | Albuquerque, NM 87110-5375
505.883.8114; Ext. 11010

File Message Acrobat Tell me what you want to do...



Ignore Delete Reply Reply All Forward File in Project Quick Steps Move Mark Unread Categorize Follow Up Translate Zoom

Fri 7/9/2021 11:22 PM

**Spacagna, Anita****Preliminary Plat Submittal for Montage Unit 6 Notification**

To 'info@willsonstudio.com'

Cc 'Scott Eddings'



Notification to Patricia Willson.pdf

15 MB

[Phish Alert](#)[+ Get more apps](#)

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Thanks,

Anita Spacagna

6501 Americas Parkway NE | Suite 830 | Albuquerque, NM 87110-5375

505.883.8114; Ext. 11010



Receipt

Print Date: Jul 13, 2021

RETURN TO

REFERENCE

Ship Date:
Ship from ZIP:
Weight: 0 lbs. 5 oz.
User: HuittZoll-011
Cost Code: <None>
Refund Type: Mail-in
Reference #:
Printed on: Stamps
Tracking #:

SHIP TO

SERVICE

UNIT PRICE

First Class ®	\$5.40
Tracking	\$0.00
Insurance (N/A)	

Subtotal	\$1.80
Label Quantity	3
Total Cost	\$5.40

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87110-5375

MDS Investments LLC
4060 Vassar Drive NE, Suite H
Albuquerque, NM 87107

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 333 Rio Rancho Dr. NE | Suite 101 | Rio Rancho, NM 87124-1450 | 505.892.5141 phone | 505.892.3259 fax | huitt-zollars.com

July 13, 2021

MDS Investments LLC
4060 Vassar Drive NE, Suite H
Albuquerque, NM 87107

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

To Whom it May Concern,

In accordance with the procedures of the City of Albuquerque's Integrated Development Ordinance (IDO) **Subsection 14-16-6-4(K)(2) Mailed Public Notice**, we are notifying you as a Neighborhood Association Representative that Twilight Homes will be submitting an application(s) for a Preliminary Plat of Tracts A-1-A3 & A-1-A-4 Mesa Del Sol Innovation Park to be reviewed and decided by the City of Albuquerque Development Review Board (DRB). The application is to create approximately 88 single family home sites.

1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 18 acres
8. IDO Zone District: PC – Planned Community
9. Overlay Zone: Not Applicable
10. Center or Corridor Area: Not Applicable
11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

Integrated Development Ordinance (IDO):

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

HUITT-ZOLLARS
HUITT-ZOLLARS, INC. | 6501 Americas Pkwy

Corazon Del Mesa
9600 Tennyson NE
Albuquerque, NM

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87122

**Corazon Del Mesa 4 LLC
9600 Tennyson NE
Albuquerque, NM 87122**

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 333 Rio Rancho Dr. NE | Suite 101 | Rio Rancho, NM 87124-1450 | 505.892.5141 phone | 505.892.3259 fax | huff-zollars.com

July 13, 2021

Corazon Del Mesa 4 LLC
9600 Tennyson NE
Albuquerque, NM 87122

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

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IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

7,236,956, 7,343,357, 7,490,005, 7,567,940, 7,613,638, 8,027,926, 8,027,927, 8,027,935, 8,041,644, 8,048,823, RE43,345, and 8,301,572

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 333 Rio Rancho Dr. NE | Suite 101 | Rio Rancho, NM 87124-1450 | 505.892.5141 phone | 505.892.3259 fax | huitt-zollars.com

July 13, 2021

RD MDS LLC
P.O. Box 73
Corrales, NM 87048-0073

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

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Useful Links

HUITT-ZOLLARS

HUITT-ZOLLARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87113

RD MDS LLC
P.O. Box 73
Corrales, NM 87048-0073

FROM 87110

HUITT-ZOLIARS
 HUITT-ZOLIARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87110-5375

Corazon Del Mesa 4 LLC
 9600 Tennyson NE
 Albuquerque, NM 87122

B94727.03
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 FIRST-CLASS
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 FROM 87110

B94727.01
\$1.800
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 FROM 87110

HUITT-ZOLIARS
 HUITT-ZOLIARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87110-5375

MDS Investments LLC
 4060 Vassar Drive NE, Suite H
 Albuquerque, NM 87107

HUITT-ZOLIARS
 HUITT-ZOLIARS, INC. | 6501 Americas Pkwy. NE | Suite 830 | Albuquerque, NM 87110-5375

RD MDS LLC
 P.O. Box 73
 Corrales, NM 87048-0073

Top of the page
 Stamps Labels

July 13, 2021

RD MDS LLC
P.O. Box 73
Corrales, NM 87048-0073

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

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11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

Integrated Development Ordinance (IDO):

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

Sincerely,



Scott Eddings, P.E.
Agent

Attachments: *Preliminary Plat and Associated Drawings*
Zone Atlas

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: 7-13-21

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) [Subsection 14-16-6-4\(K\) Public Notice](#) to:

Property Owner within 100 feet*: RD MDS LLC

Mailing Address*: P.O. Box 73, Albuquerque, NM 87107

Project Information Required by [IDO Subsection 14-16-6-4\(K\)\(1\)\(a\)](#)

1. Subject Property Address* Vacant Land - West of Montage Unit 4
Location Description Tracts A-1-A-3 & A-1-A-4
2. Property Owner* Twilight Homes
3. Agent/Applicant* [if applicable] Huitt-Zollars - Scott Eddings, PE
4. Application(s) Type* per IDO [Table 6-1-1](#) [mark all that apply]
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision Preliminary Plat (Minor or Major)
 - Vacation _____ (Easement/Private Way or Public Right-of-way)
 - Variance
 - Waiver
 - Other: _____

Summary of project/request^{1*}:

To create approximately 88 single family home sites on approximately 18 acres

5. This application will be decided at a public meeting or hearing by*:
 - Zoning Hearing Examiner (ZHE)
 - Development Review Board (DRB)
 - Landmarks Commission (LC)
 - Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 28, 2021 / 9:00am

Hearing Room (Basement Level) of Plaza Del Sol; 600 2nd St. NW

Location*²: Albuquerque, NM 87102

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

www.mesadelsolnm.com

Project Information Required for Mail/Email Notice by IDO Subsection 6-4(K)(1)(b):

1. Zone Atlas Page(s)*⁴ R-15

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above

3. The following exceptions to IDO standards have been requested for this project*:

- Deviation(s)
- Variance(s)
- Waiver(s)

Explanation*:

N/A

4. A Pre-submittal Neighborhood Meeting was required by [Table 6-1-1](#): Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- a. Location of proposed buildings and landscape areas.*
- b. Access and circulation for vehicles and pedestrians.*
- c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- d. For residential development*: Maximum number of proposed dwelling units.
- e. For non-residential development*:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] _____
 2. IDO Zone District _____
 3. Overlay Zone(s) [if applicable] _____
 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] _____

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

Integrated Development Ordinance (IDO):
<https://ido.abc-zone.com/>

IDO Interactive Map
<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinurl.com/idozoningmap>

July 13, 2021

Corazon Del Mesa 4 LLC
9600 Tennyson NE
Albuquerque, NM 87122

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

To Whom it May Concern,

In accordance with the procedures of the City of Albuquerque's Integrated Development Ordinance (IDO) **Subsection 14-16-6-4(K)(2) Mailed Public Notice**, we are notifying you as a Neighborhood Association Representative that Twilight Homes will be submitting an application(s) for a Preliminary Plat of Tracts A-1-A3 & A-1-A-4 Mesa Del Sol Innovation Park to be reviewed and decided by the City of Albuquerque Development Review Board (DRB). The application is to create approximately 88 single family home sites.

1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 18 acres
8. IDO Zone District: PC – Planned Community
9. Overlay Zone: Not Applicable
10. Center or Corridor Area: Not Applicable
11. Current Use: Vacant
12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

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City of Albuquerque Planning Department

<https://www.cabq.gov/planning>

Zone Atlas Pages for Download

<http://data.cabq.gov/business/zoneatlas/>

Sincerely,



Scott Eddings, P.E.
Agent

Attachments: *Preliminary Plat and Associated Drawings*
Zone Atlas

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: 7-13-21

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) Subsection 14-16-6-4(K) Public Notice to:

Property Owner within 100 feet*: Corazon Del Mesa 4 LLC

Mailing Address*: 9600 Tennyson NE, Albuquerque, NM 87122-2282

Project Information Required by IDO Subsection 14-16-6-4(K)(1)(a)

1. Subject Property Address* Vacant Land - West of Montage Unit 4
Location Description Tracts A-1-A-3 & A-1-A-4
2. Property Owner* Twilight Homes
3. Agent/Applicant* [if applicable] Huitt-Zollars - Scott Eddings, PE
4. Application(s) Type* per IDO Table 6-1-1 [mark all that apply]
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision Preliminary Plat (Minor or Major)
 - Vacation _____ (Easement/Private Way or Public Right-of-way)
 - Variance
 - Waiver
 - Other: _____

Summary of project/request¹*:

To create approximately 88 single family home sites on approximately 18 acres

5. This application will be decided at a public meeting or hearing by*:
 - Zoning Hearing Examiner (ZHE)
 - Development Review Board (DRB)
 - Landmarks Commission (LC)
 - Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 28, 2021 / 9:00am

Hearing Room (Basement Level) of Plaza Del Sol; 600 2nd St. NW

Location*²: Albuquerque, NM 87102

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

www.mesadelsolnm.com

Project Information Required for Mail/Email Notice by IDO Subsection 6-4(K)(1)(b):

1. Zone Atlas Page(s)*⁴ R-15

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above

3. The following exceptions to IDO standards have been requested for this project*:

- Deviation(s)
- Variance(s)
- Waiver(s)

Explanation*:

N/A

4. A Pre-submittal Neighborhood Meeting was required by Table 6-1-1: Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- a. Location of proposed buildings and landscape areas.*
- b. Access and circulation for vehicles and pedestrians.*
- c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- d. For residential development*: Maximum number of proposed dwelling units.
- e. For non-residential development*:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] _____
 2. IDO Zone District _____
 3. Overlay Zone(s) [if applicable] _____
 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] _____

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

Integrated Development Ordinance (IDO):

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IDO Interactive Map

<https://tinyurl.com/IDOzoningmap>

⁵ Available here: <https://tinurl.com/idozoningmap>

July 13, 2021

MDS Investments LLC
4060 Vassar Drive NE, Suite H
Albuquerque, NM 87107

RE: Montage Unit 6 – Mesa Del Sol - Preliminary Plat DRB Application

To Whom it May Concern,

In accordance with the procedures of the City of Albuquerque's Integrated Development Ordinance (IDO) **Subsection 14-16-6-4(K)(2) Mailed Public Notice**, we are notifying you as a Neighborhood Association Representative that Twilight Homes will be submitting an application(s) for a Preliminary Plat of Tracts A-1-A3 & A-1-A-4 Mesa Del Sol Innovation Park to be reviewed and decided by the City of Albuquerque Development Review Board (DRB). The application is to create approximately 88 single family home sites.

1. Property Owner: Twilight Homes
2. Agent: Scott Eddings with the firm Huitt-Zollars, Inc.
3. Property Address: Vacant Land – property is not addressed
4. Location Description: West of Montage Unit 4
5. Zone Atlas Page: R-15
6. Legal Description: Tracts A-1- A-3 & A-1-A-4 Mesa Del Sol Innovation Park
7. Area of Property: Approximately 18 acres
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12. Deviation(s) Requested: Not Applicable
13. Variance(s) Requested: Not Applicable
14. More detailed Description of the Request/Project: The purpose of this project is to create approximately 88 single family home sites.
15. Website: Information about Mesa Del Sol is available at www.mesadelsolnm.com.

The anticipated public hearing for this request will be on July 28, 2021 at 9:00 am in the Hearing Room (Basement Level) of Plaza Del Sol, 600 2nd St NW, Albuquerque, NM 87102.* You can check the agenda for the relevant decision-making body online here: <https://www.cabq.gov/planning/boards-commissions> or call either the Planning Department at 505-924-3860 or Scott Eddings at 505-235-7211.

Useful Links

Integrated Development Ordinance (IDO):

<http://documents.cabq.gov/planning/IDO/IDO-Effective-2018-05-17.pdf>

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City of Albuquerque Planning Department

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Zone Atlas Pages for Download

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Sincerely,



Scott Eddings, P.E.

Agent

Attachments: *Preliminary Plat and Associated Drawings*
Zone Atlas

[Note: Items with an asterisk (*) are required.]

**Public Notice of a Proposed Project in the City of Albuquerque
for Decisions Requiring a Meeting or Hearing
Mailed to a Property Owner**

Date of Notice*: 7-13-21

This notice of an application for a proposed project is provided as required by Integrated Development Ordinance (IDO) Subsection 14-16-6-4(K) Public Notice to:

Property Owner within 100 feet*: MDS Investments LLC

Mailing Address*: 4060 Vassar Drive NE, Suite H, Albuquerque, NM 87107

Project Information Required by IDO Subsection 14-16-6-4(K)(1)(a)

1. Subject Property Address* Vacant Land - West of Montage Unit 4
Location Description Tracts A-1-A-3 & A-1-A-4
2. Property Owner* Twilight Homes
3. Agent/Applicant* [if applicable] Huitt-Zollars - Scott Eddings, PE
4. Application(s) Type* per IDO Table 6-1-1 [mark all that apply]
 - Conditional Use Approval
 - Permit _____ (Carport or Wall/Fence – Major)
 - Site Plan
 - Subdivision Preliminary Plat (Minor or Major)
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 - Waiver
 - Other: _____

Summary of project/request¹*:

To create approximately 88 single family home sites on approximately 18 acres

5. This application will be decided at a public meeting or hearing by*:
 - Zoning Hearing Examiner (ZHE)
 - Development Review Board (DRB)
 - Landmarks Commission (LC)
 - Environmental Planning Commission (EPC)

¹ Attach additional information, as needed to explain the project/request.

[Note: Items with an asterisk (*) are required.]

Date/Time*: July 28, 2021 / 9:00am

Location*²: Hearing Room (Basement Level) of Plaza Del Sol; 600 2nd St. NW
Albuquerque, NM 87102

Agenda/meeting materials: <http://www.cabq.gov/planning/boards-commissions>

To contact staff, email devhelp@cabq.gov or call the Planning Department at 505-924-3860.

6. Where more information about the project can be found*³:

www.mesadelsolnm.com

Project Information Required for Mail/Email Notice by IDO Subsection 6-4(K)(1)(b):

1. Zone Atlas Page(s)*⁴ R-15

2. Architectural drawings, elevations of the proposed building(s) or other illustrations of the proposed application, as relevant*: Attached to notice or provided via website noted above

3. The following exceptions to IDO standards have been requested for this project*:

Deviation(s) Variance(s) Waiver(s)

Explanation*:

N/A

4. A Pre-submittal Neighborhood Meeting was required by Table 6-1-1: Yes No

Summary of the Pre-submittal Neighborhood Meeting, if one occurred:

5. **For Site Plan Applications only***, attach site plan showing, at a minimum:

- a. Location of proposed buildings and landscape areas.*
- b. Access and circulation for vehicles and pedestrians.*
- c. Maximum height of any proposed structures, with building elevations.*

² Physical address or Zoom link

³ Address (mailing or email), phone number, or website to be provided by the applicant

⁴ Available online here: <http://data.cabq.gov/business/zoneatlas/>

[Note: Items with an asterisk (*) are required.]

- d. For residential development*: Maximum number of proposed dwelling units.
- e. For non-residential development*:
 - Total gross floor area of proposed project.
 - Gross floor area for each proposed use.

Additional Information:

From the IDO Zoning Map⁵:

1. Area of Property [typically in acres] _____
 2. IDO Zone District _____
 3. Overlay Zone(s) [if applicable] _____
 4. Center or Corridor Area [if applicable] _____
- Current Land Use(s) [vacant, if none] _____

NOTE: Pursuant to [IDO Subsection 14-16-6-4\(L\)](#), property owners within 330 feet and Neighborhood Associations within 660 feet may request a post-submittal facilitated meeting. If requested at least 15 calendar days before the public meeting/hearing date noted above, the facilitated meeting will be required. To request a facilitated meeting regarding this project, contact the Planning Department at devhelp@cabq.gov or 505-924-3955.

Useful Links

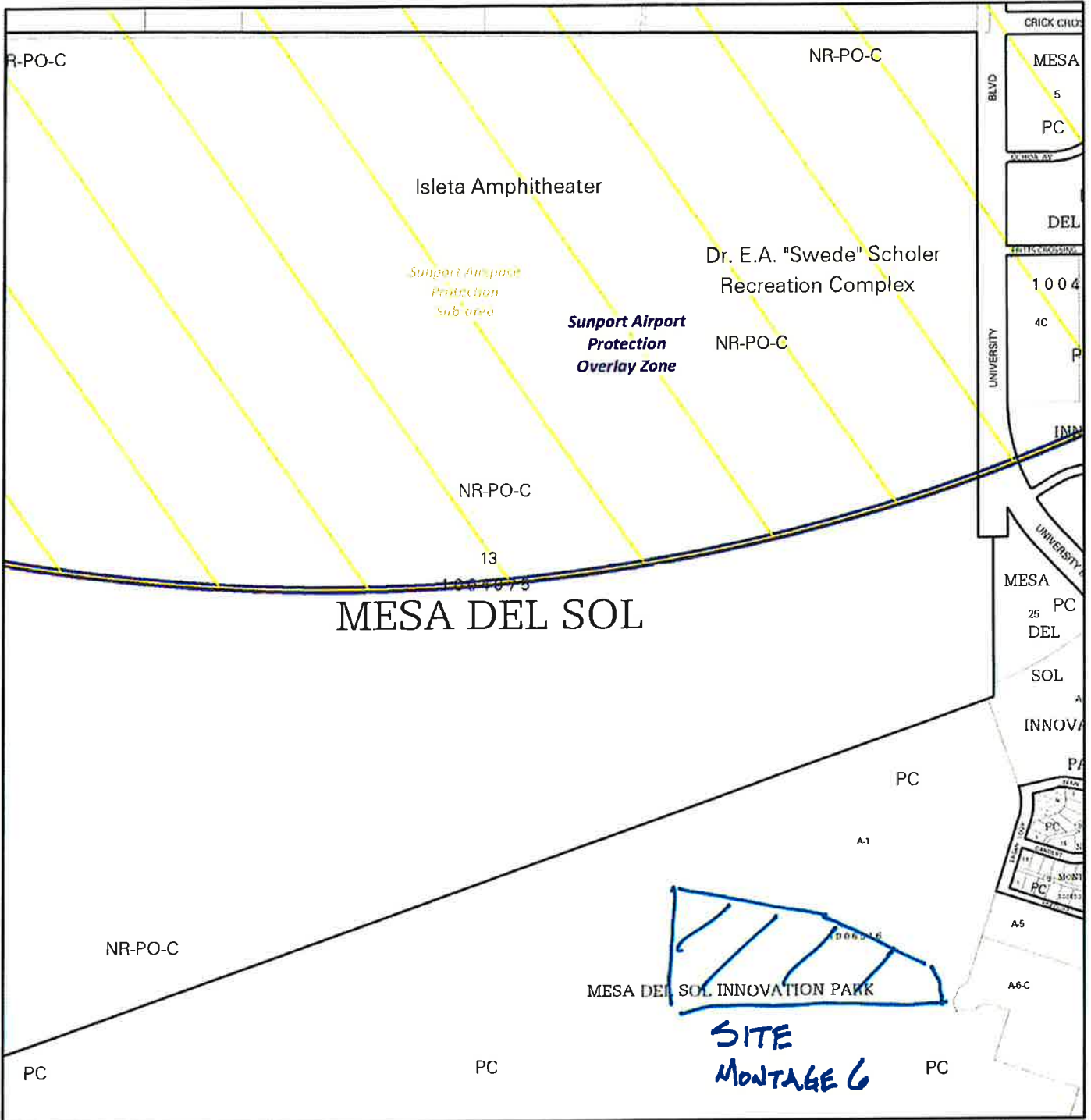
Integrated Development Ordinance (IDO):

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IDO Interactive Map

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⁵ Available here: <https://tinyurl.com/idozoningmap>



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



PRELIMINARY PLAT OF
MONTAGE UNIT 6
 TRACTS A-1-A-4 & A-1-A-3
 OF
**MESA DEL SOL
 INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 1 of 2

LEGAL DESCRIPTION

CERTAIN TRACTS OF LAND LOCATED WITHIN SECTION 21 AND 22, TOWNSHIP 9 NORTH, RANGE 3 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, BEING AND COMPRISING ALL OF TRACT A-6-C-1 BULK LAND PLAT FILES: DECEMBER 31, 2019 IN BOOK 2019C PAGE 0146 AS DOCUMENT #2019111900 AND TRACT C MESA DEL SOL MONTAGE

GENERAL NOTES

- EXISTING ZONING: PC
PROPOSED DEVELOPMENT: RESIDENTIAL
- GROSS ACREAGE: 17.1146 AC
TOTAL NUMBER OF LOTS/TRACTS/PARCELS: 88 LOTS; 7 ALLEY TRACTS,
2 TRACTS & 2 PARCELS
PROPOSED GROSS DENSITY: 5.1 DU/AC.
- MINIMUM LOT DIMENSIONS: 40' x 100'
- ALL STREETS AND DRAINAGE IMPROVEMENTS ARE TO BE PUBLIC, TO BE DEDICATED FOR MAINTENANCE TO THE CITY OF ALBUQUERQUE.
- ALLEYS ARE TO BE PRIVATE AND OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- 1.54 MILES OF FULL WIDTH STREETS CREATED.
- LOT SETBACKS SHALL CONFORM TO LEVEL A AND LEVEL B MASTER PLANS.
- ALL OF THE PROPERTY SHOWN ON THIS PLAT MAY BE SUBJECT TO A GRANT OF TELECOMMUNICATIONS EASEMENT AND REAL COVENANT FILED IN THE BERNALILLO COUNTY, NEW MEXICO REAL ESTATE RECORDS.
- ZONE ATLAS NO. R-15 & R-16
- TRACTS A, B, C, D, E, F AND G ARE PRIVATE COMMON AREA TRACTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

ADDITIONAL NOTES

- ALL ALLEYS ARE PRIVATE AND WILL HAVE A BLANKET PUE, PRIVATE ACCESS, AND PRIVATE DRAINAGE EASEMENTS.
- COVENANTS WILL PROHIBIT PARKING IN ALL ALLEYS.

SURVEY NOTES

- UNLESS OTHERWISE NOTED, ALL BOUNDARY CORNERS SHOWN THUS (●) SHALL BE MARKED BY A #5 REBAR STAMPED.
- ALL STREET CENTERLINE MONUMENTATION SHALL BE INSTALLED AT DESIGNATED CENTERLINE PCS, PTS, ANGLE POINTS AND STREET INTERSECTIONS AND SHOWN THUS (▲) WILL BE MARKED BY A FOUR (4") ALUMINUM CAP STAMPED "CITY OF ALBUQUERQUE, CENTERLINE MONUMENTATION, DO NOT DISTURB, P.L.S. XXXX".
- THE SUBDIVISION BOUNDARY WILL BE TIED TO THE NEW MEXICO STAT PLANE COORDINATE SYSTEM AS SHOWN NAD83 CENTRAL ZONE.
- BASIS OF BEARINGS WILL BE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83 CENTRAL ZONE.
- DISTANCES ARE GROUND DISTANCES U.S. SURVEY FOOT.
- MANHOLES WILL BE OFFSET AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY, STREET INTERSECTIONS AND ALL OTHER ANGLE POINTS TO ALLOW THE USE OF CENTERLINE MONUMENTATION.

APPROVED

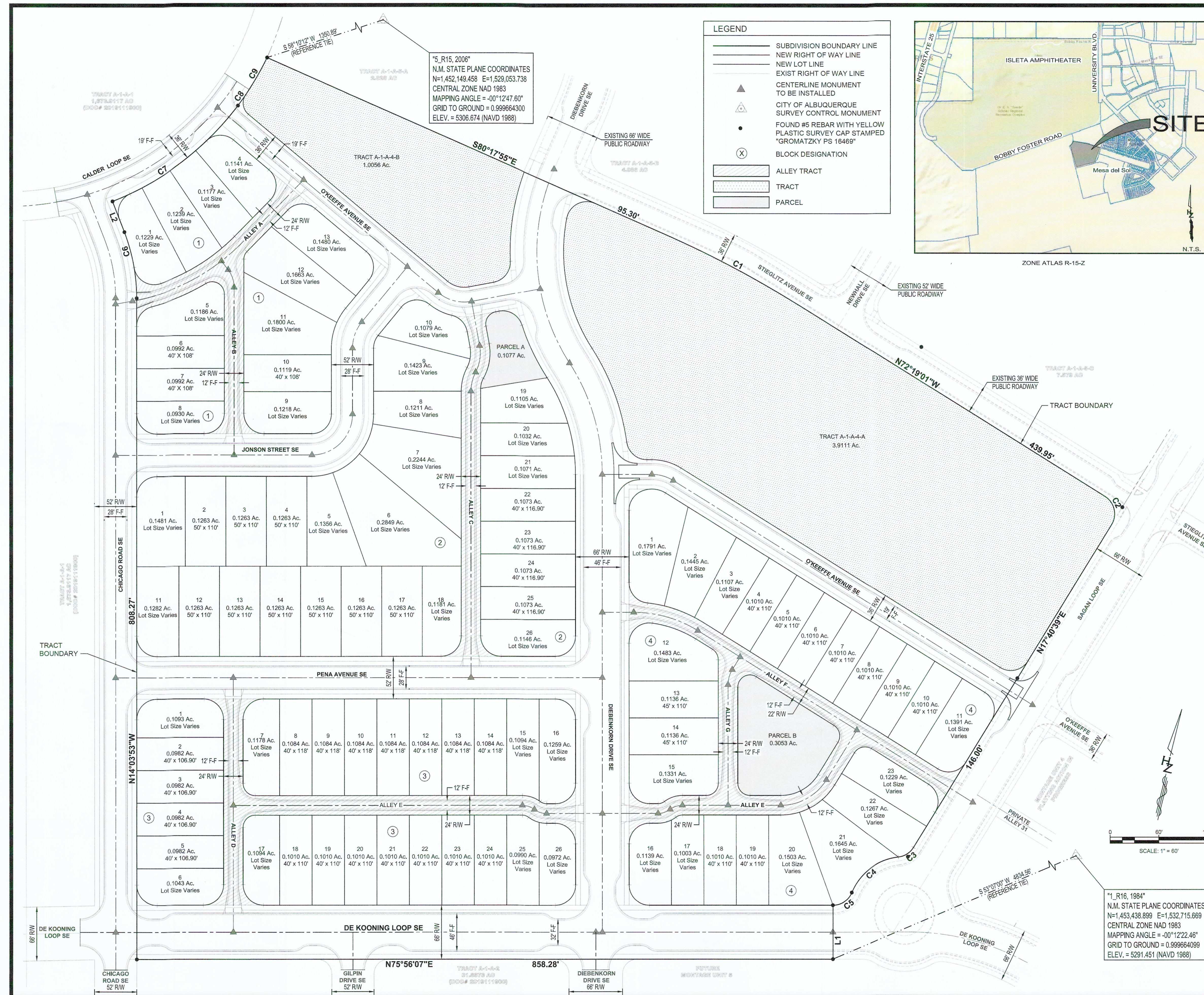
Loren N. Rasmussen, P.S. 6/25/2021
 CITY SURVEYOR DATE

Tim McNany 6/25/21
 AUTHORIZED SIGNATORY, DATE
 TWILIGHT HOMES, LLC
 A LIMITED LIABILITY COMPANY

SURVEYOR'S CERTIFICATION

K. Stelzer 6/24/21
 KIM C. STELZER, N.M.P.S. NO. 7482 DATE

HUITT-ZOLLARS
 333 RIO RANCHO DR. N.E., STE. 101
 RIO RANCHO, N.M., 87124
 (505) 892-5141



PRELIMINARY PLAT OF

MONTAGE UNIT 6

TRACTS A-1-A-4 & A-1-A-3

OF

**MESA DEL SOL
INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 2 of 2

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	7°58'53"	1341.38'	N76°18'28"W	186.71'	186.86'
C2	89°54'34"	25.00'	N27°16'36"W	35.33'	39.23'
C3	52°14'31"	25.00'	N43°47'54"E	22.01'	22.79'
C4	61°37'01"	70.00'	N39°06'39"E	71.70'	75.28'
C5	67°37'59"	25.00'	N42°07'08"E	27.83'	29.51'
C6	21°17'29"	221.50'	S24°42'37"E	81.84'	82.31'
C7	31°35'15"	355.88'	S38°50'57"W	193.72'	196.20'
C8	2°38'20"	355.88'	S21°44'10"W	16.39'	16.39'
C9	8°26'04"	355.88'	S16°11'58"W	52.34'	52.39'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N14°03'53"W	66.00'
L2	S35°21'22"E	40.36'

DRAINAGE FACILITIES MAINTENANCE NOTES:

AREAS DESIGNATED ON THE ACCOMPANYING PLAT AS "DRAINAGE EASEMENTS" ["DETENTION AREAS"] ARE HEREBY DEDICATED BY THE OWNER AS A PERPETUAL EASEMENT FOR THE COMMON USE AND BENEFIT OF THE VARIOUS LOTS WITHIN THE SUBDIVISIONS FOR THE PURPOSE OF PERMITTING THE CONVEYANCE OF STORM WATER RUNOFF AND THE CONSTRUCTING AND MAINTAINING OF DRAINAGE FACILITIES [STORM WATER DETENTION FACILITIES] IN ACCORDANCE WITH STANDARD PRESCRIBED BY THE CITY OF ALBUQUERQUE. NO FENCE, WALL, PLANTING, BUILDING OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN EASEMENT AREA WITHOUT APPROVAL OF THE CITY ENGINEER OF THE CITY OF ALBUQUERQUE. THERE ALSO SHALL BE NO ALTERATION OF THE GRADES OR CONTOURS IN SAID EASEMENT AREA WITHOUT THE APPROVAL OF THE CITY ENGINEER. IT SHALL BE THE DUTY OF THE LOT OWNERS OF THIS SUBDIVISION TO MAINTAIN SAID DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES AT THEIR COST IN ACCORDANCE WITH THE STANDARDS PRESCRIBED BY THE CITY OF ALBUQUERQUE. THE CITY SHALL HAVE THE RIGHT TO ENTER PERIODICALLY TO INSPECT THE FACILITIES. IN THE EVENT SAID LOT OWNERS FAIL TO ADEQUATELY AND PROPERLY MAINTAIN DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES, AT ANY TIME FOLLOWING (15) DAYS WRITTEN NOTICE TO SAID LOT OWNERS, THE CITY ENTER UPON SAID AREA, PERFORM SAID MAINTENANCE, AND THE COST OF PERFORMING SAID MAINTENANCE SHALL BE PAID BY APPLICABLE LOT OWNERS PROPORTIONATELY ON THE BASIS OF LOT OWNERSHIP. IN THE EVENT LOT OWNERS FAIL TO PAY THE COST OF THE MAINTENANCE WITHIN (30) DAYS AFTER DEMAND FOR PAYMENT MADE BY THE CITY, THE CITY MAY FILE A LIEN AGAINST ALL LOTS IN THE SUBDIVISION FOR WHICH PROPORTIONATE PAYMENT HAS NOT BEEN MADE. THE OBLIGATIONS IMPOSED HEREIN SHALL BE BINDING UPON THE OWNER, HIS HEIRS, AND ASSIGNS AND SHALL RUN WITH ALL LOTS WITHIN THIS SUBDIVISION.

THE GRANTOR AGREES TO DEFEND, INDEMNIFY, AND HOLD HARMLESS, THE CITY, ITS OFFICIALS, AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, ACTIONS, SUITS, OR PROCEEDINGS OF ANY KIND BROUGHT AGAINST SAID PARTIES FOR OR ON ACCOUNT OF ANY MATTER ARISING FROM THE DRAINAGE FACILITY PROVIDED FOR HEREIN OR THE GRANTOR'S FAILURE TO CONSTRUCT, MAINTAIN, OR MODIFY SAID DRAINAGE FACILITY.

PARKING REQUIREMENTS

1. OFFSTREET: A MINIMUM OF TWO COVERED PARKING SPACES PER LOT SHALL BE PROVIDED.
2. ONSTREET: GUEST PARKING WILL BE ACCOMMODATED BY ON STREET PARKING.

SOLAR COLLECTION NOTE

NO PROPERTY WITHIN THE AREA OF REQUESTED FINAL ACTION SHALL AT ANYTIME BE SUBJECT TO A DEED RESTRICTION, COVENANT, OR BUILDING AGREEMENT PROHIBITING SOLAR COLLECTORS FROM BEING INSTALLED ON BUILDINGS OR ERECTED ON THE LOTS OR PARCELS WITHIN THE AREA OF PROPOSED PLAT, THE FOREGOING REQUIREMENT SHALL BE A CONDITION TO APPROVAL OF THIS PLAT.

Plotted: 6/23/2021 8:19:46 PM, By: Talaya, Linda
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- GENERAL NOTES**
- ALL DISTURBED COMMERCIAL LOTS AND NON-RESIDENTIAL LOTS AREAS NOT PROPOSED TO BE IMPROVED SHALL BE STRAW CRIMPED W/ NATIVE SEEDING PER COA SPECIFICATION 1011 & 1012.
 - SEE PLAT FOR LOT DIMENSIONS.
 - SEE DETAIL X FOR TYPICAL LOT GRADING.
 - SEE SHEETS XX-XX FOR DIAGRAM & DETAILS OF WALLS RETAINING MORE THAN 18", AND PERIMETER WALLS.
 - EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT.
 - THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION PROJECT.
 - CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRASPASSING ON PRIVATE PROPERTY

AS BUILT INFORMATION	
CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CHECKED BY	DATE
MICRO-FILM INFORMATION	
RECORDED BY	DATE
NO.	DATE

BENCH MARKS	
FOUND MONUMENT	DATE
STANDARD 3 1/4" ALUMINUM DISC	DATE
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE
N=1487.534.543	DATE
E=1511.214.742	DATE
ELEV=4663.627 (NAVD 1988)	DATE
GROUND TO GRID FACTOR=0.999655508	DATE
MAPPING ANGLE=0°14'53.77"	DATE

SURVEY INFORMATION	
FIELD NOTES	DATE
BY	DATE
NO.	DATE

ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES.
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 6/23/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REMARKS	BY
		DESIGN	
		DESIGNED BY: JLM	DATE: June 24, 2021
		DRAWN BY: LRT	DATE: June 24, 2021
		DWG NAME: 2-GRAD COMP.dwg	PROJ #: R313544.01
		CHECKED BY: SAE	DATE: June 24, 2021

0 100' 200'
 SCALE: 1" = 100'

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
 TWILIGHT HOMES**

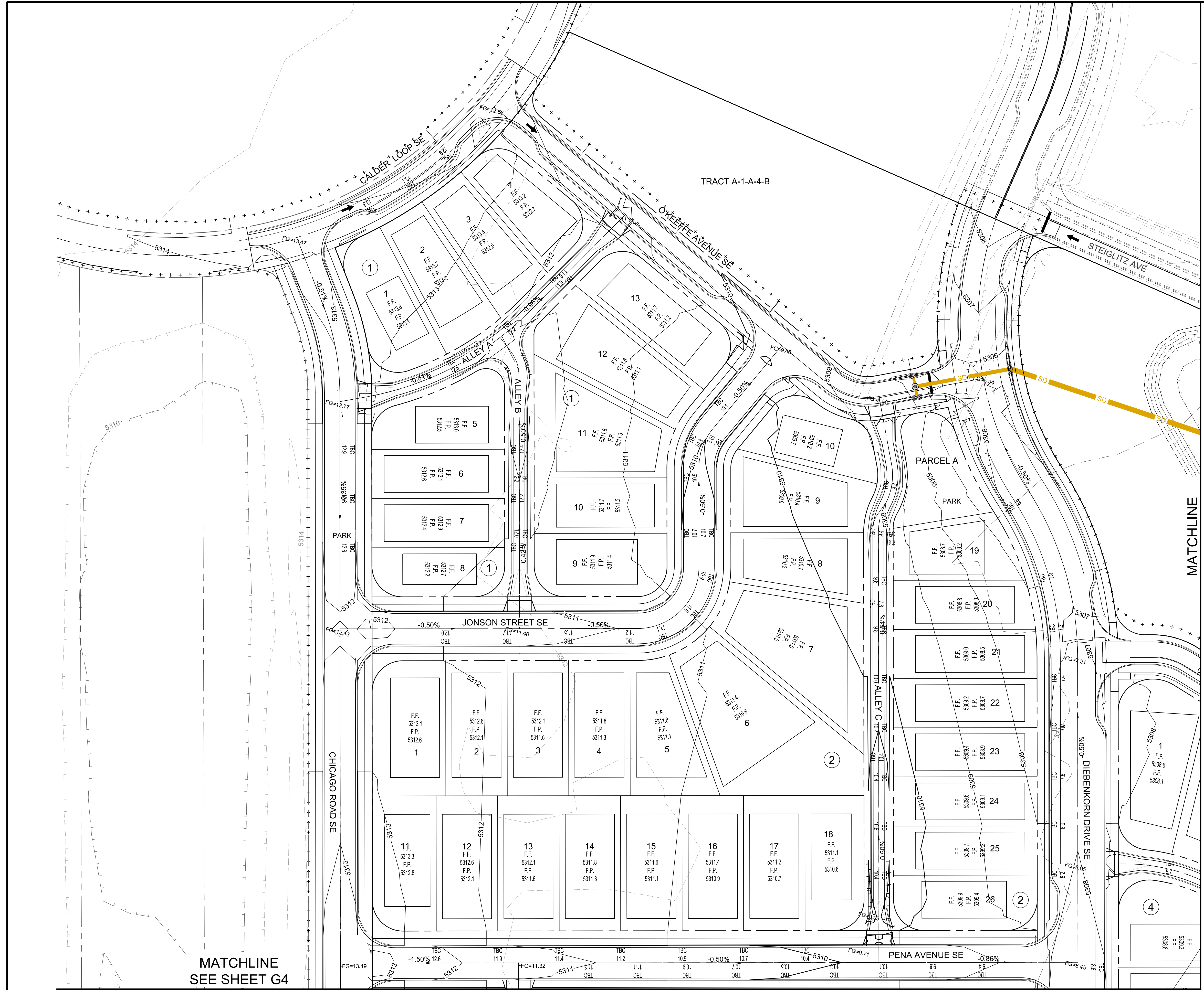
TITLE:
GRADING COMPOSITE

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume 1	1.000	1.300	901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>
Totals			901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G1	-

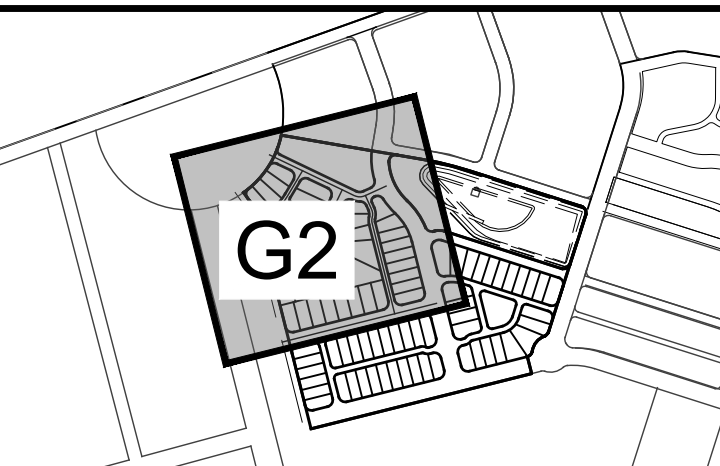
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 Last Saved: 6/23/2021 10:13:27 PM, Talaya



MATCHLINE
SEE SHEET G4

MATCHLINE
SEE SHEET G3

June 24, 2021



GRADING SHEET INDEX

LEGEND

- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
- - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
- - - - - 5041 - - - - - PROP. (INTERMEDIATE) CONTOUR
- ~~~~~ WATER BLOCK
- ===== NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XXTP--- TOP OF PAVEMENT
- XX.XXTC--- TOP OF CURB ELEVATION
- XX.XXFL--- FLOW LINE ELEVATION
- XX.XXTC--- TOP OF CONCRETE
- >--- FLOW DIRECTION
- +++++ GRADING LIMITS
- █ SLOPE STABILIZATION

GENERAL NOTES

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SCALE: 1" = 40'

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
TWILIGHT HOMES**

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/yr.	Mo./Day/yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G2	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NO.
STARTED BY	DATE	STANDARD 3" 11" ALUMINUM DISC	DATE	BY		NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY.	
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE			SCOTT A. EDDINGS	
FIELD VERIFICATION BY	DATE	N=1487,534.543	DATE			12856	
CORRECTED BY	DATE	E=1,511,214.742	DATE			DATE: 05/21/21	
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE			HUITT-ZOLLARS, INC.	
	DATE	GROUND TO GRID FACTOR=0.999655508	DATE			Consulting Engineers	
	DATE	MAPPING ANGLE=0°14'53.77"	DATE				

Plotted: 6/23/2021 9:20:17 PM, By: Talaya, Linda
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 Last Saved: 6/23/2021 10:32:27 PM, Talaya


MATCHLINE
SEE SHEET G2

MATCHLINE
SEE SHEET G5



- LEGEND**
- - - - - 5300 EXIST. (INDEX) CONTOUR
 - - - - - 5251 EXIST. (INTERMEDIATE) CONTOUR
 - - - - - 5040 PROP. (INDEX) CONTOUR
 - - - - - 5041 PROP. (INTERMEDIATE) CONTOUR
 - ~~~~~ WATER BLOCK
 - ===== NEW CURB & GUTTER
 - FUTURE CURB & GUTTER
 - XX.XXTP TOP OF PAVEMENT
 - XX.XXFC TOP OF CURB ELEVATION
 - XX.XXFL FLOW LINE ELEVATION
 - XX.XXTC TOP OF CONCRETE
 - > FLOW DIRECTION
 - + + + + GRADING LIMITS
 - █ SLOPE STABILIZATION

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 New Mexico Before You Dig
 Call before you dig.
 TWO WORKING DAYS
 BEFORE YOU DIG CALL
 811 OR 280-1999
 SCALE: 1" = 40'
 Designed By:

HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

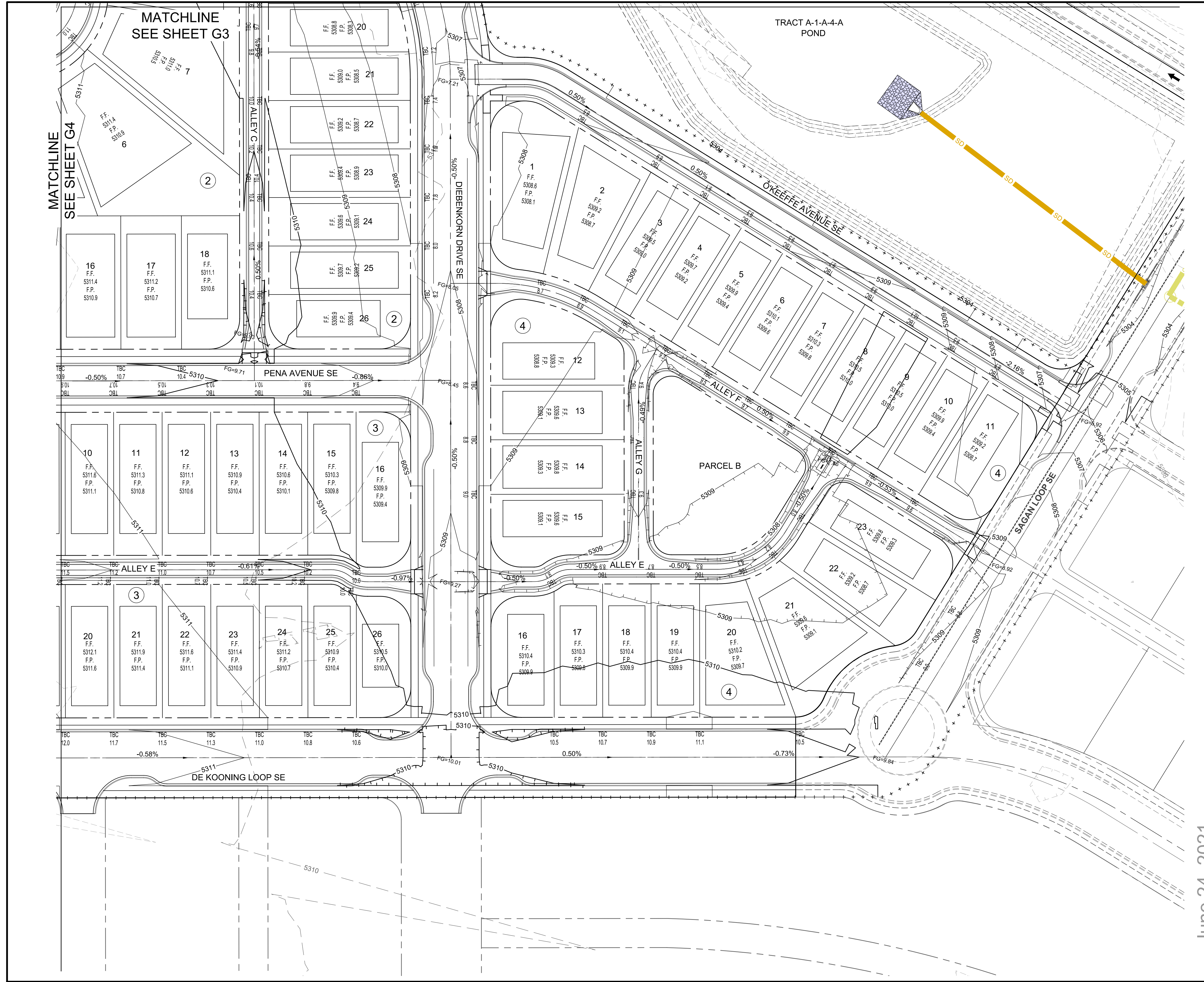
**MONTAGE UNIT 6
 TWILIGHT HOMES**
GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G4	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY. SCOTT A. EDDINGS 12856 Date: 05/21/21 HUITT-ZOLLARS, INC. Consulting Engineers
STARTED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE	BY		REVISIONS	
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 83)	DATE	NO.		DESIGNED BY: JLM	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487.534,543	DATE			DRAWN BY: LRT	DATE: June 24, 2021
CORRECTED BY	DATE	E=1511.214,742	DATE			DWG NAME: 3-6 GRAD.dwg	PROJ.#: R313544.01
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE			CHECKED BY: SAE	DATE: June 24, 2021
	DATE	GROUND TO GRID FACTOR=0.99955508	DATE				
	DATE	MAPPING ANGLE=-0°14'33.77"	DATE				

June 24, 2021

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 Last Saved: 6/23/2021 10:13:27 PM, Talaya



GRADING SHEET INDEX

LEGEND

- - - 5050 - - - EXIST. (INDEX) CONTOUR
- - - 5251 - - - EXIST. (INTERMEDIATE) CONTOUR
- - - 5040 - - - PROP. (INDEX) CONTOUR
- - - 5041 - - - PROP. (INTERMEDIATE) CONTOUR
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- ==== NEW CURB & GUTTER
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Know what's below. Call before you dig.

 TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
Last Update			
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G5	-

AS BUILT INFORMATION

CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CORRECTED BY	DATE
MICRO-FILM INFORMATION	DATE
RECORDED BY	DATE
NO.	

BENCH MARKS

FOUND MONUMENT	DISC
STANDARD 3 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 83)	
N=1487.534.543	
E=1.511.214.742	
ELEV.=4663.627 (NAVD 1988)	
GROUND TO GRID FACTOR=0.999655508	
MAPPING ANGLE=0°14'33.77"	

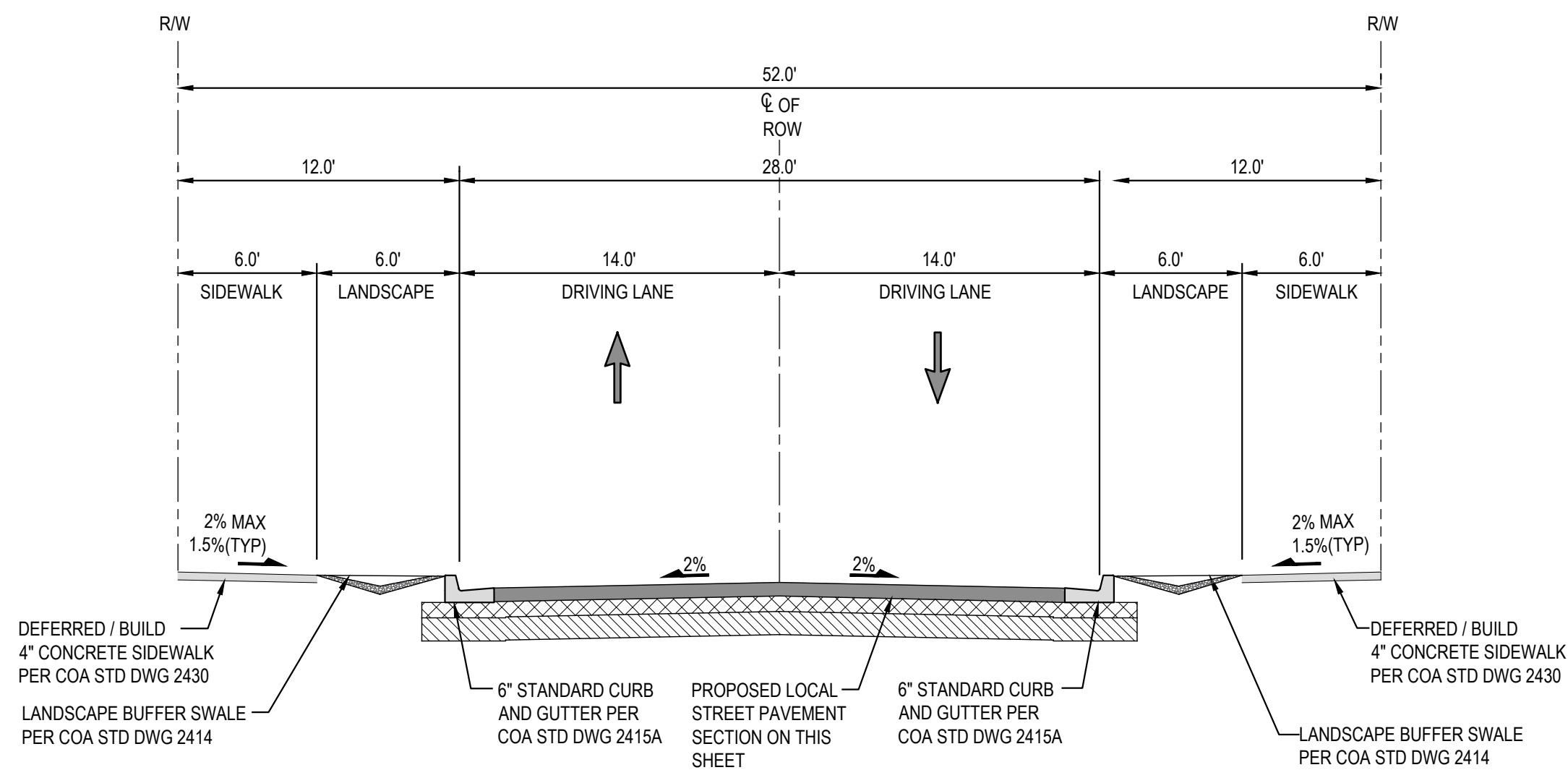
SURVEY INFORMATION

FIELD NOTES	DATE
BY	
NO.	

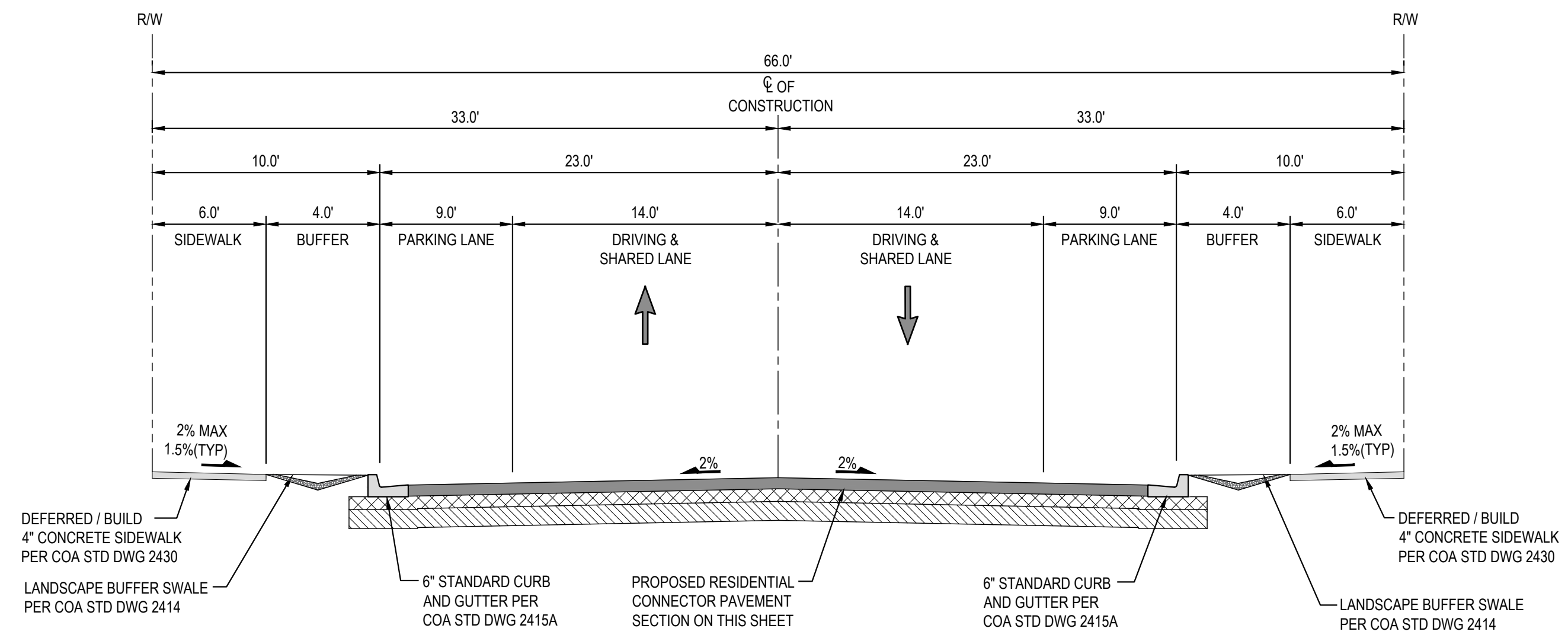
ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REVISIONS	BY
		DESIGN	
DESIGNED BY:	JLM	DATE:	June 24, 2021
DRAWN BY:	LRT	DATE:	June 24, 2021
DWG NAME:	15-6_GRAD.dwg	PROJ.#:	R313544.01
CHECKED BY:	SAE	DATE:	June 24, 2021

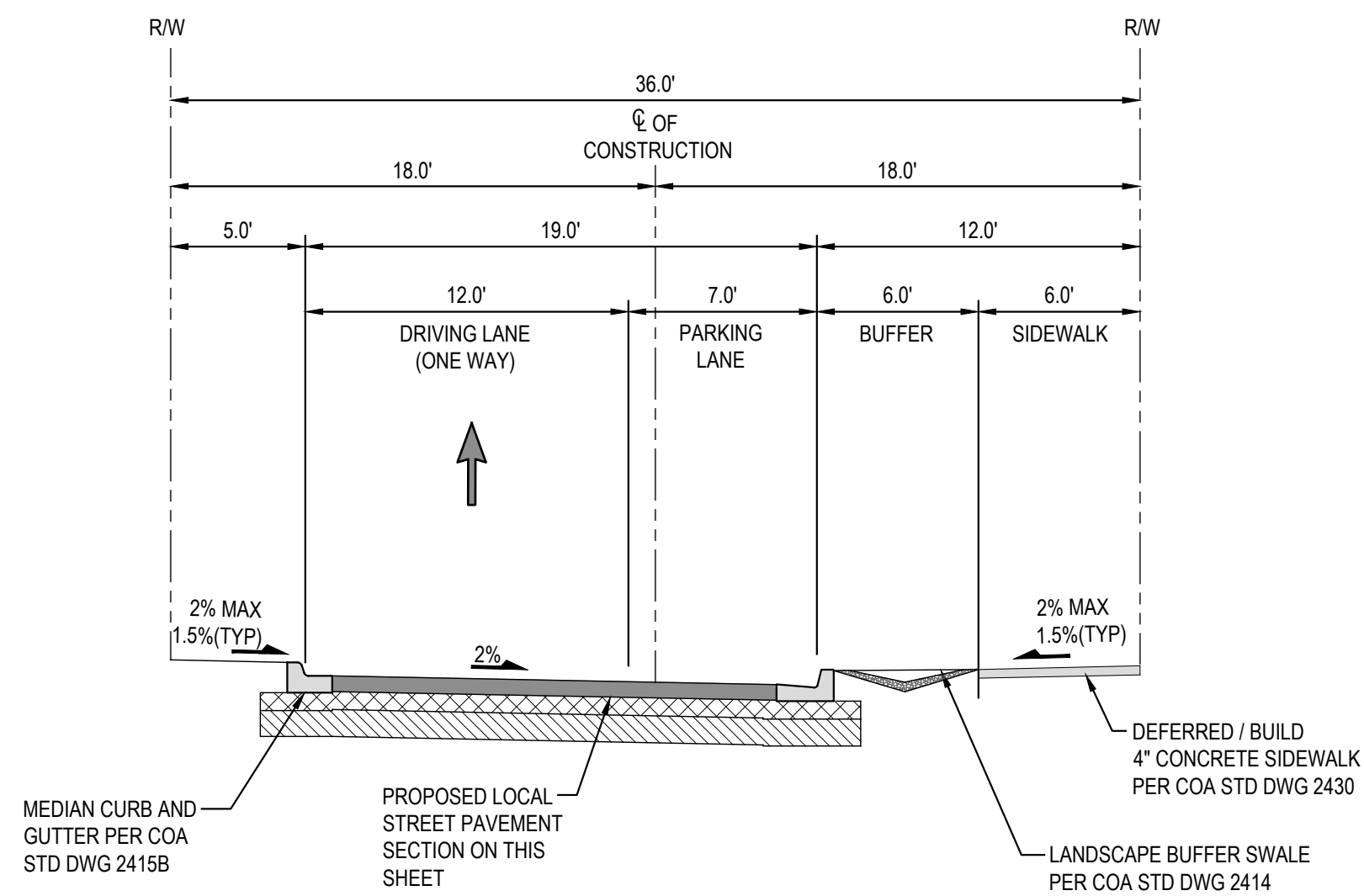
June 24, 2021



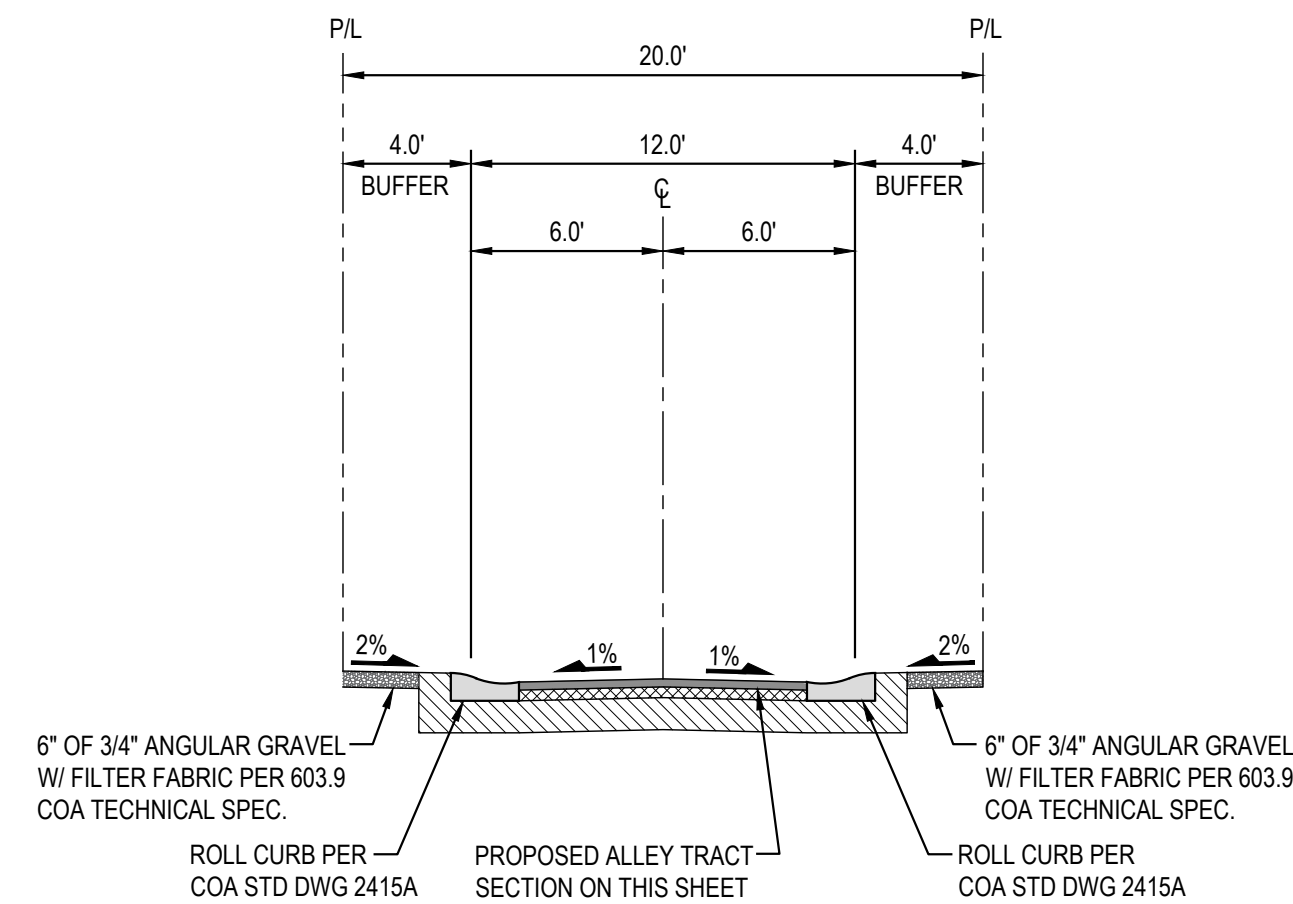
CHICAGO RD, JONSON ST & PENN AVE
SCALE: 1"=6'



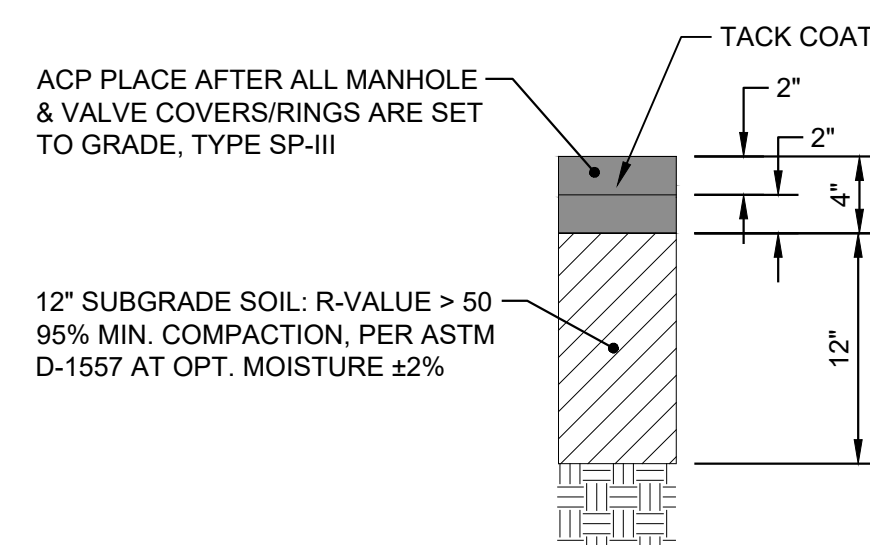
DIEBENKORN DR & DE KOONING LOOP
SCALE: 1"=6'



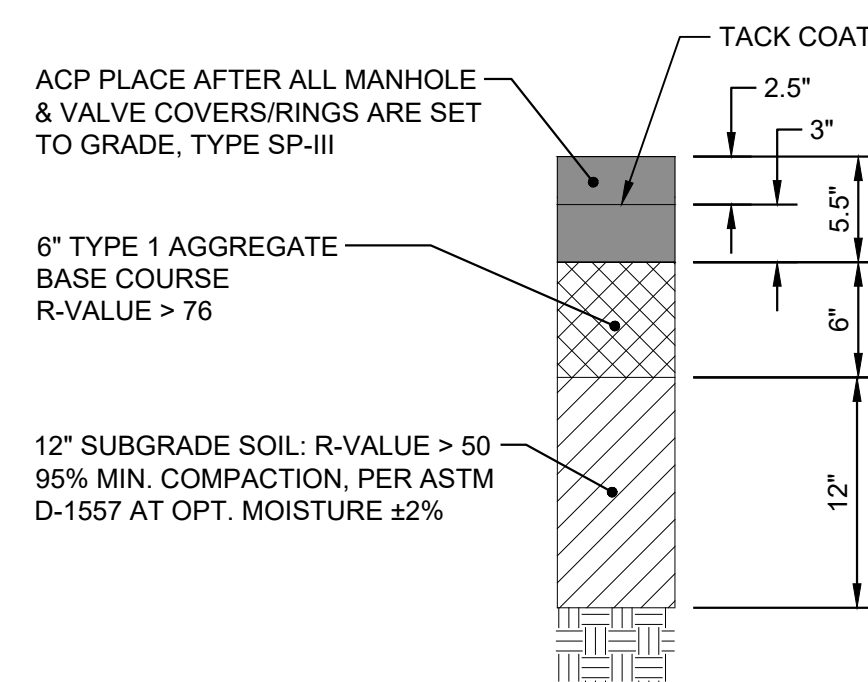
O'KEEFE AVE & CALDER LOOP
SCALE: 1"=6'



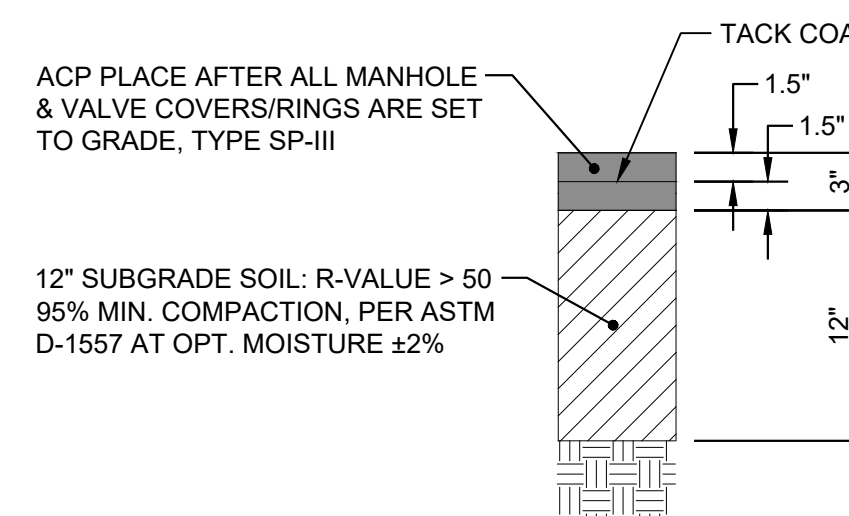
ALLEY TRACT (PRIVATE) - 20' ROW
SCALE: 1"=6'



RESIDENTIAL LOCAL STREET PAVEMENT SECTION (A & C)
CHICAGO ROAD
JONSON STREET
PENN AVENUE
O'KEEFE AVENUE
DE KOONING LOOP



RESIDENTIAL CONNECTOR PAVEMENT SECTION (B)
DIEBENKORN DRIVE
DE KOONING LOOP



ALLEY TRACTS (PRIVATE) PAVEMENT SECTION (D)

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	PRELIMINARY	REVISIONS
WORKS STAMPED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE			NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	DATE: June 24, 2021
INSPECTOR'S FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 1983)	DATE			SCOTT A. EDDINGS	DATE: June 24, 2021
FIELD CORRECTED BY	DATE	N=1487.535; E=1511.214; Z=14.742	DATE			12856	DATE: June 24, 2021
	DATE	ELEV=4665.627 (NAVD 1988)	DATE			Date: 6/24/21	DATE: June 24, 2021
	DATE	GROUND TO GRID FACTOR=0.99655508	DATE			HUITT-ZOLLARS, INC.	DATE: June 24, 2021
	DATE	MAPPING ANGLE=-0°14'53.77"	DATE			Consulting Engineers	



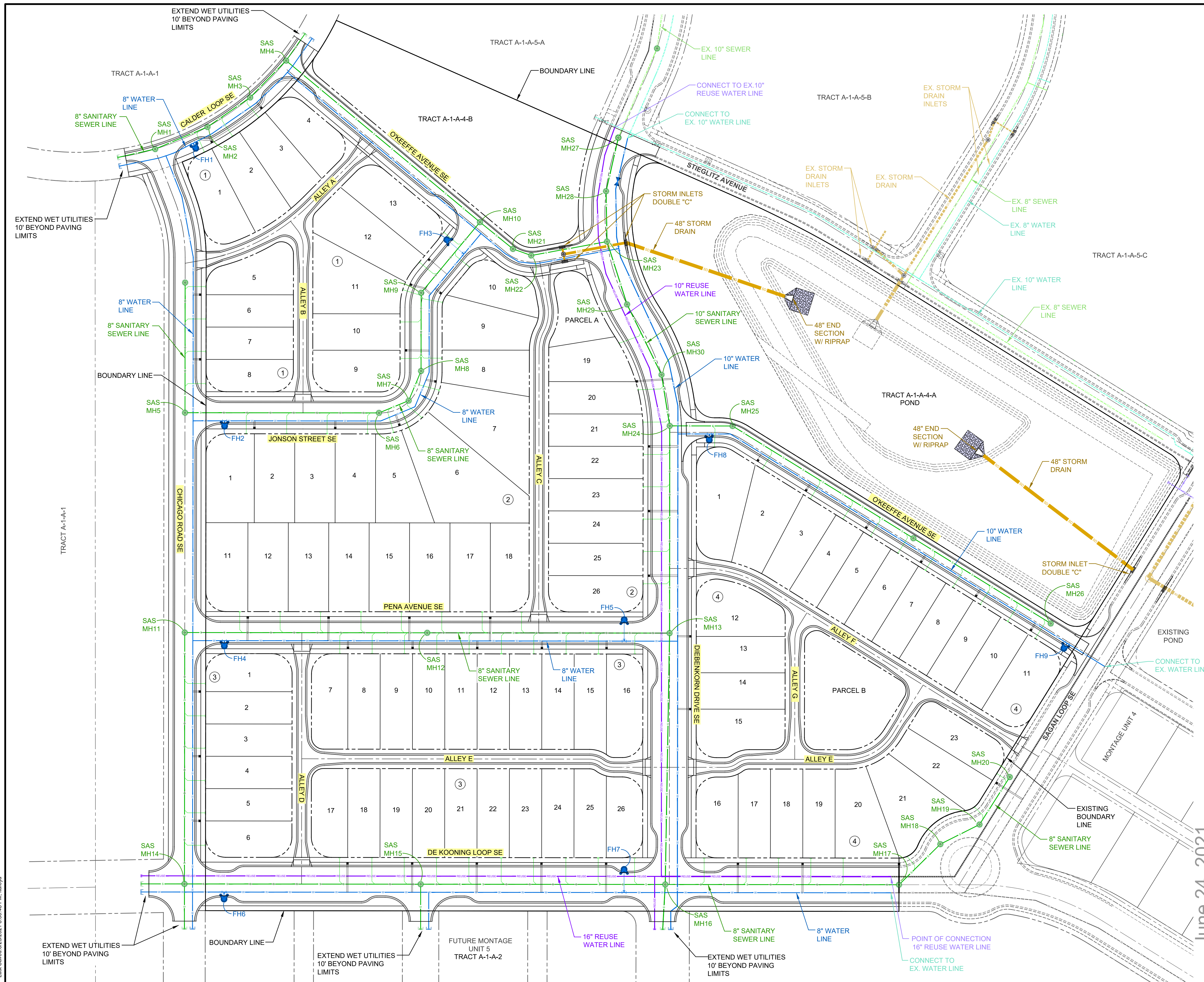
Designed By:
HUITT-ZOLLARS
Huitt-Zollars, Inc. Albuquerque
6501 Americas Pkwy NE, Suite 550
Albuquerque, New Mexico 87110
Phone (505) 883-8114 Fax (505) 883-5022

June 24, 2021

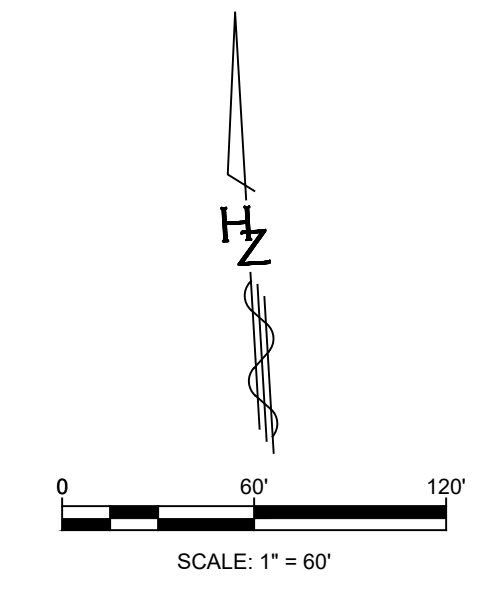
MONTAGE UNIT 6 TWILIGHT HOMES			
TITLE: TYPICAL SECTIONS			
Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	R1	-

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June 24, 2021



Designed By:
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 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

**MONTAGE UNIT 6
 TWILIGHT HOMES**

UTILITY COMPOSITE

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. XX	Zone Map No. R-15-Z, R-16-Z	Sheet U1	Of -

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	NO.	DATE
WORKS STAMPED BY	DATE	STANDARD	DATE	REVISIONS	REMARKS	REVISIONS	REMARKS
INSPECTORS FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE	DESIGNED BY: JLM	DATE: June 24, 2021	DESIGNED BY: JLM	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487.531,543	DATE	DRAWN BY: LRT	DATE: June 24, 2021	DRAWN BY: LRT	DATE: June 24, 2021
CORRECTED BY	DATE	E=1511.214,742	DATE	CHECKED BY: SAE	DATE: June 24, 2021	CHECKED BY: SAE	DATE: June 24, 2021
MICRO-FILM INFORMATION	DATE	ELEV.=4665.627 (NAVD 1988)	DATE				
NO.	NO.	GROUND TO GRID FACTOR=0.99655508	NO.				
		MAPPING ANGLE=0°14'53.77"					

PRELIMINARY
 NOT FOR CONSTRUCTION,
 BIDDING, OR PERMIT PURPOSES.
 FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 6/24/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers



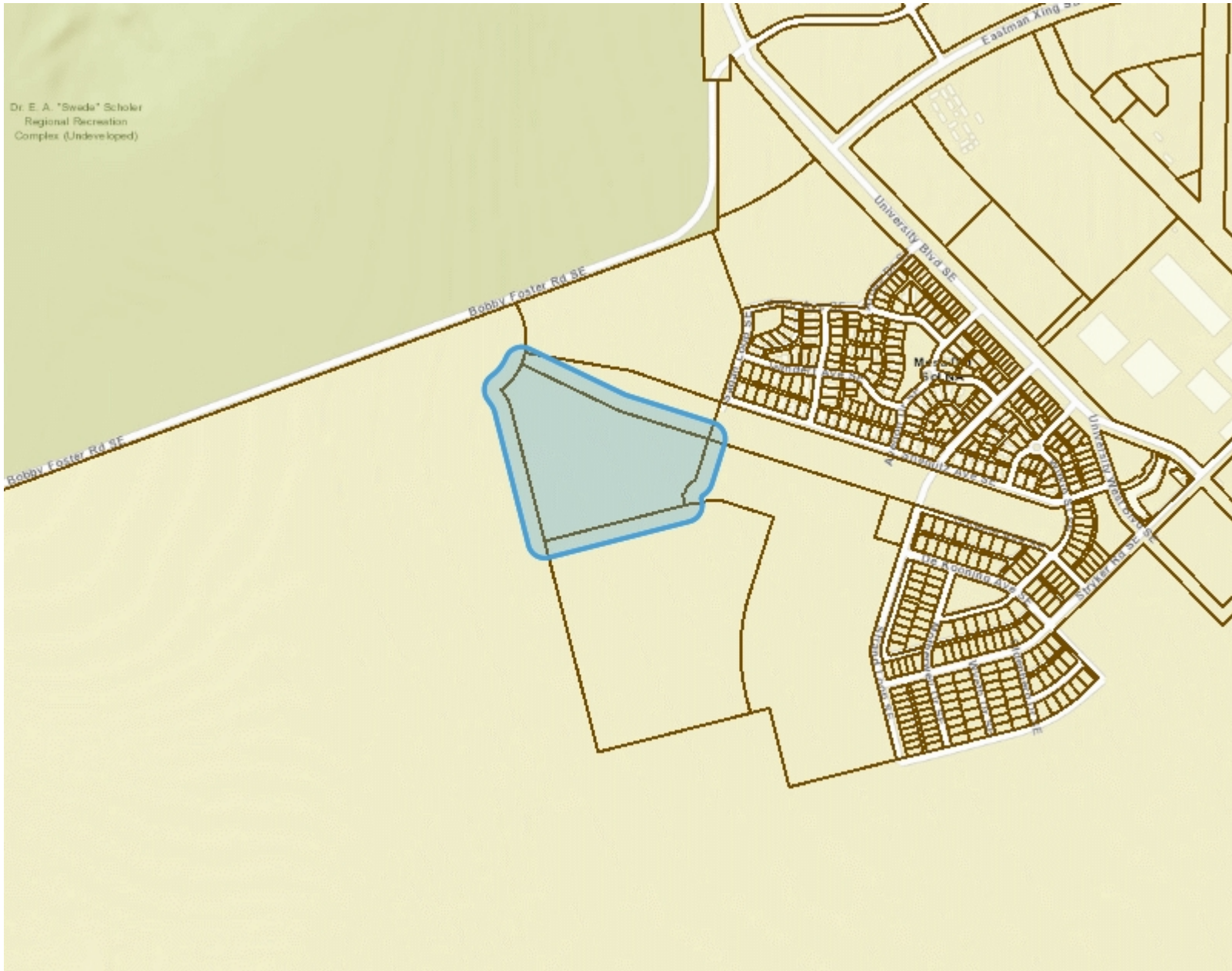
R-15-Z



Legend

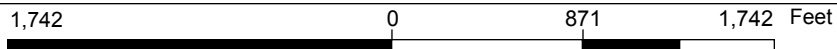
□ Bernalillo County Parcels

Dr. E. A. "Swade" Scholer
Regional Recreation
Complex (Undeveloped)



Notes

Buffer: 100 Ft.
No right of way (ROW)



WGS_1984_Web_Mercator_Auxiliary_Sphere
7/1/2021 © City of Albuquerque

1: 10,455

The City of Albuquerque ("City") provides the data on this website as a service to the public. The City makes no warranty, representation, or guaranty as to the content, accuracy, timeliness, or completeness of any of the data provided at this website. Please visit <http://www.cabq.gov/abq-data/abq-data-disclaimer-1> for more information.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Tell me what you want to do...

Forward | File in Project | Anita Misc | To Manager | Move | Mark Unread | Categorize | Follow Up

Team Email | Done | Create New

Quick Steps

PM

a, Anita

Plat Submittal for Montage Unit 6 Notification

...r.pdf

...esta Del Oro, LLC – Tim McNaney, will be submitting a preliminary plat for DRB approval for Montage Unit 6. ...er the requirements of the submittal. You received this information via Fedex last week as well.

...now if you have any questions.

...ite 830 | Albuquerque, NM 87110-5375

Tell me what you want to do...

Forward, File in Project, Anita Misc, Team Email, Reply & Delete, To Manager, Done, Create New, Move, Mark Unread, Categorize, Follow Up

PM
a, Anita
Plat Submittal for Montage Unit 6 Notification

llson.pdf

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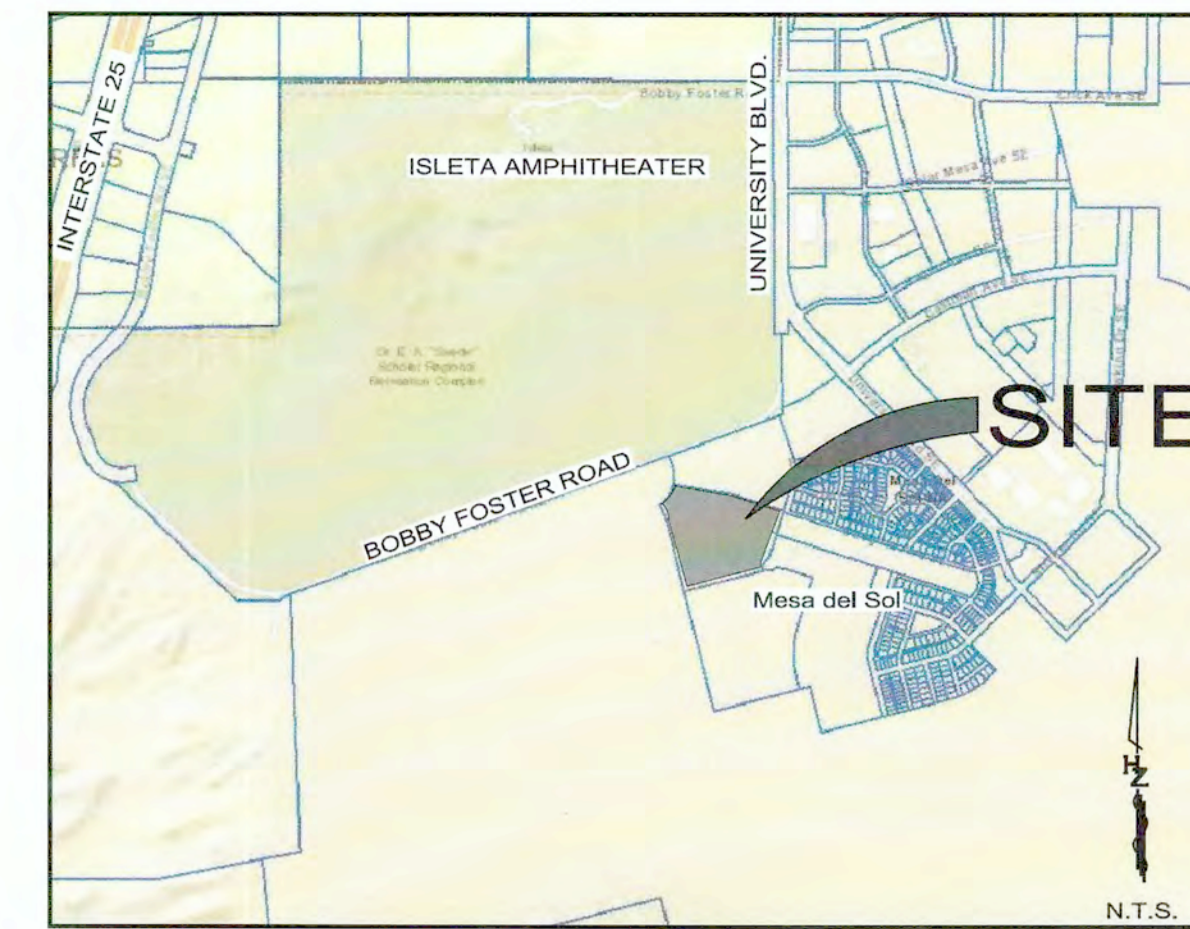
know if you have any questions.

uite 830 | Albuquerque, NM 87110-5375

PRELIMINARY PLAT OF
MONTAGE UNIT 6
 TRACTS A-1-A-4 & A-1-A-3
 OF
**MESA DEL SOL
 INNOVATION PARK**

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

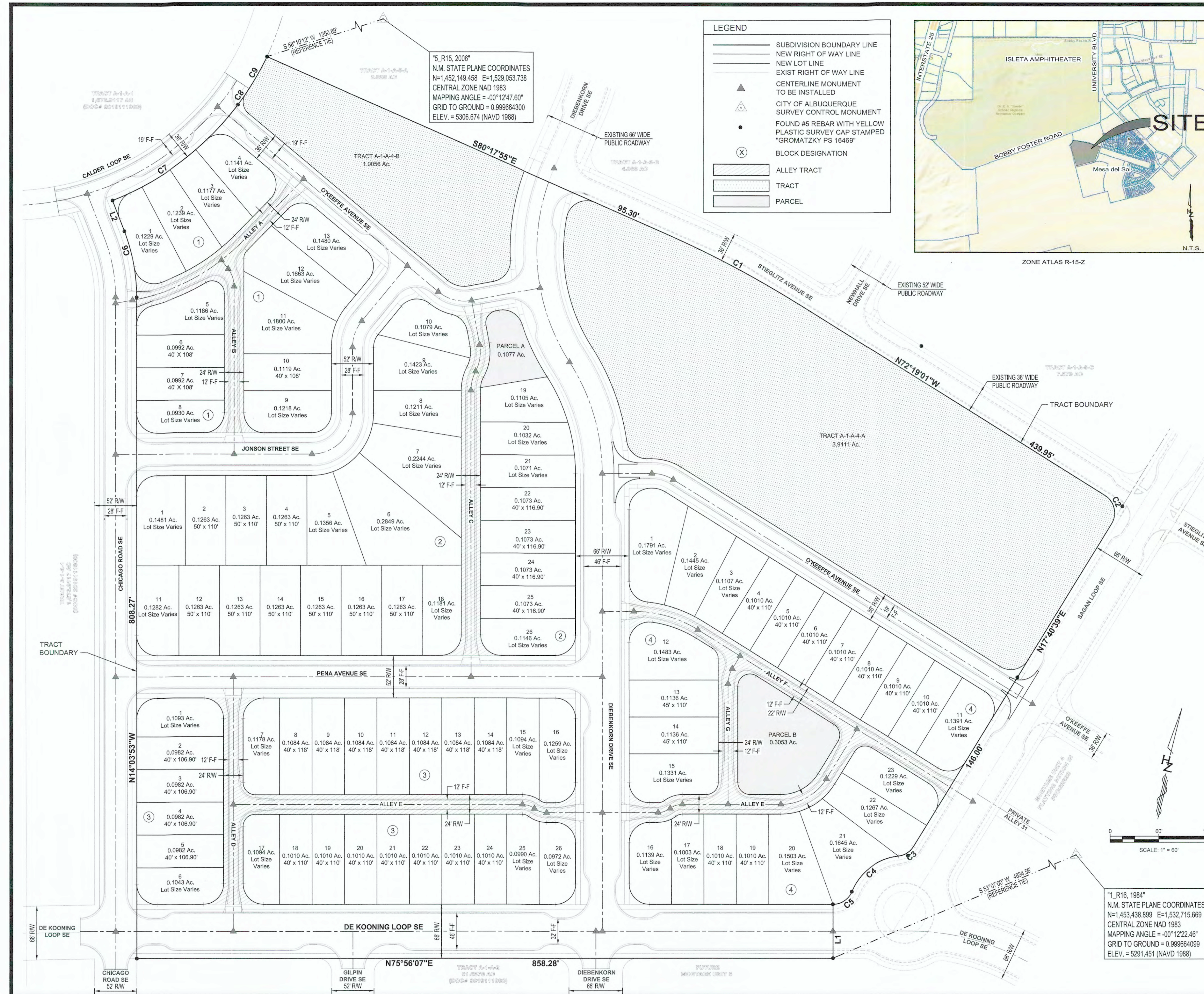
ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO
 JUNE, 2021
 Sheet 1 of 2



ZONE ATLAS R-15-Z

LEGEND

- SUBDIVISION BOUNDARY LINE
- NEW RIGHT OF WAY LINE
- NEW LOT LINE
- EXIST RIGHT OF WAY LINE
- ▲ CENTERLINE MONUMENT TO BE INSTALLED
- △ CITY OF ALBUQUERQUE SURVEY CONTROL MONUMENT
- FOUND #5 REBAR WITH YELLOW PLASTIC SURVEY CAP STAMPED "GROMATZKY PS 16469"
- ⊗ BLOCK DESIGNATION
- ▨ ALLEY TRACT
- ▩ TRACT
- ▭ PARCEL



"S. R15, 2006"
 N.M. STATE PLANE COORDINATES
 N=1,452,149.458 E=1,529,053.738
 CENTRAL ZONE NAD 1983
 MAPPING ANGLE = -00°12'47.60"
 GRID TO GROUND = 0.999664300
 ELEV. = 5306.674 (NAVD 1988)

"1_R16, 1984"
 N.M. STATE PLANE COORDINATES
 N=1,453,438.899 E=1,532,715.669
 CENTRAL ZONE NAD 1983
 MAPPING ANGLE = -00°12'22.46"
 GRID TO GROUND = 0.999664099
 ELEV. = 5291.451 (NAVD 1988)

LEGAL DESCRIPTION

CERTAIN TRACTS OF LAND LOCATED WITHIN SECTION 21 AND 22, TOWNSHIP 9 NORTH, RANGE 3 EAST, NEW MEXICO PRINCIPAL MERIDIAN, CITY OF ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO, BEING AND COMPRISING ALL OF TRACT A-6-C-1 BULK LAND PLAT FILES: DECEMBER 31, 2019 IN BOOK 2019C PAGE 0146 AS DOCUMENT #2019111900 AND TRACT C MESA DEL SOL MONTAGE

GENERAL NOTES

- EXISTING ZONING: PC
 PROPOSED DEVELOPMENT: RESIDENTIAL
- GROSS ACREAGE: 20.0366 ACRES
 TOTAL NUMBER OF LOTS/TRACTS/PARCELS: 88 LOTS; 7 ALLEY TRACTS,
 2 TRACTS & 2 PARCELS
 PROPOSED GROSS DENSITY: 5.1 DU/AC.
- MINIMUM LOT DIMENSIONS: 40' x 100'
- ALL STREETS AND DRAINAGE IMPROVEMENTS ARE TO BE PUBLIC, TO BE DEDICATED FOR MAINTENANCE TO THE CITY OF ALBUQUERQUE.
- ALLEYS ARE TO BE PRIVATE AND OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- 1.54 MILES OF FULL WIDTH STREETS CREATED.
- LOT SETBACKS SHALL CONFORM TO LEVEL A AND LEVEL B MASTER PLANS.
- ALL OF THE PROPERTY SHOWN ON THIS PLAT MAY BE SUBJECT TO A GRANT OF TELECOMMUNICATIONS EASEMENT AND REAL COVENANT FILED IN THE BERNALILLO COUNTY, NEW MEXICO REAL ESTATE RECORDS.
- ZONE ATLAS NO. R-15 & R-16
- TRACTS A, B, C, D, E, F AND G ARE PRIVATE COMMON AREA TRACTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

ADDITIONAL NOTES

- ALL ALLEYS ARE PRIVATE AND WILL HAVE A BLANKET PUE, PRIVATE ACCESS, AND PRIVATE DRAINAGE EASEMENTS.
- COVENANTS WILL PROHIBIT PARKING IN ALL ALLEYS.

SURVEY NOTES

- UNLESS OTHERWISE NOTED, ALL BOUNDARY CORNERS SHOWN THUS (●) SHALL BE MARKED BY A #5 REBAR STAMPED.
- ALL STREET CENTERLINE MONUMENTATION SHALL BE INSTALLED AT DESIGNATED CENTERLINE PCS, PTS, ANGLE POINTS AND STREET INTERSECTIONS AND SHOWN THUS (▲) WILL BE MARKED BY A FOUR (4") ALUMINUM CAP STAMPED "CITY OF ALBUQUERQUE, CENTERLINE MONUMENTATION, DO NOT DISTURB, P.L.S. XXXX".
- THE SUBDIVISION BOUNDARY WILL BE TIED TO THE NEW MEXICO STAT PLANE COORDINATE SYSTEM AS SHOWN NAD83 CENTRAL ZONE.
- BASIS OF BEARINGS WILL BE NEW MEXICO STATE PLANE COORDINATE SYSTEM NAD83 CENTRAL ZONE.
- DISTANCES ARE GROUND DISTANCES U.S. SURVEY FOOT.
- MANHOLES WILL BE OFFSET AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY, STREET INTERSECTIONS AND ALL OTHER ANGLE POINTS TO ALLOW THE USE OF CENTERLINE MONUMENTATION.

APPROVED

Loren N. Rasmussen, P.S. 6/25/2021
 CITY SURVEYOR DATE

Tim McNany 6/25/21
 AUTHORIZED SIGNATORY, DATE
 QUESTA DEL ORO, LLC
 A LIMITED LIABILITY COMPANY

SURVEYOR'S CERTIFICATION
K. Stelzer 6/24/21
 KIM C. STELZER, N.M.P.S. NO. 7482 DATE

HUITT-ZOLLARS
 333 RIO RANCHO DR. N.E., STE. 101
 RIO RANCHO, N.M., 87124
 (505) 892-5141

PRELIMINARY PLAT OF

MONTAGE UNIT 6

TRACTS A-1-A-4 & A-1-A-3

OF

MESA DEL SOL
INNOVATION PARK

WITHIN SECTIONS 21 & 22 T. 9 N., R. 3 E., N.M.P.M.

ALBUQUERQUE, BERNALILLO COUNTY, NEW MEXICO

JUNE, 2021

Sheet 2 of 2

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	7°58'53"	1341.38'	N76°18'28"W	186.71'	186.86'
C2	89°54'34"	25.00'	N27°16'36"W	35.33'	39.23'
C3	52°14'31"	25.00'	N43°47'54"E	22.01'	22.79'
C4	61°37'01"	70.00'	N39°06'39"E	71.70'	75.28'
C5	67°37'59"	25.00'	N42°07'08"E	27.83'	29.51'
C6	21°17'29"	221.50'	S24°42'37"E	81.84'	82.31'
C7	31°35'15"	355.88'	S38°50'57"W	193.72'	196.20'
C8	2°38'20"	355.88'	S21°44'10"W	16.39'	16.39'
C9	8°26'04"	355.88'	S16°11'58"W	52.34'	52.39'

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N14°03'53"W	66.00'
L2	S35°21'22"E	40.36'

DRAINAGE FACILITIES MAINTENANCE NOTES:

AREAS DESIGNATED ON THE ACCOMPANYING PLAT AS "DRAINAGE EASEMENTS" ["DETENTION AREAS"] ARE HEREBY DEDICATED BY THE OWNER AS A PERPETUAL EASEMENT FOR THE COMMON USE AND BENEFIT OF THE VARIOUS LOTS WITHIN THE SUBDIVISIONS FOR THE PURPOSE OF PERMITTING THE CONVEYANCE OF STORM WATER RUNOFF AND THE CONSTRUCTING AND MAINTAINING OF DRAINAGE FACILITIES [STORM WATER DETENTION FACILITIES] IN ACCORDANCE WITH STANDARD PRESCRIBED BY THE CITY OF ALBUQUERQUE. NO FENCE, WALL, PLANTING, BUILDING OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN EASEMENT AREA WITHOUT APPROVAL OF THE CITY ENGINEER OF THE CITY OF ALBUQUERQUE. THERE ALSO SHALL BE NO ALTERATION OF THE GRADES OR CONTOURS IN SAID EASEMENT AREA WITHOUT THE APPROVAL OF THE CITY ENGINEER. IT SHALL BE THE DUTY OF THE LOT OWNERS OF THIS SUBDIVISION TO MAINTAIN SAID DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES AT THEIR COST IN ACCORDANCE WITH THE STANDARDS PRESCRIBED BY THE CITY OF ALBUQUERQUE. THE CITY SHALL HAVE THE RIGHT TO ENTER PERIODICALLY TO INSPECT THE FACILITIES. IN THE EVENT SAID LOT OWNERS FAIL TO ADEQUATELY AND PROPERLY MAINTAIN DRAINAGE EASEMENT [DETENTION AREA] AND FACILITIES, AT ANY TIME FOLLOWING (15) DAYS WRITTEN NOTICE TO SAID LOT OWNERS, THE CITY ENTER UPON SAID AREA, PERFORM SAID MAINTENANCE, AND THE COST OF PERFORMING SAID MAINTENANCE SHALL BE PAID BY APPLICABLE LOT OWNERS PROPORTIONATELY ON THE BASIS OF LOT OWNERSHIP. IN THE EVENT LOT OWNERS FAIL TO PAY THE COST OF THE MAINTENANCE WITHIN (30) DAYS AFTER DEMAND FOR PAYMENT MADE BY THE CITY, THE CITY MAY FILE A LIEN AGAINST ALL LOTS IN THE SUBDIVISION FOR WHICH PROPORTIONATE PAYMENT HAS NOT BEEN MADE. THE OBLIGATIONS IMPOSED HEREIN SHALL BE BINDING UPON THE OWNER, HIS HEIRS, AND ASSIGNS AND SHALL RUN WITH ALL LOTS WITHIN THIS SUBDIVISION.

THE GRANTOR AGREES TO DEFEND, INDEMNIFY, AND HOLD HARMLESS, THE CITY, ITS OFFICIALS, AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, ACTIONS, SUITS, OR PROCEEDINGS OF ANY KIND BROUGHT AGAINST SAID PARTIES FOR OR ON ACCOUNT OF ANY MATTER ARISING FROM THE DRAINAGE FACILITY PROVIDED FOR HEREIN OR THE GRANTOR'S FAILURE TO CONSTRUCT, MAINTAIN, OR MODIFY SAID DRAINAGE FACILITY.

PARKING REQUIREMENTS

1. OFFSTREET: A MINIMUM OF TWO COVERED PARKING SPACES PER LOT SHALL BE PROVIDED.
2. ONSTREET: GUEST PARKING WILL BE ACCOMMODATED BY ON STREET PARKING.

SOLAR COLLECTION NOTE

NO PROPERTY WITHIN THE AREA OF REQUESTED FINAL ACTION SHALL AT ANYTIME BE SUBJECT TO A DEED RESTRICTION, COVENANT, OR BUILDING AGREEMENT PROHIBITING SOLAR COLLECTORS FROM BEING INSTALLED ON BUILDINGS OR ERECTED ON THE LOTS OR PARCELS WITHIN THE AREA OF PROPOSED PLAT, THE FOREGOING REQUIREMENT SHALL BE A CONDITION TO APPROVAL OF THIS PLAT.

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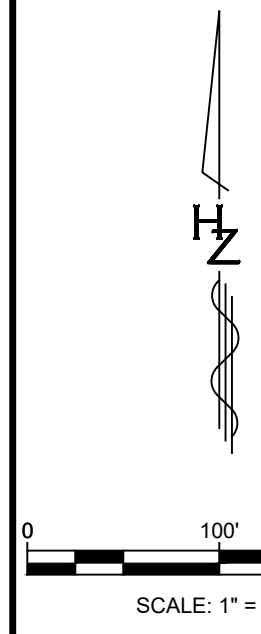


Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume 1	1.000	1.300	901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>
Totals			901641.60 Sq. Ft.	18983.52 Cu. Yd.	12388.73 Cu. Yd.	6594.79 Cu. Yd.<Cut>

GENERAL NOTES

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- SEE DETAIL X FOR TYPICAL LOT GRADING.
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- CONTRACTOR SHALL OBTAIN PERMISSION TO GRADE ON PRIVATE PROPERTY. CITY SHALL NOT BE RESPONSIBLE FOR CONTRACTOR TRESPASSING ON PRIVATE PROPERTY



Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

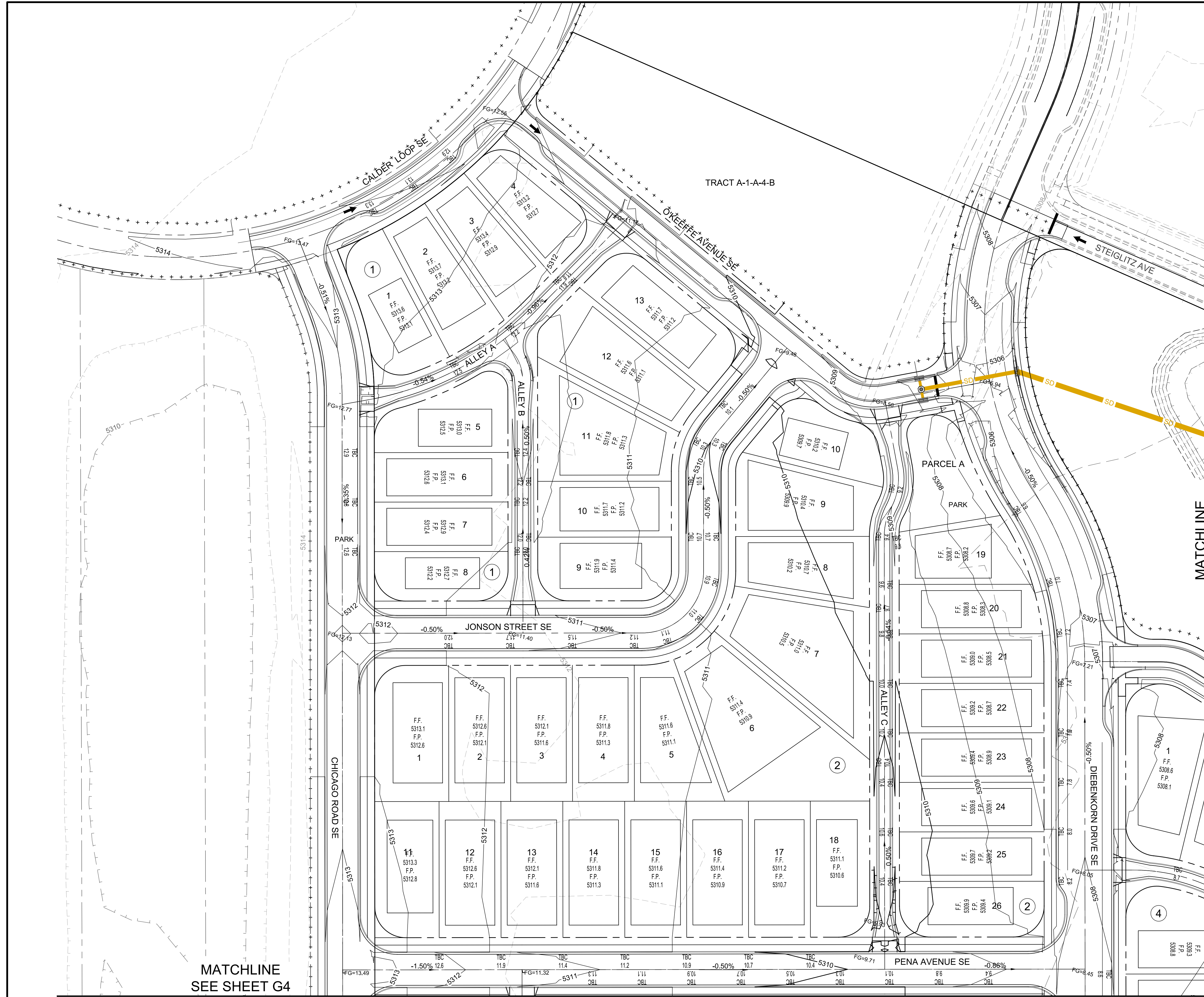
MONTAGE UNIT 6 TWILIGHT HOMES

TITLE: GRADING COMPOSITE

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No. XX	Zone Map No. R-15-Z, R-16-Z	Sheet G1	Of -

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NO.
STARTED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE	BY		NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY.	DATE
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE			SCOTT A. EDDINGS	05/21/21
FIELD VERIFICATION BY	DATE	N=1487.534,543	DATE			12856	
CHECKED BY	DATE	E=1511.214,742	DATE			HUITT-ZOLLARS, INC.	
		ELEV=4663.627 (NAVD 1988)				Consulting Engineers	
		GROUND TO GRID FACTOR=0.996655938					
		MAPPING ANGLE=0°14'53.77"					

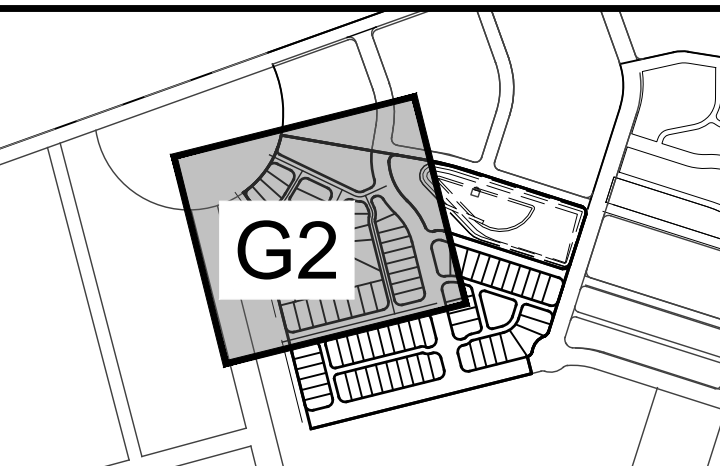
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MATCHLINE
SEE SHEET G4

MATCHLINE
SEE SHEET G3

June 24, 2021



GRADING SHEET INDEX

LEGEND

- 5050- EXIST. (INDEX) CONTOUR
- 5251- EXIST. (INTERMEDIATE) CONTOUR
- 5040- PROP. (INDEX) CONTOUR
- 5041- PROP. (INTERMEDIATE) CONTOUR
- WATER BLOCK
- NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XXTP TOP OF PAVEMENT
- XX.XXTC TOP OF CURB ELEVATION
- XX.XXFL FLOW LINE ELEVATION
- XX.XXTOC TOP OF CONCRETE
- FLOW DIRECTION
- GRADING LIMITS
- SLOPE STABILIZATION

GENERAL NOTES

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SCALE: 1" = 40'

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 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

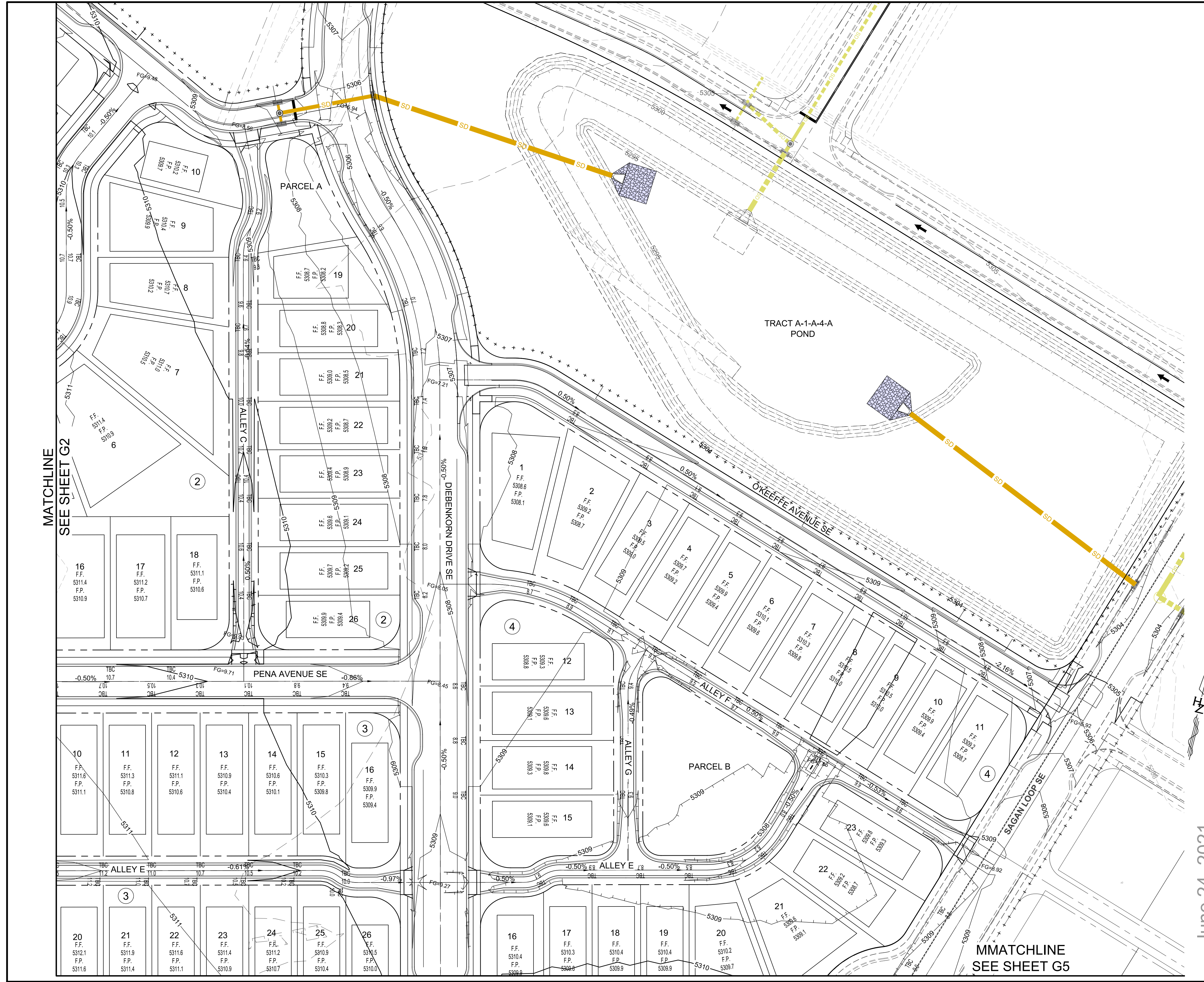
**MONTAGE UNIT 6
TWILIGHT HOMES**

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/yr.	Mo./Day/yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G2	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NO.
STARTED BY	DATE	STANDARD 3" 11" ALUMINUM DISC	DATE	BY		NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	DATE: June 24, 2021
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE	NO.		SCOTT A. EDDINGS	DATE: June 24, 2021
FIELD VERIFICATION BY	DATE	N=1487.534,543	DATE			12856	DATE: June 24, 2021
CORRECTED BY	DATE	E=1.511,214,742	DATE			DATE: 05/21/21	DATE: June 24, 2021
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE			HUITT-ZOLLARS, INC.	DATE: June 24, 2021
RECORDED BY	DATE	GROUND TO GRID FACTOR=0.999655508	DATE			Consulting Engineers	
NO.		MAPPING ANGLE=0°14'53.77"					

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LEGEND

- - - - - 5050 EXIST. (INDEX) CONTOUR
- - - - - 5251 EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 PROP. (INDEX) CONTOUR
- - - - - 5041 PROP. (INTERMEDIATE) CONTOUR
- ~~~~~ WATER BLOCK
- ===== NEW CURB & GUTTER
- FUTURE CURB & GUTTER
- XX.XXTP TOP OF PAVEMENT
- XX.XXFL FLOW LINE ELEVATION
- XX.XXTC TOP OF CONCRETE
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- ++++ GRADING LIMITS
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AS BUILT INFORMATION

CONTRACTOR	DATE
STARTED BY	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
CORRECTED BY	DATE
RECORDED BY	DATE

BENCH MARKS

FOUND MONUMENT	DATE
STANDARD 3 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	
N=1487,534.543	
E=1,511,214.742	
ELEV=4665.627 (NAVD 1988)	
GROUND TO GRID FACTOR=0.999655508	
MAPPING ANGLE=0°14'33.77"	

SURVEY INFORMATION

FIELD NOTES	DATE
BY	
NO.	

ENGINEER'S SEAL

PRELIMINARY
 NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

SCALE: 1" = 40'

Designed By:

HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

REVISIONS

NO.	DATE	REMARKS	BY
DESIGN	DATE: June 24, 2021		
DESIGN	DATE: June 24, 2021		
DESIGN	DATE: June 24, 2021		

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G3	-

June 24, 2021

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MATCHLINE
SEE SHEET G2



MATCHLINE
SEE SHEET G5



LEGEND

- 5050 --- EXIST. (INDEX) CONTOUR
- 5251 --- EXIST. (INTERMEDIATE) CONTOUR
- 5040 --- PROP. (INDEX) CONTOUR
- 5041 --- PROP. (INTERMEDIATE) CONTOUR
- W --- WATER BLOCK
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- F --- FUTURE CURB & GUTTER
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- XX.XXTC --- TOP OF CURB ELEVATION
- XX.XXFL --- FLOW LINE ELEVATION
- XX.XXTOC --- TOP OF CONCRETE
- FLOW DIRECTION --- FLOW DIRECTION
- + + + + --- GRADING LIMITS
- SLOPE STABILIZATION --- SLOPE STABILIZATION

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SCALE: 1" = 40'

nm811
New Mexico Before You Dig
Call before you dig.
TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

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**MONTAGE UNIT 6
TWILIGHT HOMES**

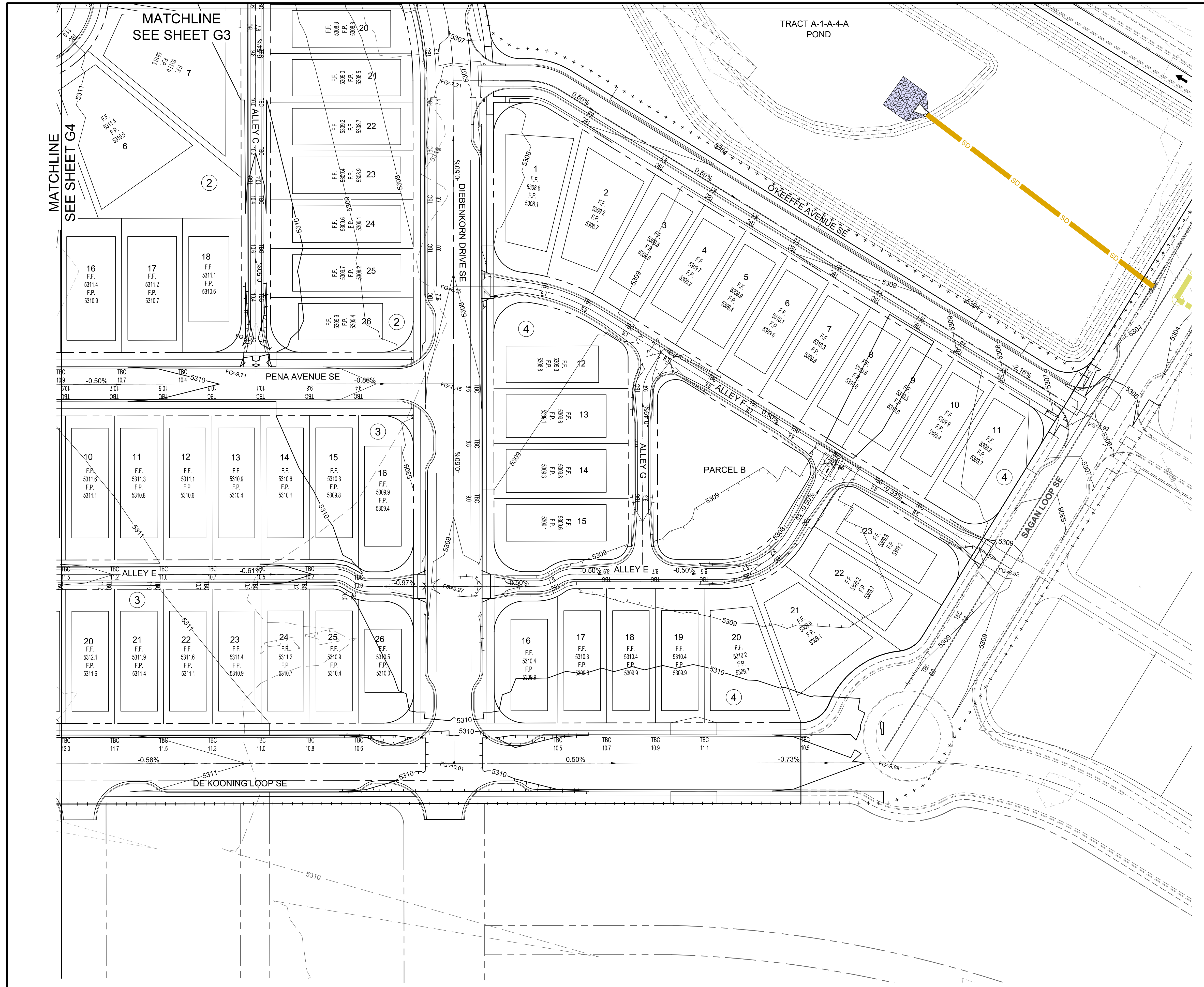
TITLE:
GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/yr.	Mo./Day/yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G4	-

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	FIELD NOTES	NO.	PRELIMINARY	NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY. SCOTT A. EDDINGS
STARTED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE	BY	NO.	DATE	
INSPECTORS	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	DATE				
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CORRECTED BY	DATE	E=1,511,214.742	DATE				
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE				
RECORDED BY	DATE	GROUND TO GRID FACTOR=0.99955508	DATE				
	DATE	MAPPING ANGLE=071453.77'	DATE				

June 24, 2021

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GRADING SHEET INDEX

LEGEND

- - - - - 5050 - - - - - EXIST. (INDEX) CONTOUR
- - - - - 5251 - - - - - EXIST. (INTERMEDIATE) CONTOUR
- - - - - 5040 - - - - - PROP. (INDEX) CONTOUR
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Know what's below. Call before you dig.

 TWO WORKING DAYS BEFORE YOU DIG CALL 811 OR 280-1999

Designed By:
HUITT-ZOLLARS
 Huitt-Zollars, Inc. Albuquerque
 6501 Americas Pkwy NE, Suite 550
 Albuquerque, New Mexico 87110
 Phone (505) 883-8114 Fax (505) 883-5022

MONTAGE UNIT 6 TWILIGHT HOMES

GRADING PLAN

Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
Last Update			
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	G5	-

AS BUILT INFORMATION

CONTRACTOR	DATE
INSPECTORS	DATE
FIELD VERIFICATION BY	DATE
MICRO-FILM INFORMATION	DATE

BENCH MARKS

FOUND MONUMENT	DISC	DATE
STANDARD 3 1/4" ALUMINUM DISC		
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE NAD 1983)	DATE	
N=1487.534,543		
E=1.511,214,742		
GROUND TO GRID FACTOR	DATE	
0.999655808		
MAPPING ANGLE	DATE	
-0.1453,77		

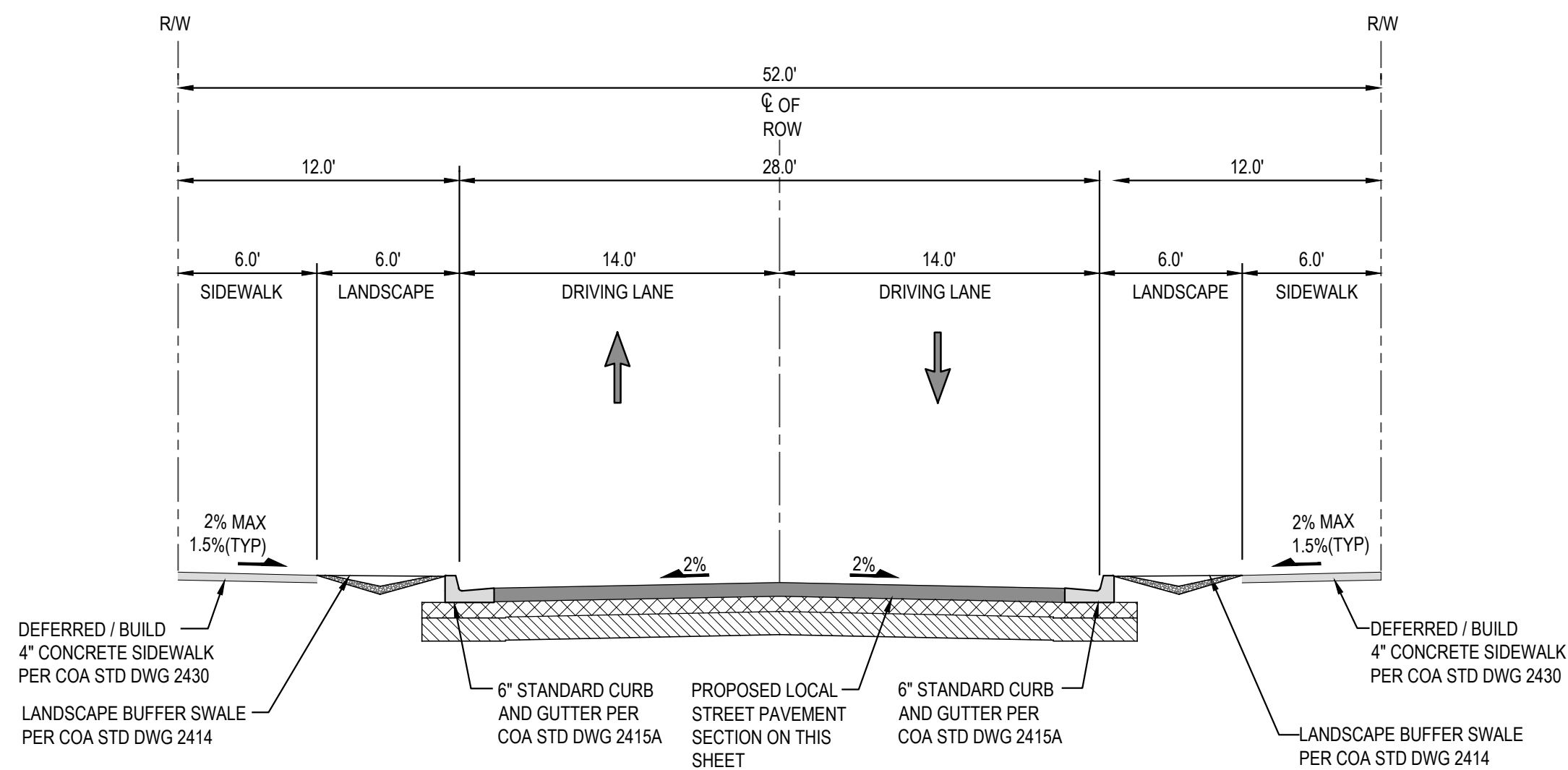
SURVEY INFORMATION

FIELD NOTES	DATE
NO.	BY

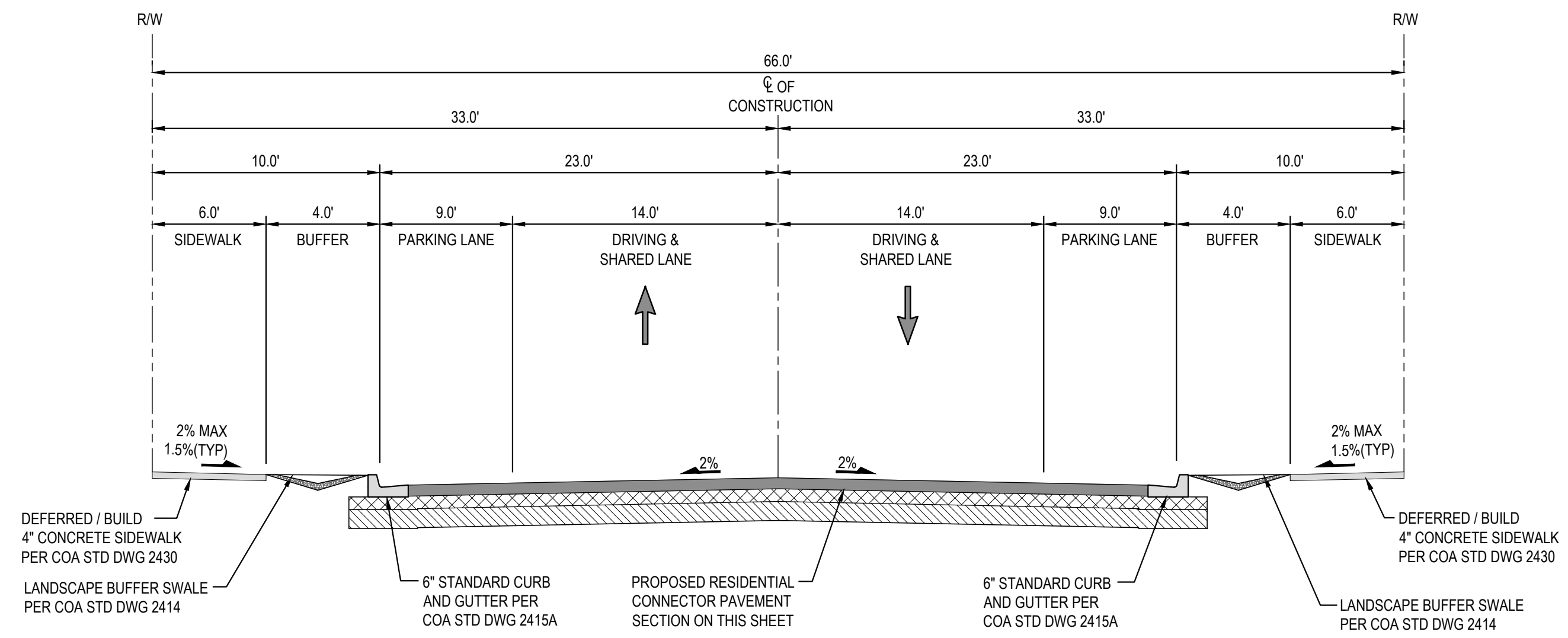
ENGINEER'S SEAL
PRELIMINARY
 NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.
 SCOTT A. EDDINGS
 12856
 Date: 05/21/21
 HUITT-ZOLLARS, INC.
 Consulting Engineers

NO.	DATE	REVISIONS	BY
		DESIGN	
DESIGNED BY:	JLM	DATE:	June 24, 2021
DRAWN BY:	LRT	DATE:	June 24, 2021
DWG NAME:	3-6 GRAD.dwg	PROJ.#:	
CHECKED BY:	SAE	DATE:	June 24, 2021

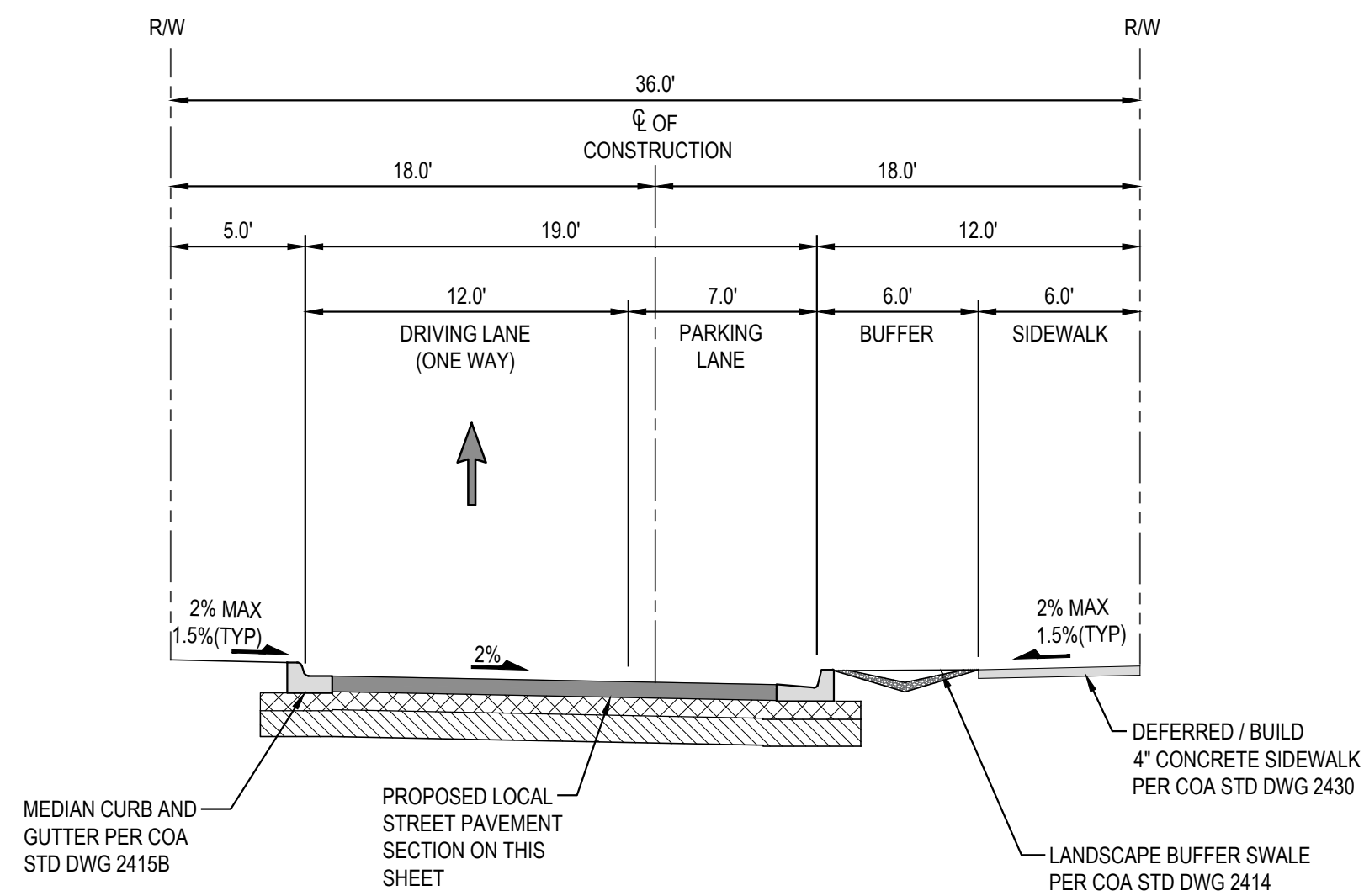
June 24, 2021



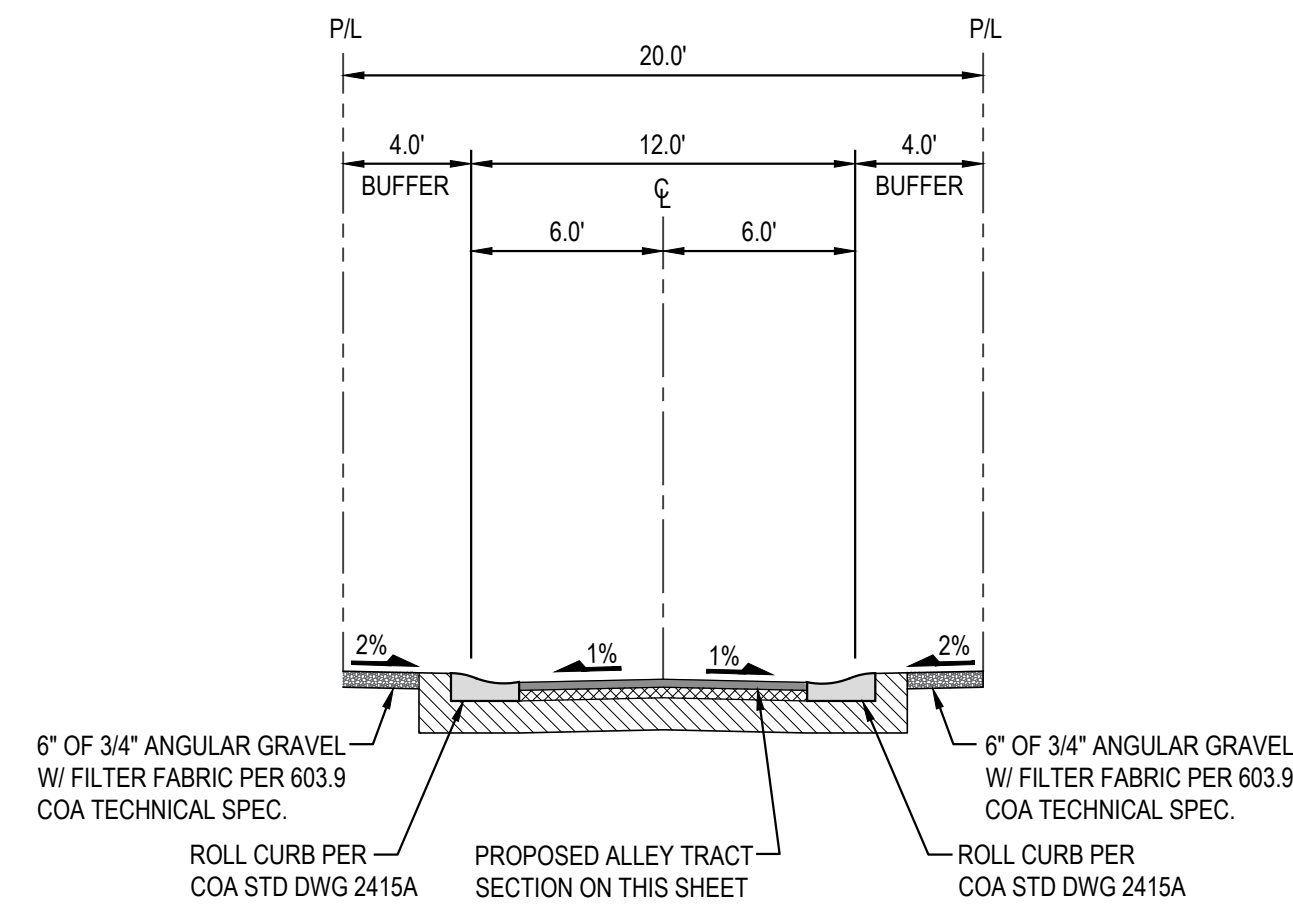
CHICAGO RD, JONSON ST & PENN AVE
SCALE: 1"=6' **A**



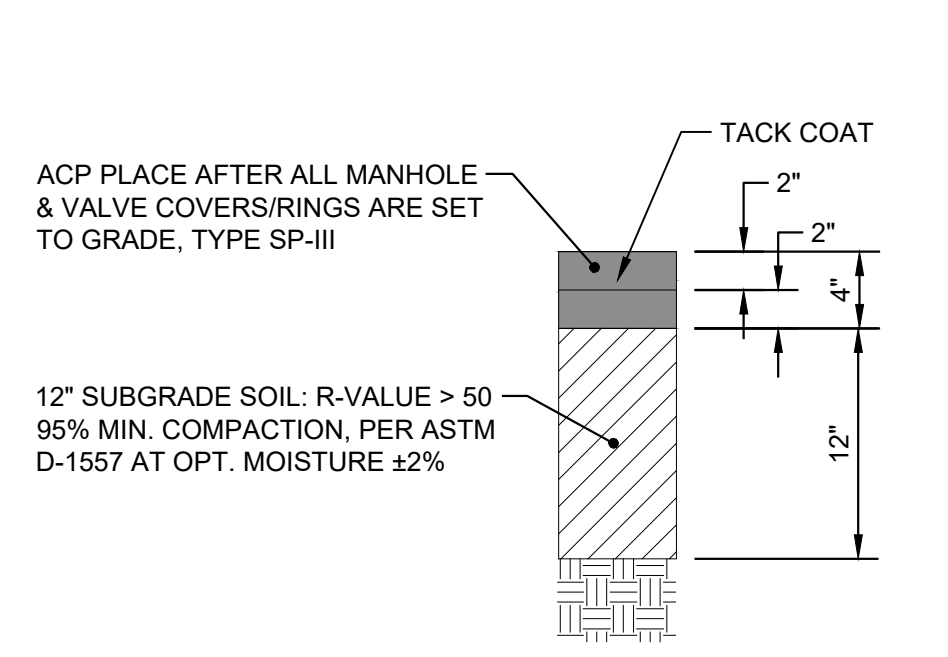
DIEBENKORN DR & DE KOONING LOOP
SCALE: 1"=6' **B**



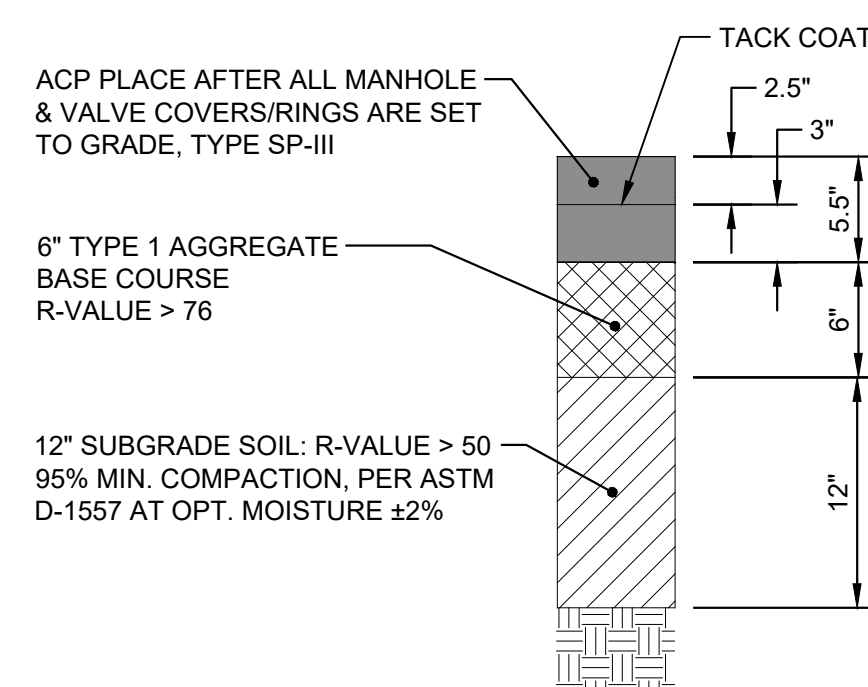
O'KEEFE AVE & CALDER LOOP
SCALE: 1"=6' **C**



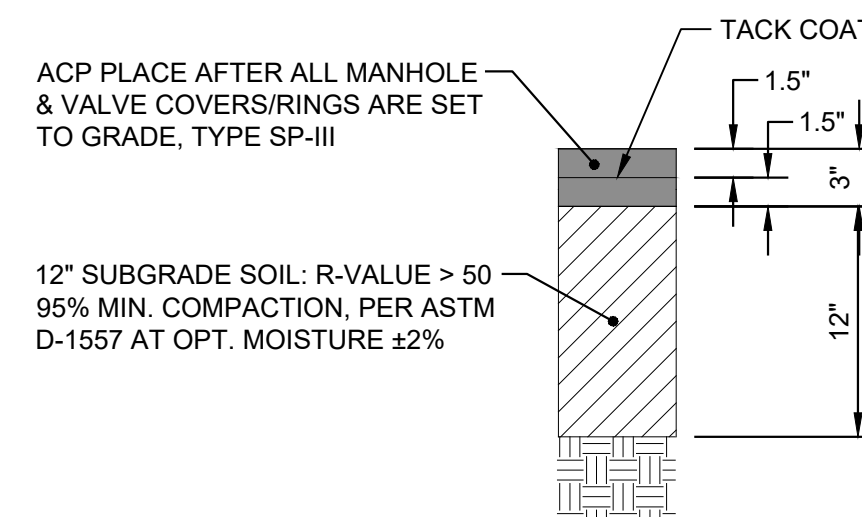
ALLEY TRACT (PRIVATE) - 20' ROW
SCALE: 1"=6' **D**



RESIDENTIAL LOCAL STREET PAVEMENT SECTION (A & C)
CHICAGO ROAD
JONSON STREET
PENN AVENUE
O'KEEFE AVENUE
DE KOONING LOOP



RESIDENTIAL CONNECTOR PAVEMENT SECTION (B)
DIEBENKORN DRIVE
DE KOONING LOOP



ALLEY TRACTS (PRIVATE) PAVEMENT SECTION (D)

AS BUILT INFORMATION		BENCH MARKS		SURVEY INFORMATION		ENGINEER'S SEAL	
CONTRACTOR	DATE	FOUND MONUMENT	DATE	NO.	BY	PRELIMINARY	NO.
WORKS STAMPED BY	DATE	STANDARD 3 1/4" ALUMINUM DISC	DATE			NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.	
INSPECTOR'S FIELD VERIFICATION BY	DATE	NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 1983)	DATE				
FIELD CORRECTED BY	DATE	N=1487.535; E=543	DATE			SCOTT A. EDDINGS	
MICRO-FILM INFORMATION	DATE	ELEV=4665.627 (NAVD 1988)	DATE			12856	
RECORDED BY	NO.	GROUND TO GRID FACTOR=0.99695558	DATE			5/14/21	
		MAPPING ANGLE=-0°14'53.77"				HUITT-ZOLLARS, INC.	
						Consulting Engineers	



Designed By:
HUITT-ZOLLARS
Huitt-Zollars, Inc. Albuquerque
6501 Americas Pkwy NE, Suite 550
Albuquerque, New Mexico 87110
Phone (505) 883-8114 Fax (505) 883-5022

May 17, 2021

MONTAGE UNIT 6 TWILIGHT HOMES			
TITLE: TYPICAL SECTIONS			
Design Review Committee	City Engineer	Mo./Day/Yr.	Mo./Day/Yr.
City Project No.	Zone Map No.	Sheet	Of
XX	R-15-Z, R-16-Z	R1	-

Plotted: 6/30/2021 1:27:44 PM By: Talaya, Linda
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INFRASTRUCTURE LIST

EXHIBIT "B"

Montage Unit 6
PROPOSED NAME OF SITE DEVELOPMENT PLAN

Tract A-1-A-3 & A-1-A-4
EXISTING LEGAL DESCRIPTION PRIOR TO PLATTING ACTION

Following is a summary of PUBLIC/PRIVATE Infrastructure required to be constructed or financially guaranteed for the above development. This Listing is not necessarily a complete listing. During the SIA process and/or in the review of the construction drawings, if the DRC Chair determines that appurtenant items and/or unforeseen items have not been included in the infrastructure listing, the DRC Chair may include those items in the listing and related financial guarantee. Likewise, if the DRC Chair determines that appurtenant or non-essential items can be deleted from the listing, those items may be deleted as well as the related portions of the financial guarantees. All such revisions require approval by the DRC Chair, the User Department and agent/owner. If such approvals are obtained, these revisions to the listing will be incorporated administratively. In addition, any unforeseen items which arise during construction which are necessary to complete the project and which normally are the Subdivider's responsibility will be required as a condition of project acceptance and close out by the City.

SIA Sequence #	COA BLDG PERMIT #	Size	Type of Improvement	Location	From	To	Private Inspector	City Inspector	City Cnst Engineer
			*****ROADWAY***** Pavement Section: (2) 14' Shared Lane (2) 9' Parking Lane (2) Standard Curb and Gutter (2) Landscape Buffer (2) 6' Sidewalk	Diebenkorn Drive SE	Stieglitz Ave SE	de Kooning Loop SE	/	/	/
		36' R/W	Pavement Section: (1) 5' Landscape Buffer (1) Median Curb & Gutter (1) 12' Drive Lane (1) 7' Parking Lane (1) Standard Curb & Gutter (1) 7' Landscape Buffer (1) 5' Sidewalk	O'Keeffe Avenue SE	Calder Loop SE	Sagan Loop SE	/	/	/
		52' R/W	Pavement Section: (2) 14' Shared Lane (2) Standard Curb and Gutter (2) 6' Landscape Buffer (2) 6' Sidewalk	Chicago Road SE	Calder Loop SE	de Kooning Loop SE	/	/	/
		36' R/W	Pavement Section: (1) 5' Landscape Buffer (1) Median Curb & Gutter (1) 12' Drive Lane (1) 7' Parking Lane (1) Standard Curb & Gutter (1) 7' Landscape Buffer (1) 5' Sidewalk	Calder Loop SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
		52' R/W	Pavement Section: (2) 14' Shared Lane (2) Standard Curb and Gutter (2) 6' Landscape Buffer (2) 6' Sidewalk	Jonson Street SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/


SIA Sequence #	COA BLDG PERMIT #	Size	Type of Improvement	Location	From	To	Private Inspector	City Inspector	City Cnst Engineer
		52' R/W	*****ROADWAY***** Pavement Section: (2) 14' Shared Lane (2) Standard Curb and Gutter (2) 6' Landscape Buffer (2) 6' Sidewalk	Pena Avenue SE	Chicago Road SE	Diebenkorn Drive SE	/	/	/
		66' R/W	Pavement Section: (2) 14' Shared Lane (2) 9' Parking Lane (2) Standard Curb and Gutter (2) Landscape Buffer (2) 6' Sidewalk	de Kooning Loop SE	Chicago Road SE	Exist Edge of Pavement at Roundabout	/	/	/
		10"	*****WATER***** Waterline w/Appertunances	Diebenkorn Drive SE	Stieglitz Ave SE	de Kooning Loop SE	/	/	/
		8"	Waterline w/Appertunances	O'Keeffe Avenue SE	Calder Loop SE	Sagan Loop SE	/	/	/
		8"	Waterline w/Appertunances	Chicago Road SE	Calder Loop SE	de Kooning Loop SE	/	/	/
		8"	Waterline w/Appertunances	Calder Loop SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
		8"	Waterline w/Appertunances	Jonson Street SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
		8"	Waterline w/Appertunances	Pena Avenue SE	Chicago Road SE	Diebenkorn Drive SE	/	/	/
		8"	Waterline w/Appertunances	de Kooning Loop SE	Chicago Road SE	Exist Edge of Pavement at Roundabout	/	/	/
		10"	*****SANITARY***** Sanitary Sewer Line and Manholes	Diebenkorn Drive SE	Stieglitz Ave SE	de Kooning Loop SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	O'Keeffe Avenue SE	Calder Loop SE	Sagan Loop SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	Chicago Road SE	Calder Loop SE	de Kooning Loop SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	Calder Loop SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	Jonson Street SE	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	Pena Avenue SE	Chicago Road SE	Diebenkorn Drive SE	/	/	/
		8"	Sanitary Sewer Line and Manholes	de Kooning Loop SE	Chicago Road SE	Exist Edge of Pavement at Roundabout	/	/	/

SIA Sequence #	COA BLDG PERMIT #	Size	Type of Improvement	Location	From	To	Private Inspector	City Inspector	City Cnst Engineer
			*****REUSE WATER*****						
		10"	Reuse Waterline w/Appertunances	Diebenkorn Drive SE	Stieglitz Ave SE	de Kooning Loop SE	/	/	/
		16"	Reuse Waterline w/Appertunances	de Kooning Loop SE	Chicago Road SE	Connect to Existing at Roundabout	/	/	/
			*****INTERSECTION LIGHTING*****						
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Diebenkorn Drive SE	Diebenkorn Drive SE	O'Keeffe Avenue SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Diebenkorn Drive SE	Diebenkorn Drive SE	de Kooning Loop SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	O'Keeffe Avenue SE	O'Keeffe Avenue SE	Sagan Loop SE	/	/	/
			Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	O'Keeffe Avenue SE - Mid Block	Diebenkorn Drive SE	Sagan Loop SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Chicago Road SE	Chicago Road SE	Calder Loop SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Chicago Road SE	Chicago Road SE	Jonson Street SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Jonson Street SE	Jonson Street SE	O'Keeffe Avenue SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Pena Avenue SE	Pena Avenue SE	Chicago Road SE	/	/	/
			Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Pena Avenue SE - Mid Block	Chicago Road SE	O'Keeffe Avenue SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	Pena Avenue SE	Pena Avenue SE	Diebenkorn Drive SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	de Kooning Loop SE	de Kooning Loop SE	Chicago Road SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	de Kooning Loop SE - Mid Block	Chicago Road SE	Diebenkorn Drive SE	/	/	/
			Intersection Street Lighting with all appurtenances (pullboxes, conduits, transformer, etc)	de Kooning Loop SE	de Kooning Loop SE	Roundabout	/	/	/
			*****STORM DRAINAGE *****						
		48"	Pond Inlet & Storm Drain	Pond 1	Diebenkorn Drive SE	Approximately 210' West	/	/	/
		30"	Storm Drain, Inlets and Manhole	O'Keeffe Avenue SE	Diebenkorn Drive SE	Approximately 80' West	/	/	/
		30"	Pond Inlet & Storm Drain	Pond 1	Sagan Loop SE	Approximately 210' East	/	/	/

NOTES

- 1 Exact Number of Street Lights shall be developed through DRC and City project development reviews. Street Lights shall be in accordance with City DPM.
- 2
- 3

AGENT / OWNER	DEVELOPMENT REVIEW BOARD MEMBER APPROVALS
---------------	---


Scott Eddings
 NAME (print)
 Huitt-Zollars, Inc.
 FIRM

 SIGNATURE - date 7/1/2021
 MAXIMUM TIME ALLOWED TO CONSTRUCT THE IMPROVEMENTS WITHOUT A DRB EXTENSION: 1-YEAR

DRB CHAIR - date
 TRANSPORTATION DEVELOPMENT - date
 UTILITY DEVELOPMENT - date
 CITY ENGINEER - date

PARKS & GENERAL RECREATION - date
 AMAFCA - date
 CODE ENFORCEMENT - date
 - date

DESIGN REVIEW COMMITTEE REVISIONS

REVISION	DATE	DRC CHAIR	USER DEPARTMENT	AGENT / OWNER




JUNE 21, 2021

MONTAGE UNITS TRAFFIC IMPACT ANALYSIS
ALBUQUERQUE, NEW MEXICO

HUITT-ZOLIARS

333 Rio Rancho Dr, Suite 101
Rio Rancho, NM 87124-1457
Phone: (505) 892-5141
Fax: (505) 892-3259



EXECUTIVE SUMMARY

The purpose of this study is to investigate the potential impact of traffic generated on the surrounding roadway network by the proposed Montage Unit developments in Albuquerque, NM. The proposed developments will lie south of Bobby Foster Rd. and west of University Blvd. The proposed developments, which are expected to be built out in 2023, will consist of five single-family residential housing subdivisions (Montage Unit 1, 3-6), a multi-family residential housing subdivision, a commercial development, and a K-12 charter school. The developments will include approximately 200, 150, 200, 175 and 85 single family detached units, 288 multi-family units, 200 student charter school, and 14,000 sf of commercial development. Montage Unit 1 was complete at the time of this study. Due to the close proximity of the developments, the generated trips were reduced since according to the *ITE Trip Generation Manual's* guidelines for internal capture. Internal capture occurs at a site when two or more land uses have a possibility of interacting with each other, particularly where the trip can be made by walking. Assuming a 0.25 mile radius of the charter school, the commercial development, and the Albuquerque studios, trips to these locations were reduced due to walking. The adjusted generated traffic data presented in **Table E1**.

Table E1 – Adjusted Proposed Developments Generated Trips

Development	AM Peak Hour (Vehicle Trips)	PM Peak Hour (Vehicle Trips)
Montage Unit 1*	-	-
Montage Unit 3	89	120
Montage Unit 4	140	188
Montage Unit 5	129	174
Montage Unit 6	57	76
Multi-Family Housing	72	91
Charter School	109	24
Commercial Development	111	88

*No traffic generated since it is built out.

Due to the COVID-19 pandemic, traffic patterns were affected due to the public health emergency orders announced on March 11, 2020 in New Mexico. As a result, traffic counts collected during this time period would need to be adjusted using factors provided by the City of Albuquerque. In order to conduct this TIA, existing turning movement counts and field observations for all existing study intersections were obtained on April 21, 2021. The turning movement data for University Blvd and Fritts Crossing was collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. Twelve (12) hour turning movement data for University Blvd and Eastman Crossing and University Blvd and Strand loop was collected between the hours of 7:00 AM to 7:00 PM.

The scope of this study includes an engineering analysis of the traffic impacts at major intersections within a 1-mile radius of the proposed development in the 2023 and 2028 Built-Out years for the AM and PM peak hours and a highway capacity analysis along University Blvd from Crick Ave to Rio Bravo Blvd.

Recommendations for any required mitigations will be proposed. The intersections evaluated in this study are included in **Table E2**.

Table E2 – Study Intersections

Intersection Number	Intersection Street Names
1	Bobby Foster Rd and Driveway to Commercial Development (Driveway 1)
2	Bobby Foster Rd and Diekenborn Dr
3	Bobby Foster Rd and Newhall Dr
4	Bobby Foster Rd and Sagan Loop
5	Bobby Foster Rd Driveway to Multi Family Housing (Driveway 2)
6	Frits Crossing and University Blvd
7	Bobby Foster Rd and University Blvd
8	University Blvd and Strand Loop
9	Stieglitz Ave and Sagan Loop

The distribution of the generated traffic through the study area intersections was determined by considering factors such as the existing traffic distribution, connectivity, capacity, and congestion of the surrounding roadway network. To evaluate the impact of the proposed development on the study area, the traffic conditions without the development (2023 No-Build and 2028 No-Build) and with the development (2023 Build-Out and 2028 Build-Out) were compared. The 2023 and 2028 No-Build traffic counts consists of the 2021 collected traffic counts projected to 2023 and 2028. The 2021 Existing, 2023 No-Build, 2028 No-Build, 2023 Build, and 2028 Build conditions, were modeled using Synchro 11, and evaluated using intersection delay and level of service (LOS), which are measures of the driving conditions and congestion at an intersection.

From the Synchro traffic analyses performed at the intersections, it was concluded that the proposed developments impacts are mainly at Intersections 6-8. When comparing the No-Build to the Build scenarios, these intersections had a deteriorated to a LOS E or worse in 2023 or 2028. The following three mitigation alternatives for Intersections 6-8 were modeled in Synchro:

1. Signalizing Intersections 6-8
2. Placing roundabouts at Intersections 6-8
3. Placing All Way Stop Controlled (AWSC) at Intersections 6-8

Although a signal warrant and an All Way Stop Controlled (AWSC) warrant study will need to be conducted, the Synchro results were modeled to show the best alternatives for all three intersections. It was seen that signalizing or placing a roundabout at Intersections 6-8 results in a LOS of C or better in both the 2023 and 2028 Build conditions. An AWSC was not recommended for Intersection 6, since the

LOS deteriorates in the AM Peak Hour when compared to the Build Conditions and in the PM peak, the LOS improves to a LOS C in 2023, but remains at a LOS E when compared to the 2028 PM peak hour Build condition. For Intersection 7, an AWSC improves the intersection LOS to a LOS C or better in both the 2023 and 2028 Build conditions. For Intersection 8, an AWSC improves the intersection delay in both the 2023 and 2028 AM and PM peak hours, but it is not recommended since during the PM Peak, a LOS F remains.

For the highway capacity along University Blvd from Crick Ave to Rio Bravo Blvd, it was noted that the northbound demand volume is lower than the southbound demand volume as expected since University Blvd has one lane northbound and two lanes southbound. Assuming a similar truck percentage and PHF as the data collected in April 28, 2021, the demand volumes for the AM peak northbound, AM peak southbound, PM peak northbound, and PM peak southbound are included in **Table E3**. If the volumes during the peak hour exceeds the demand volume listed above, a LOS F will be experienced along University Blvd. Assuming Build-out conditions and a constant growth of 4% per year after that, it is expected that the roadway will achieve a LOS F in 2056.

Table E3 – Demand Volumes for University Blvd

University Blvd	Demand Volume (veh/hr)
AM Peak Northbound	1097
AM Peak Southbound	2194
PM Peak Northbound	1180
PM Peak Southbound	2360

SECTION 1 - INTRODUCTION

1.1 Purpose

This report analyzes the traffic impacts of the proposed Montage Unit subdivisions in Albuquerque, NM. The subdivisions will consist of five single-family residential housing subdivisions (Montage Unit 1, 3-6), a multi-family residential housing subdivision, a commercial development, and a K-12 charter school. This analysis seeks to determine the traffic impacts of the subdivisions and develop mitigations for intersections that are impacted. Within the study area, one subdivision (Montage Unit 1) is complete, while all other developments were under construction during to the data collection period.

1.2 LOS Methodology

To determine the traffic impact, the Level of Service (LOS), delay, and volume to capacity (V/C) ratios were determined.

Intersection LOS is a measure of driving conditions and vehicle delay. The LOS describes the quality of traffic operation on roadway facilities. The traffic capacity of intersections were evaluated to determine the LOS for the AM and PM peak-hours. The Highway Capacity Manual (HCM) defines the LOS and is widely used for traffic engineering studies. LOS range from A (best) to F (poorest). **Table 1** outlines the LOS definitions for signalized and unsignalized intersections.

Table 1 – Level of Service Intersection Standards (Adapted from the HCM 6th Edition)

LOS	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)	Traffic Flow Characteristics
A	<10	0-10	Virtually free flow, completely unimpeded
B	>10-20	>10-15	Stable Flow with slight delays, less freedom to maneuver
C	>20-35	>15-25	Stable flow with delays, less freedom to maneuver
D	>35-55	>25-35	High density, but stable flow
E	>55-80	>35-50	Operating conditions at or near capacity, unstable flow
F	>80	>50	Forced flow, breakdown conditions

< = less than

> = greater than

Intersection delay is calculated by taking a weighted average of the total delays for each intersection lane group. Total delay includes queue delay and delay from stopping for signalized intersections. Intersection delay for unsignalized intersections does not include queue delay. According to the HCM, since the major-street at an unsignalized intersection is assumed to experience zero delay, a weighted average will skew

the delay. For unsignalized intersections, the highest delay on the minor movements is used to establish LOS for the intersection. Using the delay criteria in **Table 1**, a LOS value may be assigned to the study intersections.

The v/c ratio indicates the amount of congestion for each lane group. Any v/c ratio greater than or equal to one indicates that the approach is operating at or above capacity. The intersection v/c ratio is the maximum ratio from all the lane groups.

For this study, Synchro 11 software was used to analyze the traffic conditions for the following scenarios:

- Existing Conditions
- 2023 No-Build (Year 2023 without the project)
- 2023 Build Out (Year 2023 with project)
- 2028 No-Build (Year 2028 without the project)
- 2028 Build Out (Year 2028 with the project)

1.3 Traffic Count Methodology

Due to the COVID-19 pandemic, traffic patterns were affected due to the public health emergency orders announced on March 11, 2020 in New Mexico. As a result, traffic counts collected during this time period would need to be adjusted using factors provided by the City of Albuquerque. In order to conduct this TIA, existing turning movement counts and field observations for all existing study intersections were obtained on April 21, 2021. The turning movement data for University Blvd and Fritts Crossing was collected between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. Twelve (12) hour turning movement data for University Blvd and Eastman Crossing and University Blvd and Strand loop was collected between the hours of 7:00 AM to 7:00 PM.

SECTION 2 - EXISTING AND PROPOSED LAND USE

2.1 Site Location / Study Area

The proposed subdivisions will be located on the south side of Bobby Foster Rd. and west of University Blvd. Currently, most of the sites of the proposed developments are vacant. **Figure 1**, shown in **Appendix A**, identifies the project areas in relation to the surrounding roadway network. The proposed developments will tie into two existing roads including University Blvd and Bobby Foster Rd. The proposed subdivisions will connect to Stryker Rd and Frit Crossing. Surrounding streets and subdivisions are also identified **Figure 1**. The proposed development is about 1.8 miles east of Interstate Highway 25 (IH 25) and 8 miles south of Interstate Highway 40 (IH 40). **Appendix B** shows the proposed site plan for the Montage Units Site development.

Major intersections within a 1-mile radius from the development were investigated for this study. **Table 2** lists the intersections investigated, the numbering convention used in this report, and the intersection control type. The study intersections are also identified with corresponding intersection numbers in **Figure 1 (Appendix A)**. It is important to note that Bobby Foster Rd is proposed to be a four-lane divided roadway, but is analyzed as a two-lane undivided roadway since the date of the realignment of Bobby Foster Rd is yet to be determined.

Table 2 – Intersections Identified for Impact Analysis Numbering and Control Type

Intersection Numbering	Location	Control Type
1	Bobby Foster Rd and Driveway to Commercial Development (Driveway 1)	Unsignalized
2	Bobby Foster Rd and Diekenborn Dr	Unsignalized
3	Bobby Foster Rd and Newhall Dr	Unsignalized
4	Bobby Foster Rd and Sagan Loop	Unsignalized
5	Bobby Foster Rd Driveway to Multi Family Housing (Driveway 2)	Unsignalized
6	Frits Crossing and University Blvd	Unsignalized
7	Bobby Foster Rd and University Blvd	Unsignalized
8	University Blvd and Strand Loop	Unsignalized
9	Stieglitz Ave and Sagan Loop	Unsignalized

Intersection 1 is an unsignalized three-leg intersection at Bobby Foster Rd and Driveway 1 for the proposed commercial development. Eastbound Bobby Foster Rd will include one through lane, and one shared through-right turn lane. Westbound Bobby Foster Rd will one shared through-left turn lane. It was assumed that the Driveway 1 will consist of an entrance and exiting lane.

Intersection 2 will be an unsignalized three-leg intersection at Bobby Foster Rd and Diekenborn Dr. Northbound Diekenborn Dr will include one stop controlled shared left-right turn lane. Eastbound Bobby Foster Rd will include one shared through-right turn lane. Westbound Bobby Foster Rd will include one shared through-left turn lane.

Intersection 3 will be an unsignalized three-leg intersection at Bobby Foster Rd and Newhall Dr. Northbound Newhall Dr will include one stop controlled shared left-right turn lane. Eastbound Bobby Foster Rd will include one shared through-right turn lane. Westbound Bobby Foster Rd will include one one shared through-left turn lane.

Intersection 4 is an unsignalized three-leg intersection at Bobby Foster Rd and Sagan Loop. Eastbound Bobby Foster Rd will include one shared through-right turn lane. Westbound Bobby Foster Rd will include one shared through-left turn lane. Sagan Loop consists of one stop controlled northbound shared left-right lane.

Intersection 5 is an unsignalized three-leg intersection at Bobby Foster Rd and Driveway 2. Eastbound Bobby Foster Rd will include one shared through-right turn lane. Westbound Bobby Foster Rd will include one shared through-left turn lane. It was assumed that the driveway will consist of an entrance and exiting lane.

Intersection 6 is an unsignalized three-leg intersection at University Blvd and Fritts Crossing. Northbound University Blvd consists of a shared through-right turn lane. Southbound University Blvd consists of one through lane and one left turn lane. Fritts Crossing includes one stop controlled westbound shared left-right turn lane.

Intersection 7 is an unsignalized four-leg intersection at Bobby Foster Rd, University Blvd, and Eastman Crossing. University Blvd includes two through lanes and one left-turn lane, and southbound University Blvd includes one left-turn lane and two through lanes. Eastbound Bobby Foster Rd is assumed to consist one shared thru-left turn lane. Westbound Eastman Crossing includes one shared left-through-right lane.

Intersection 8 is an unsignalized four-leg intersection at University Blvd and Strand Loop. University Blvd includes two through lanes and one left-turn lane, and southbound University Blvd includes one left-turn lane and two through lanes. Eastbound Strand Loop includes one stop controlled shared left-through-right lane and westbound Strand Loop includes one stop controlled shared left-through-right lane.

Intersection 9 is an unsignalized four-leg intersection at Stieglitz Ave and Sagan Loop. It includes one stop controlled westbound shared left-through-right-turn lane on Stieglitz Ave. Northbound Sagan Loop includes one shared through-left-turn lane. Southbound Sagan Loop includes one shared through-right-turn lane.

2.2 Existing Zoning

The proposed developments are classified as PC according to the City of Albuquerque Zoning Map, which is provided in **Appendix C**. Zoning PC represents a Planned Community zone. The proposed developments

are approximately 234 acres. The developments include Montage Unit 1, 3, 4, 5 and 6 and consists of 200, 150, 200, 175 and 85 single family detached units, respectively. It also includes a K-12 Charter School with 200 students, a Multi-Family housing development with 288 multi-family units, and a Commercial Development with 14,000 SF. To the south, east, and west of the proposed development are also classified as PC zones. To the north of the proposed development is a park and open space zone.

2.3 Existing Development

Surrounding the proposed developments are mainly undeveloped lots and vacant land. However, to the east of the proposed developments, the Albuquerque Studio is located, and to the north a recreational park and an Amphitheatre are located. Since only Montage Unit 1 was completed at the time of the study, the generated trips from the Montage Units 3-6, K-12 Charter School, Multi-Family Homes, and Commercial Development will need to be added in order to conduct the traffic analysis.

SECTION 3 - EXISTING AND PROPOSED TRANSPORTATION SYSTEMS

3.1 Thoroughfare Systems

For the proposed developments, access to and from IH-25 will be provided via University Blvd, which is the main roadway to all of the developments and is classified as a Major Collector according to the NMDOT Roadway Functional Class Map provided in **Appendix D**.

The streets that are included in the intersection analysis of this project can be classified as Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Residential according to the NMDOT Roadway Functional Class Map. These streets range in size from 2 to 5 lanes, and with a speed limit from 30 to 35 MPH. These streets are identified in **Figure 1 (Appendix A)**. The characteristics of the roadways analyzed in this study are shown in **Table 3**.

Table 3 – Analyzed Roadway Characteristics

Roadway	Number of Lanes	Classification	Speed Limit
University Blvd	2-5	Major Collector	35
Bobby Foster Rd	2	Minor Collector	30
Diekenborn Dr	2	Residential	30
Newhall Dr	2	Residential	30
Sagan Loop	2	Residential	30
Stieglitz Ave	1	Residential	30
Driveway 1	2	Residential	30
Driveway 2	2	Residential	30
Fritts Crossing	2	Residential	30
Eastman Crossing	2	Residential	30
Strand Loop	2	Residential	30

3.2 Other Transportation Facilities

At the time of this study, only Montage Unit 1 was complete. All other developments in the project area were planned or under construction. To analyze the pedestrian facilities, the completed development and the site plan of the developments was used to describe the facilities. Sidewalks and crosswalks are proposed for all roadways within the project area. Bike lanes are proposed along Bobby Foster Rd, Strand Loop, and Sagan Loop. Along University Blvd, there are bike lanes south of Arbus Dr. Sidewalks are proposed on the south side of Bobby Foster Rd and between Frits Crossing and Arbus Dr along University Blvd.

3.3 Existing Traffic Volumes

Traffic volumes were analyzed to determine the AM and PM peak hour volumes (PHV) and peak hour factors (PHF). The data was analyzed between the hours of 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM. Turning movement count data for the existing intersections is included in the **Appendix E**. PHVs were calculated by taking the highest four-consecutive 15-minute volumes for each turning movement at each approach over the two hour data collection period. The PHVs were adjusted using factors provided by the City of Albuquerque for COVID-19. Using this calculated peak hour, corresponding peak hour factors were calculated for each turning movement.

Peak hour factor is a traffic parameter used to describe the relationship between the peak 15-minute flow rate within the peak hour and the total peak hour volume. A high PHF (closer to 1) indicates that traffic is spread out relatively evenly throughout the peak hour. A low PHF (closer to 0) indicates that traffic is concentrated within the peak 15 minutes. **Table 4** shows the peak hour turning movement counts and peak hour factors for the AM and PM periods. **Figure 2 (Appendix A)** shows the existing adjusted AM and PM turning movements for the study intersections.

By using this method, the PHVs and PHFs show the “worst case scenario” for each turning movement. High traffic generators, such schools near the development, can have effects on left-turn and right-turn intersection movements that do not necessarily align with the highest through movement volumes. Calculating PHVs and PHFs by this method account for these differences and better show the impacts of high turning volumes.

Table 4 – Existing Peak Hour Movements

2021 Existing Peak Hour Movements															
No.	Intersection	Intersection Peak Hours	Peak Hour	Southbound			Westbound			Northbound			Eastbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1*	Bobby Foster Rd & Driveway 1		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	-
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHF	-	-	-	-	-	-	-	-	-	-	-	-
2*	Bobby Foster Rd & Dikernborn Dr		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	-
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHF	-	-	-	-	-	-	-	-	-	-	-	-
3*	Bobby Foster Rd & Newhall Dr		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	-
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHF	-	-	-	-	-	-	-	-	-	-	-	-
4*	Bobby Foster Rd & Sagan Loop		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	-
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHV	-	-	-	-	-	-	-	-	-	-	-	-
			PM PHF	-	-	-	-	-	-	-	-	-	-	-	-

* Data not available at these locations due to the intersections not yet constructed.

** PHVs adjusted due to COVID-19

Table 4 – Existing Peak Hour Movements (Continued)

No.	Intersection	Intersection Peak Hours	Peak Hour	2021 Existing Peak Hour Movements																	
				Southbound			Westbound			Northbound			Eastbound								
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
5*	Bobby Foster Rd & Driveway 2		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
6**	University Blvd & Fritts Crossing	7:30 AM	AM PH Start	8:30	7:30	7:00	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45			
			AM PHV	24	281	0	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
			AM PHF	0.75	0.84	0.25	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
			PM PH Start	5:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00
7**	University Blvd & Eastman Crossing	7:15 AM	AM PHV	8	183	2	25	25	25	25	25	25	25	25	25	25	25	25	25		
			AM PHF	0.50	0.83	0.50	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
			PM PH Start	7:30	7:30	7:30	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
			AM PHV	99	171	0	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41
8**	University Blvd & Strand Loop	3:30 PM	AM PHF	0.43	0.88	0.63	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62		
			PM PH Start	3:00	4:00	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30	
			PM PHV	36	102	5	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
			PM PHF	0.56	0.90	0.30	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
8**	University Blvd & Strand Loop	7:30 AM	AM PH Start	7:30	7:30	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15		
			AM PHV	84	34	0	24	24	24	24	24	24	24	24	24	24	24	24	24	24	
			AM PHF	0.89	0.78	0.31	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
			PM PH Start	3:00	4:00	3:15	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00
8**	University Blvd & Strand Loop	3:30 PM	PM PHV	34	42	1	75	75	75	75	75	75	75	75	75	75	75	75	75		
			PM PHF	0.66	0.53	0.35	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
			PM PHV	34	42	1	75	75	75	75	75	75	75	75	75	75	75	75	75	75	
			PM PHF	0.66	0.53	0.35	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	

* Data not available at these locations due to the intersections not yet constructed.

** PHVs adjusted due to COVID-19

Table 4 – Existing Peak Hour Movements (Continued)

2021 Existing Peak Hour Movements															
No.	Intersection	Intersection Peak Hours	Peak Hour	Southbound			Westbound			Northbound			Eastbound		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
9*	Stieglitz Ave & Sagan Loop		AM PH Start	-	-	-	-	-	-	-	-	-	-	-	
			AM PHV	-	-	-	-	-	-	-	-	-	-	-	
			AM PHF	-	-	-	-	-	-	-	-	-	-	-	
			PM PH Start	-	-	-	-	-	-	-	-	-	-	-	
			PM PHV	-	-	-	-	-	-	-	-	-	-	-	
			PM PHF	-	-	-	-	-	-	-	-	-	-	-	

* Data not available at these locations due to the intersections not yet constructed.

** PHVs adjusted due to COVID-19

From **Table 4**, it is observed that AM peak hours occurred during 7:15 AM to 7:30 AM, with the most common peak hour at 7:30 AM. PHFs during the AM period range from 0.25 to 0.89. During the PM period, the movement peak hours varied between 3:00 PM to 3:30 PM, with the most common peak hour at 3:00 PM. PHFs during the PM period range from 0.25 to 0.85.

3.4 Background Growth

The study area population and corresponding traffic volume will continue to grow in future years. To account for future traffic growth, existing traffic counts were projected using a growth rate (GR) and a growth factor (GF). The growth rate is expressed as a percentage of growth over a year. For this study, a four percent (4.0%) growth rate was used to forecast future background traffic to the Build-Out year 2023 and 2028. This growth rate was developed from historical, existing, and projected traffic volumes collected from the Mid-Region Council of Governments' (MRCOG) Traffic Flows.

In the Synchro traffic modeling software, future traffic forecasts are determined using a growth factor, which is dependent on the growth rate. This growth factor is calculated using the equation $GF=(1+GR)^n$, where n is time in years. The calculated growth factor for 2023 and 2028 is 1.08 and 1.26 respectively. The existing 2021 AM and PM turning movements in the study area were multiplied by the growth factor to determine the forecasted turning movements for the No-Build 2023 and No-Build 2028 and are shown in **Figure 3** and **4**, respectively.

3.5 Vehicle Trip Generation

The number of trips generated for the proposed developments were calculated using the *ITE Trip Generation Manual, 10th Edition*. The average trip rates for the peak hour of the adjacent street traffic were used for this study. These trips represent the highest peak hour vehicle trip generated by the development for the peak hour between 7 to 9 AM and the peak hour between 4 to 6 PM. A peak hour factor (PHF) of 0.59 was used in this study for all turning movements near the proposed charter school (Intersections 1-4, & 9) and a PHF of 0.92 was used for all remaining intersections. The PHF of 0.59 was used as determined in the NIA conducted for the proposed charter school in **Appendix F**.

3.5.1 Charter School

The proposed charter school development is expected to be a K-12 charter school. The applicable Land Use Code 536 was used to generate trips for this development. The number of students used to determine the number of generated trips, was 200 students. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 536. The generated trips for the AM and PM peak hour are shown in **Table 5**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 5**.

Table 5 – Proposed Development Peak Hour Generated Trips, Land Use Code 536

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Charter School	AM Peak	156	61%	95	39%	61
	PM Peak	34	43%	15	57%	19

3.5.2 Montage Units 3, 4, 5, and 6

The proposed Montage Units 3, 4, 5, and 6 residential development are categorized as single family (Land Use Code 210). The number of dwelling units used to determine the number of generated trips, was 200, 150, 200, 175, and 85 units, respectively. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 210. The generated trips for the AM and PM peak hour are shown in **Table 6**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 6**.

Table 6 – Proposed Development Peak Hour Generated Trips, Land Use Code 210

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Montage Unit 3	AM Peak	111	25%	28	75%	83
	PM Peak	150	63%	95	37%	55
Montage Unit 4	AM Peak	147	25%	37	75%	110
	PM Peak	198	63%	125	37%	73
Montage Unit 5	AM Peak	129	25%	32	75%	97
	PM Peak	174	63%	110	37%	64
Montage Unit 6	AM Peak	85	25%	16	75%	49
	PM Peak	87	63%	55	37%	32

3.5.3 Multi-Family Homes

For the Multi-Family housing development, the applicable Land Use Code 221 was used. The number of units used to determine the number of generated trips was 288 units. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 221. The generated trips for the AM and PM peak hour are shown in **Table 7**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 7**.

Table 7 – Proposed Development Peak Hour Generated Trips, Land Use Code 221

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Multi-Family Housing	AM Peak	96	26%	25	74%	71
	PM Peak	122	61%	74	39%	48

3.5.4 Commercial Development

For the commercial development, the applicable Land Use Code 820 was used. The area used to determine the number of generated trips was 14,000 sf. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 820. The generated trips for the AM and PM peak hour are shown in **Table 8**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 8**.

Table 8 – Proposed Development Peak Hour Generated Trips, Land Use Code 820

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Commercial Development	AM Peak	159	62%	99	38%	60
	PM Peak	127	48%	61	52%	66

3.6 Trip Adjustments

According to the *ITE Trip Generation Manual*, internal capture occurs at a site when two or more land uses have a possibility of interacting with each other, particularly where the trip can be made by walking. This can result in the total generation of trips being reduced. Assuming that within a 0.25 mile radius of the charter school, the commercial development, and the Albuquerque studios trips to these locations can be reduced due to walking, the generated trips in Section 4.2 were reduced. **Figure 5** shows a the 0.25 mile radius in the project area from the charter school, the commercial development, and the Albuquerque studios.

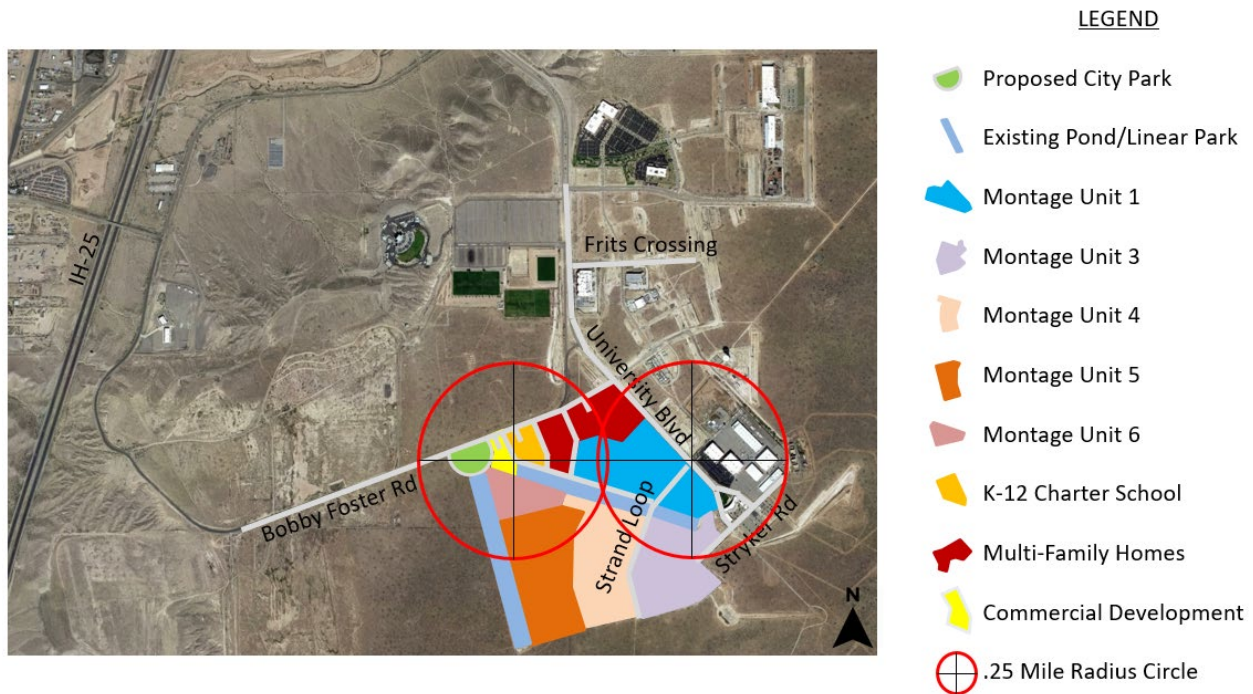


Figure 5 – 0.25 Mile Radius Site Map

The following assumptions were used to adjust the generated trips for internal capture near the charter school and commercial development:

1. 20% of Montage Unit 1 is within the 0.25 mile radius.
2. 10% of Montage Unit 4 is within the 0.25 mile radius.
3. 25% of Montage Unit 5 is within the 0.25 mile radius.
4. 100% of Montage Unit 6 is within the 0.25 mile radius.
5. 50% of the Multi-Family Housing are within the 0.25 mile radius.

The following assumptions were used to adjust the generated trips for internal capture near the Albuquerque studios:

6. 90% of Montage Unit 1 is within the 0.25 mile radius.
7. 40% of Montage Unit 3 is within the 0.25 mile radius.
8. 10% of Montage Unit 4 is within the 0.25 mile radius.
9. 25% of the Multi-Family Housing are within the 0.25 mile radius.
10. Assume 50% of people working at Albuquerque Studios live in the project area.

Following the assumptions, a 30% trip reduction was applied to the proposed charter school and commercial development. For the Montage Unit 1, 3, 4, 5, 6, and Multi-Family housing, a reduction of

45%, 20%, 5%, 0%, 13%, and 25% were used, respectively. **Table 9** shows the adjusted trip generation for the Montage Units, the multi-family housing, the charter school, and the commercial development.

Table 9 – Proposed Development Peak Hour Generated Trips, Land Use Code 210

Development		Adjusted Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Montage Unit 3	AM Peak	89	25%	22	75%	67
	PM Peak	120	63%	76	37%	44
Montage Unit 4	AM Peak	140	25%	35	75%	105
	PM Peak	188	63%	119	37%	69
Montage Unit 5	AM Peak	129	25%	32	75%	97
	PM Peak	174	63%	110	37%	64
Montage Unit 6	AM Peak	57	25%	14	75%	43
	PM Peak	76	63%	48	37%	28
Multi-Family Housing	AM Peak	72	26%	19	74%	54
	PM Peak	91	61%	56	39%	35
Charter School	AM Peak	109	61%	67	39%	43
	PM Peak	24	43%	10	57%	14
Commercial Development	AM Peak	111	62%	69	38%	42
	PM Peak	88	48%	42	52%	46

3.7 Proposed Developments Trip Distribution

Traffic generated by the proposed developments were distributed and assigned to the study area intersections so that the Build scenarios could be established. The distribution of the generated traffic through the study area intersections was determined by considering factors such as the existing traffic distribution, connectivity, capacity, and congestion of the surrounding roadway network. Engineering judgment was also applied to these factors when developing assumptions for the analysis.

3.7.1 Charter School

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that traffic entering and exiting to the charter school were routed through the shortest path moved.
3. For the charter school development trips, it was assumed that the remaining adjusted trips will be proportionate to the number of residential units outside of the 0.25 mile radius.
 - a. 21% will originate from Montage Unit 1

- b. 20% will originate from Montage Unit 3
 - c. 23% will originate from Montage Unit 4
 - d. 17% will originate from Montage Unit 5
 - e. 0% will originate from Montage Unit 6
 - f. 19% will originate from the Multi-Family Housing
4. In the PM peak hour, it was assumed that the trips would follow the AM peak trip distribution percentage.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 6 and 7**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.2 Commercial Development

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that the entrance to the commercial development was located on Intersection 1.
3. It was assumed that traffic entering and exiting to the commercial development were routed through the shortest path.
4. For the commercial development trips, it was assume that the remaining adjusted trips will be proportionate to the residential units outside of the 0.25 mile radius.
 - a. 21% will originate from Montage Unit 1
 - b. 20% will originate from Montage Unit 3
 - c. 23% will originate from Montage Unit 4
 - d. 17% will originate from Montage Unit 5
 - e. 0% will originate from Montage Unit 6
 - f. 19% will originate from the Multi-Family Housing
5. In the PM peak hour, it was assumed that the trips would follow the AM peak trip distribution percentage.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 8 and 9**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.3 Montage Unit 3

The following factors affected the trip distribution:

1. In the AM peak it was assumed remaining adjusted traffic will exit through University Blvd through the shortest path.
2. It was assumed that 30% of trips to Albuquerque studios remain.
3. It was assumed that 20% of trips would turn right on Fritts Crossing and 50% will continue north on Fritts Crossing.
4. It was assumed that 85% of trips to exit through Intersection 8 and 15% through Stryker Road.
5. It was assumed that 50% of trips entering would enter through Intersection 8 and 50% through Stryker Road.
6. In PM peak, it is assumed that outbound traffic would return to its place of origin.
7. It was assumed that 50% will exit through Intersection 8 and 50% will exit through Stryker Road in the PM Peak.
8. It is assumed that 100% of traffic exiting in the PM Peak would exit North through University.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 10** and **11**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.4 Montage Unit 4

The following factors affected the trip distribution:

1. In the AM peak it was assumed remaining adjusted traffic will exit through University Blvd through the shortest path.
2. It was assumed that 45% of trips to Albuquerque studios remain.
3. It was assumed that 10% of trips would turn right on Fritts Crossing and 45% will continue north on Fritts Crossing .
4. It was assumed that 77% of trips to exit through Intersection 8 and 23% through Stryker Road.
5. It was assumed that 90% of trips entering would enter through Intersection 8 and 10% through Stryker Road.
6. In PM peak, it is assumed that outbound traffic would return to its place of origin.
7. It was assumed that 90% will exit through Intersection 8 and 10% will exit through Stryker Road in the PM Peak.
8. It is assumed that 100% of traffic exiting in the PM Peak would exit North through University.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 12** and **13**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.5 Montage Unit 5

The following factors affected the trip distribution:

1. In the AM peak it was assumed remaining adjusted traffic will exit through University Blvd through the shortest path.
2. It was assumed that 50% of trips to Albuquerque studios remain.
3. It was assumed that 5% of trips would turn right on Fritts Crossing and 45% will continue north on Fritts Crossing .
4. It was assumed that 25% of trips to exit through Intersection 8, 25% through Stryker Road, and 50% west of Intersection 1.
5. It was assumed that 50% of trips entering would enter through Intersection 8, 25% through Intersection 2, and 25% west of Intersection 1.
6. In PM peak, it is assumed that outbound traffic would return to its place of origin.
7. It was assumed that 25% will exit through Intersection 8, 25% will exit through Stryker Road, 25% will exit through Intersection 2, and 25% will exit west of Intersection 1 in the PM Peak.
8. It is assumed that 100% of traffic exiting in the PM Peak would exit North through University.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 14 and 15**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.6 Montage Unit 6

The following factors affected the trip distribution:

1. In the AM peak it was assumed remaining adjusted traffic will exit through University Blvd through the shortest path.
2. It was assumed that 40% of trips to Albuquerque studios remain.
3. It was assumed that 10% of trips would turn right on Fritts Crossing and 50% will continue north on Fritts Crossing .
4. It was assumed that 40% of trips to exit through Intersection 8, and 60% west of Intersection 1.
5. It was assumed that 100% of trips entering would enter west of Intersection 1.
6. In PM peak, it is assumed that outbound traffic would return to its place of origin.
7. It was assumed that 50% will exit through Intersection 2, and 50% west of Intersection 1.
8. It was assumed that 30% would enter through Intersection 2 and 30% would enter west of Intersection 1 in the PM Peak.
9. It is assumed that 100% of traffic exiting in the PM Peak would exit North through University.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 16 and 17**, shown in **Appendix A**, summarize the

trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.

3.7.7 Multi-Family Housing

The following factors affected the trip distribution:

1. In the AM peak it was assumed remaining adjusted traffic will exit through University Blvd through the shortest path.
2. It was assumed that 25% of trips to Albuquerque studios remain.
3. It was assumed that 15% of trips would turn right on Fritts Crossing and 60% will continue north on Fritts Crossing.
4. It was assumed that 13% of trips to exit through Intersection 8, 12% would exit on Arbus Dr, 38% through Intersection 4, and 37% through Intersection 5.
5. It was assumed that 50% of trips entering would enter through Intersection 4, 25% through Intersection 5, and 25% enter through Arbus Dr.
6. In PM peak, it is assumed that outbound traffic would return to its place of origin.
7. It was assumed that 50% will exit through Intersection 4, and 50% exit through Intersection 5.
8. It was assumed that 13% of trips to enter through Intersection 8, 25% would enter on Arbus Dr, 31% through Intersection 4, and 31% through Intersection 5.
9. It is assumed that 100% of traffic exiting in the PM Peak would exit North through University.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 18 and 19**, shown in **Appendix A**, summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively. **Figure 20 and 21 (Appendix A)** show the AM and PM peak hour 2023 and 2028 Build turning movements for the study intersections.

SECTION 4 - TRAFFIC ANALYSIS

A traffic analysis was performed for the 2021 Existing conditions, and the 2023 Build-Out year and 2028 Future Year for the No-Build and Build conditions to determine the traffic impacts of the proposed improvements. The following sections describe the Synchro results for the Existing, No-Build, and Build scenarios.

4.1 Existing 2021

Table 7 summarizes the Synchro traffic analysis results for the nine study intersections for the 2021 Existing Conditions AM and PM peak hours. All intersections perform at a LOS B or better, in the AM Peak and PM Peak. **Appendix G** includes the Synchro results for the intersection analyses of the 2021 Existing Conditions.

Table 7 – Existing Condition (2021) Operational Measures

Intersection Number	Location	AM Peak Hour			PM Peak Hour		
		Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C
1*	Bobby Foster Rd & Driveway 1	-	-	-	-	-	-
2*	Bobby Foster Rd & Dikenborn Dr	-	-	-	-	-	-
3*	Bobby Foster Rd & Newhall Dr	-	-	-	-	-	-
4*	Bobby Foster Rd & Sagan Loop	-	-	-	-	-	-
5*	Bobby Foster Rd & Driveway 2	-	-	-	-	-	-
6	University Blvd & Fritts Crossing	9.8 (WB)	A	0.20	10.2 (WB)	B	0.16
7	University Blvd & Eastman Crossing	8.9 (WB)	A	0.16	13.4 (WB)	B	0.35
8	University Blvd & Strand Loop	11.3 (EB)	B	0.06	11.9 (EB)	B	0.12
9*	Stieglitz Ave & Sagan Loop	-	-	-	-	-	-

*-Intersections are not yet constructed.

4.2 No-Build

The No-Build conditions were evaluated for the nine intersections in the project area, for the 2023 Base Year and 2028 Future Year to determine whether the existing roadway network can support future traffic demand.

Table 8 summarizes the intersection Synchro results for the 2023 and 2028 AM and PM peak hour No-Build conditions. All intersections experience an increase in delay in 2023 and 2028 as expected with an increase in traffic. In 2023 and 2028, all intersections perform at a LOS C or better in the AM peak hour and PM Peak Hour. The Synchro results for the AM and PM peak hour analyses of the 2023 and 2028 No-Build Conditions are included in **Appendix H**.

Table 8 – Operational Measures for No-Build Scenarios

Intersection Number	Location	Alternative	AM Peak Hour			PM Peak Hour		
			Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C
1*	Bobby Foster Rd & Driveway 1	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
2*	Bobby Foster Rd & Dikenborn Dr	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
3*	Bobby Foster Rd & Newhall Dr	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
4*	Bobby Foster Rd & Sagan Loop	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
5*	Bobby Foster Rd & Driveway 2	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
6	University Blvd & Fritts Crossing	Existing 2021	9.8 (WB)	A	0.20	10.2 (WB)	B	0.16
		2023 No-Build	9.9 (WB)	A	0.21	10.3 (WB)	B	0.17
		2028 No-Build	10.3 (WB)	B	0.25	11.0 (WB)	B	0.20
7	University Blvd & Eastman Crossing	Existing 2021	8.9 (WB)	A	0.16	13.4 (WB)	B	0.35
		2023 No-Build	8.9 (WB)	A	0.44	14.4 (WB)	B	0.40
		2028 No-Build	9.1 (WB)	A	0.21	17.9 (WB)	C	0.52
8	University Blvd & Strand Loop	Existing 2021	11.3 (EB)	B	0.06	11.9 (EB)	B	0.12
		2023 No-Build	11.6 (EB)	B	0.06	12.3 (EB)	B	0.13
		2028 No-Build	12.4 (EB)	B	0.08	13.5 (EB)	B	0.17
9*	Stieglitz Ave & Sagan Loop	Existing 2021	-	-	-	-	-	-
		2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-

*- Intersections are not yet constructed.

4.3 Build

The Build conditions were also evaluated for the nine intersections in the project area for the 2023 Base Year and 2028 Future Year to determine whether the existing roadway network can support future traffic demand.

Table 9 summarizes the intersection results for the 2023 and 2028 AM and PM peak hour Build and No-Build conditions for comparison. All existing intersections experience an increase in delay from the No-Build to the Build scenarios as expected with an increase in traffic. In 2023 and 2028, all new intersections (Intersections 1-6, and 9) experience a LOS B or better for both the AM and PM Peak hours. Of the three existing intersections, Intersection 7 experiences a LOS F while the other two intersections experience a LOS D or better. In the PM peak Intersections 6 and 7, worsen from the No-Build conditions and experience a LOS D in 2023 and a LOS E in 2028 Build scenarios. Intersection 8, experience a LOS F for both the 2023 and 2028 Build scenarios. The Synchro results for the AM and PM peak hour analyses of the 2023 and 2028 Build Conditions are included in **Appendix I**.

Table 9 – Operational Measures for Build Scenarios

Intersection Number	Location	Alternative	AM Peak Hour			PM Peak Hour		
			Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C
1	Bobby Foster Rd & Driveway 1	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	8.9 (NB)	A	0.07	8.6 (NB)	A	0.03
		2028 Build	8.9 (NB)	A	0.07	8.6 (NB)	A	0.03
2	Bobby Foster Rd & Dikenborn Dr	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	9.0 (NB)	A	0.08	8.7 (NB)	A	0.05
		2028 Build	9.0 (NB)	A	0.08	8.7 (NB)	A	0.05
3	Bobby Foster Rd & Newhall Dr	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	0.0	A	0.00	0.0	A	0.00
		2028 Build	0.0	A	0.00	0.0	A	0.00
4	Bobby Foster Rd & Sagan Loop	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	8.9 (NB)	A	0.06	8.7 (NB)	A	0.05
		2028 Build	8.9 (NB)	A	0.06	8.7 (NB)	A	0.05
5	Bobby Foster Rd & Driveway 2	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	9.4 (NB)	A	0.07	9.1 (NB)	A	0.05
		2028 Build	9.4 (NB)	A	0.07	9.1 (NB)	A	0.05
6	University Blvd & Fritts Crossing	2023 No-Build	9.9 (WB)	A	0.21	10.3 (WB)	B	0.17
		2028 No-Build	10.3 (WB)	B	0.25	11.0 (WB)	B	0.20
		2023 Build	12.2 (WB)	B	0.32	29.6 (WB)	D	0.50
		2028 Build	12.9 (WB)	B	0.35	37.4 (WB)	E	0.59
7	University Blvd & Eastman Crossing	2023 No-Build	8.9 (WB)	A	0.44	14.4 (WB)	B	0.40
		2028 No-Build	9.1 (WB)	A	0.21	17.9 (WB)	C	0.52
		2023 Build	93.9 (EBL)	F	0.83	25.6 (EBL)	D	0.58
		2028 Build	205.9 (EBL)	F	1.15	38.0 (EBL)	E	0.76
8	University Blvd & Strand Loop	2023 No-Build	11.6 (EB)	B	0.06	12.3 (EB)	B	0.13
		2028 No-Build	12.4 (EB)	B	0.08	13.5 (EB)	B	0.17
		2023 Build	21.0 (EB)	C	0.57	184.5 (EB)	F	1.21
		2028 Build	25.2 (EB)	D	0.64	310.3 (EB)	F	1.50
9	Stieglitz Ave & Sagan Loop	2023 No-Build	-	-	-	-	-	-
		2028 No-Build	-	-	-	-	-	-
		2023 Build	10.5 (WB)	B	0.07	9.3 (WB)	A	0.02
		2028 Build	10.5 (WB)	B	0.07	9.3 (WB)	A	0.02

SECTION 5 – Highway Capacity Analysis

Since the main access to and from the IH 25 from the proposed developments is through University Blvd, the highway capacity along this multilane highway segment was analyzed from Crick Ave to Rio Bravo Blvd using Highway Capacity Manual. University Blvd has one 12 ft lane northbound and two 12 ft lanes southbound. Since the posted speed limit along this section of University Blvd is 40 mph, the total lateral clearance is greater than 12 ft, a median is present, and there are zero access points along the segment, the free flow speed is calculated to be 45 mph. A heavy vehicle adjustment factor was also calculated for the AM and PM peak hours along University Ave using the percent trucks provided in the traffic data collected at the intersection of University Blvd and Rio Bravo Blvd on April 28, 2021 provided in **Appendix J**. The PHF was also provided in the turning movement data collected. **Table 10** summarizes the PHF and heavy vehicle adjustment factor for University Blvd.

Table 10 – Heavy Vehicle Adjustment Factor and PHF for University Blvd

Peak Hour	PHF	Heavy Vehicle Adjustment Factor
AM Peak	0.64	0.91
PM Peak	0.71	0.88

According to the Highway Capacity Manual, a LOS F occurs when the demand flow rate exceeds the capacity or the density exceeds 45 passenger cars per mile per lane. The capacity is calculated using the equation $c=1900+20(FFS-45)$, where FFS is the free flow speed. The calculated capacity for University Blvd is 1900 passenger cars per hour per lane (pcphpl).

To determine the demand volume for the roadway segment to achieve a LOS F, the equation $V=Vp*PHF*N*Fhv$ can be used where V is the demand volume in vehicles per hour, PHF is the peak hour factor, N is the number of lanes, Vp is the demand flow rate, and Fhv is the heavy vehicle adjustment factor. **Table 11** summarizes the demand volume in vehicles per lane to achieve a LOS F for both the AM and PM peak.

Table 11 – Demand Volume to achieve a LOS F at University Blvd

Peak Hour and Direction of Analysis	PHF	Heavy Vehicle Adjustment Factor	Demand Volume (veh/hr)
AM Peak Northbound	0.64	0.91	1097
AM Peak Southbound	0.64	0.91	2194
PM Peak Northbound	0.71	0.88	1180
PM Peak Southbound	0.71	0.88	2360

Since northbound University Blvd is more likely to fail than southbound University Blvd, a LOS analysis for the northbound was conducted on the roadway to determine the Existing 2021, No-Build 2023, No-Build 2028, Build 2023, Build 2028 scenarios. **Table 12** summarizes the volumes, demand flow rates, densities, and LOS.

Table 12 – LOS Analysis for Northbound University Blvd

Scenarios		Volumes	Density	LOS
Existing 2021	AM Peak	317	7	A
	PM Peak	356	8	A
No-Build 2023	AM Peak	342	8	A
	PM Peak	384	9	A
No-Build 2028	AM Peak	406	9	A
	PM Peak	455	10	A
Build 2023	AM Peak	652	14	B
	PM Peak	771	17	B
Build 2028	AM Peak	716	16	B
	PM Peak	842	19	C

In 2023 and 2028 Build conditions, the roadway is expected to experience a LOS B for 2023 AM and PM Peak hours and a LOS C or better for 2028 AM and PM Peak hours.

To determine when the roadway would reach a LOS F, it was assumed that the Build-out traffic from 2023 would continue to grow at 4% per year. A LOS of F was reached in 2056 during the PM peak when the northbound demand flow rate is expected to exceed the northbound capacity.

SECTION 6 - CONCLUSIONS AND RECOMMENDATIONS

6.1 Intersections (Synchro)

From the evaluation of the No-Build and Build scenarios, it was concluded that Intersections 6, 7, and 8 are the main intersections impacted by the proposed developments. Intersection 7 experiences a failing LOS in the AM Peak for both 2023 and 2028. Intersection 8 experiences a failing LOS in the PM peak for both 2023 and 2028. Intersections 6 and 7 experience a LOS of E in the 2028 PM peak hour. Intersections 1, 2, 3, 4, 5, and 9 are expected to perform at a LOS B or better in both the 2023 and 2028 AM and PM Peak.

6.2 Mitigations Results

To mitigate the impacts of the generated traffic by the proposed development the following mitigations were modeled:

1. Signalizing Intersections 6-8
2. Placing roundabouts at Intersections 6-8
3. Placing All Way Stop Controlled (AWSC) at Intersections 6-8

Table 13 summarizes the intersection results for the 2023 and 2028 AM and PM peak hour Mitigated scenarios. **Table 13** also includes the 2023 and 2028 AM and PM peak hour Build conditions for comparison. The Synchro results for the AM and PM peak hour analyses of the 2023 and 2028 Mitigation are included in **Appendix K**.

Table 13 – Operational Measures for Mitigation Scenarios

Intersection Number	Location	Alternative	AM Peak Hour			PM Peak Hour		
			Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C
6	University Blvd & Fritts Crossing	2023 Build	12.2 (WB)	B	0.32	29.6 (WB)	D	0.50
		2028 Build	12.9 (WB)	B	0.35	37.4 (WB)	E	0.59
		2023 Signalized	2.8	A	0.36	6.7	A	0.43
		2028 Signalized	2.8	A	0.39	6.8	A	0.46
		2023 Roundabout	6.2	A	0.42	6.7	A	0.43
		2028 Roundabout	6.7	A	0.46	7.2	A	0.47
		2023 AWSC	18.9	C	0.73	24.6	C	0.83
		2028 AWSC	25.5	D	0.833	35.1	E	0.93
7	University Blvd & Eastman Crossing	2023 Build	93.9 (EBL)	F	0.83	25.6 (EBL)	D	0.58
		2028 Build	205.9 (EBL)	F	1.15	38.0 (EBL)	E	0.76
		2023 Signalized	6.0	A	0.37	8.3	A	0.57
		2028 Signalized	6.2	A	0.42	7.8	A	0.52
		2023 Roundabout	5.8	A	0.16	7.0	A	0.29
		2028 Roundabout	6.3	A	0.17	8.0	A	0.36
		2023 AWSC	11.3	B	0.42	13.1	B	0.48
		2028 AWSC	12.2	B	0.50	15.1	C	0.59
8	University Blvd & Strand Loop	2023 Build	21.0 (EB)	C	0.57	184.5 (EB)	F	1.21
		2028 Build	25.2 (EB)	D	0.64	310.3 (EB)	F	1.50
		2023 Signalized	10.8	B	0.67	20.6	C	0.89
		2028 Signalized	10.8	B	0.68	20.5	C	0.89
		2023 Roundabout	5.4	A	0.25	13.9	B	0.71
		2028 Roundabout	5.6	A	0.27	15.9	C	0.76
		2023 AWSC	11.2	B	0.47	70.7	F	1.17
		2028 AWSC	11.6	B	0.50	82.9	F	1.25

6.3 Recommendations Intersections

From the mitigation analyses conducted in Synchro, it can be seen that signalizing or placing a roundabout at Intersections 6-8 results in a LOS of C or better in both the 2023 and 2028 Build conditions.

An AWSC for Intersection 6 is not recommended, since the LOS deteriorates in the AM Peak Hour when compared to the Build Conditions. In the PM peak, the LOS improves to a LOS C in 2023, but remains at a LOS E when compared to the 2028 PM peak hour Build condition.

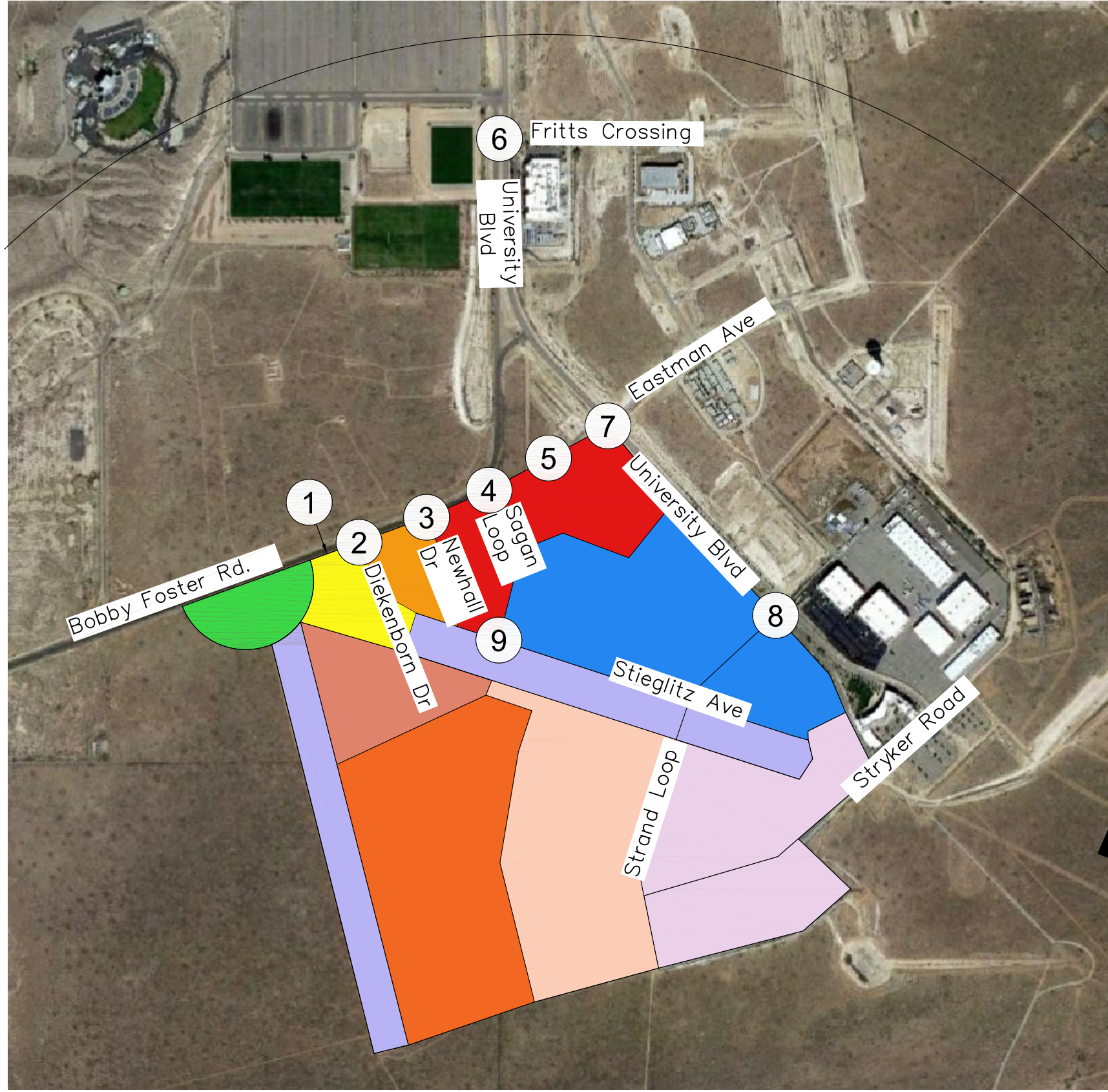
For Intersection 7 and 8, an AWSC at the intersections results in improvements to the delay for the two intersections, but it is better suited for Intersection 7, which experiences a LOS C or better in both the 2023 and 2028 Build conditions. For Intersection 8, although the LOS during the AM Peak improves with an AWSC to a LOS B, an AWSC is not recommended since the LOS F remains.

6.4 Highway Capacity Analysis Recommendations

From the highway capacity analysis for University Blvd from Crick Ave to Rio Bravo Blvd, it was noted that the northbound demand volume is lower than the southbound demand volume. This is expected since there is one lane northbound and two lanes southbound along University Blvd. It is important to note that once the volume during the peak hour exceeds the demand volume, the LOS F will be experienced along University Blvd. Assuming a similar truck percentage and PHF as the data collected in April 28, 2021, the demand volumes for the AM peak northbound, AM peak southbound, PM peak northbound, and PM peak southbound are 1097, 2194, 1180, and 2360, respectively. Assuming a constant growth of 4% per year, the northbound volume during the PM peak hour is expected to exceed the demand volume in 2056. At this point, an alternate access to IH-25 and IH-40 will be required.

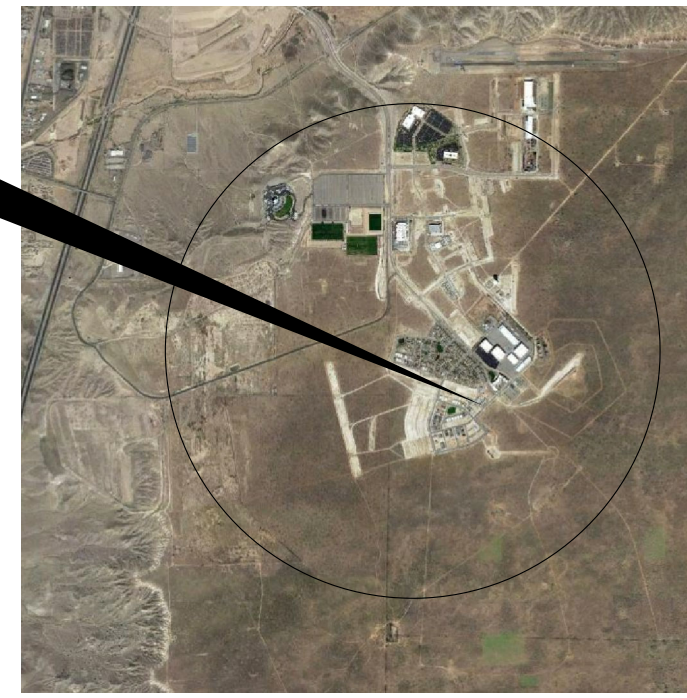
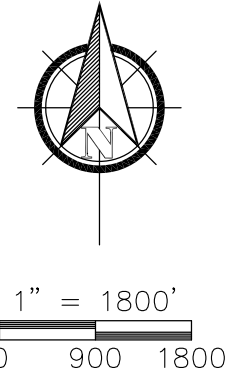
APPENDIX A

Figures



Legend

- # Intersection number
- Proposed City Park
- Existing Pond/Linear Park
- Montage Unit 1
- Montage Unit 3
- Montage Unit 4
- Montage Unit 5
- Montage Unit 6
- K-12 Charter School
- Multi-Family Homes
- Commercial Development
- 1-Mile Radius



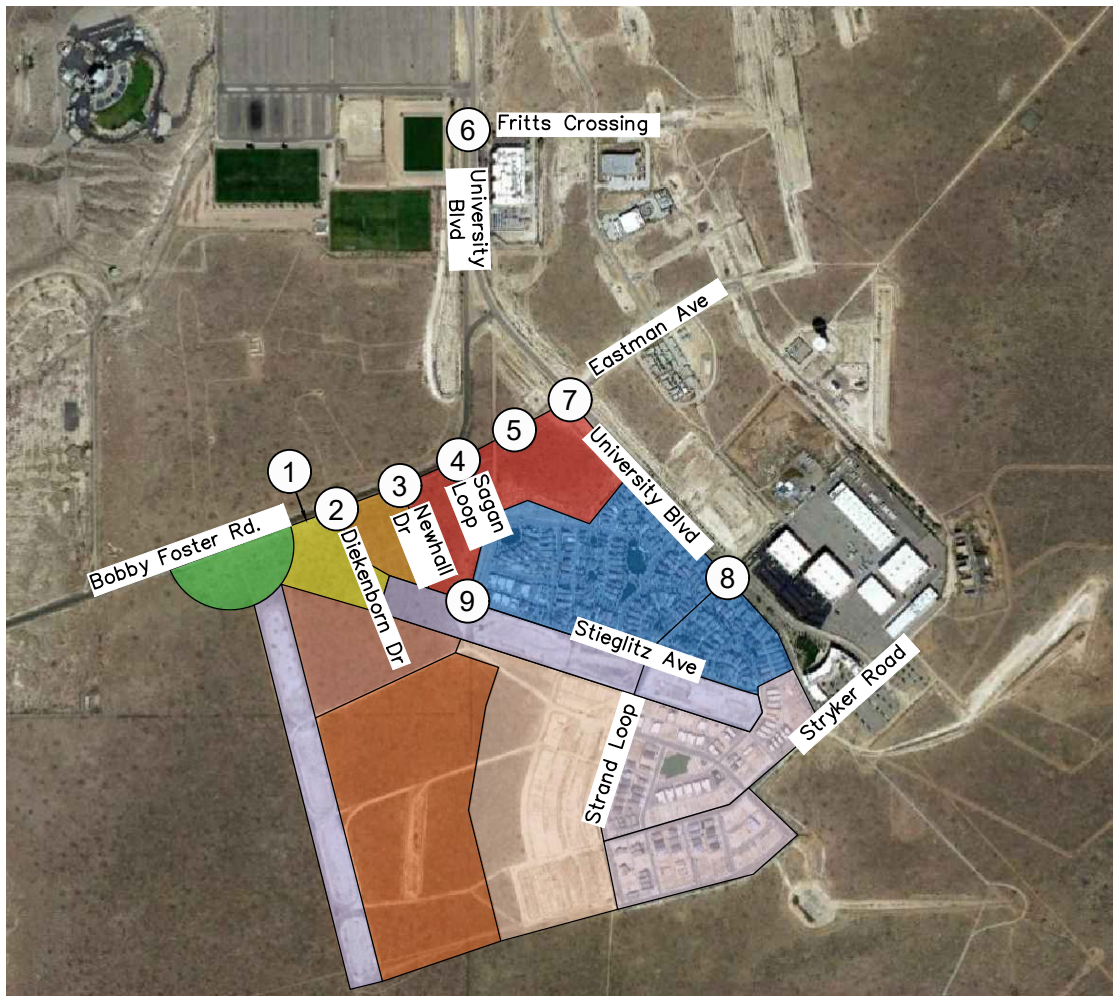
Montage Units Traffic Impact Analysis

Project Location Exhibit

Figure Number

1

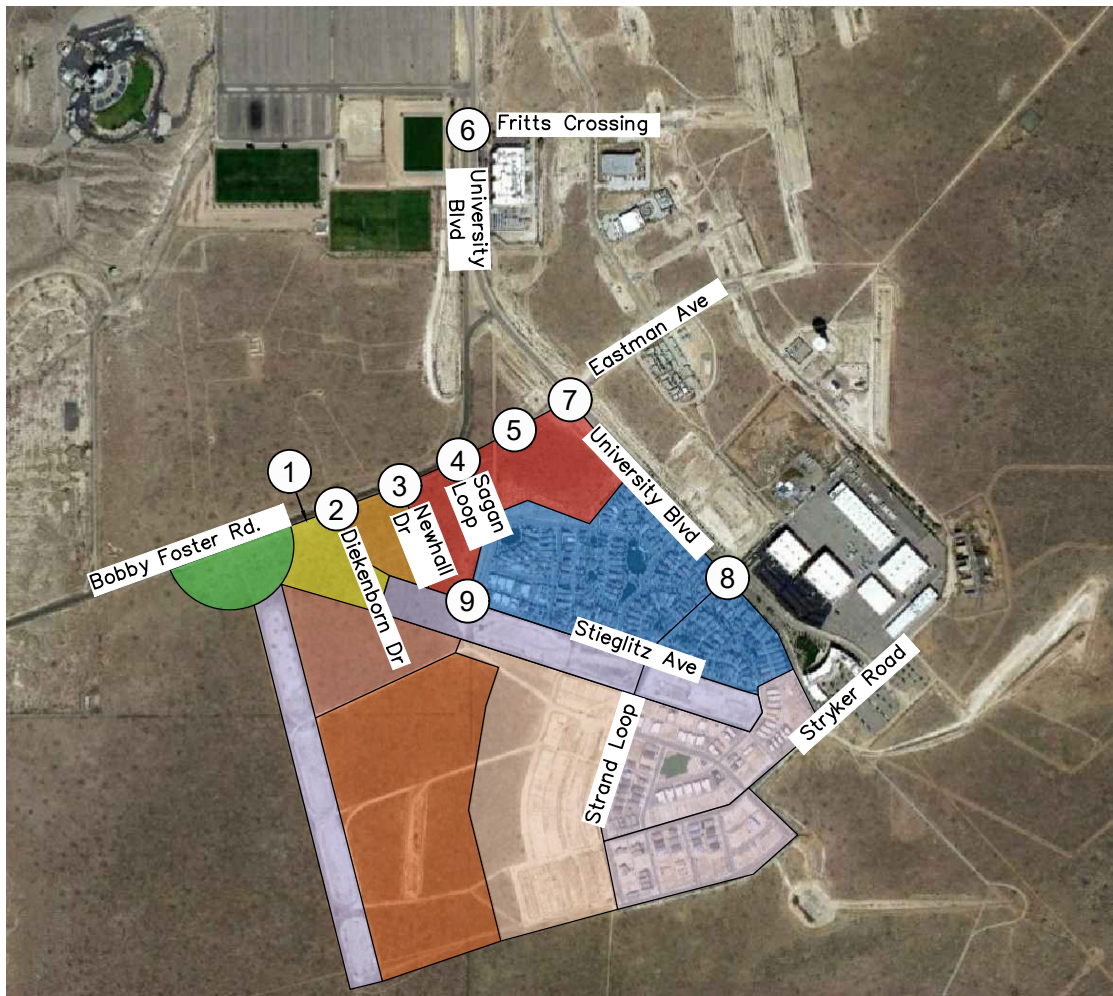
HUITT-ZOLLARS
 5822 Crono Drive
 Suite 210
 El Paso, Texas 79912
 915.587.4339
 Firm No. F-761
 www.huitt-zollars.com



<p>281 (188) 24 (8) 173 (213) 0 (2) 25 (25) 0 (2)</p>	<p>0 (0) 0 (0) 0 (0) 0 (0) 0 (0) 68 (114) 8 (2) 41 (41) 0 (0) 0 (49)</p>	<p>21 (33) 21 (43) 0 (0) 0 (5) 0 (2) 16 (53) 1 (1) 34 (42) 84 (34) 24 (75) 0 (1) 0 (1)</p>	<p>24 (75) 0 (1) 0 (1)</p>	

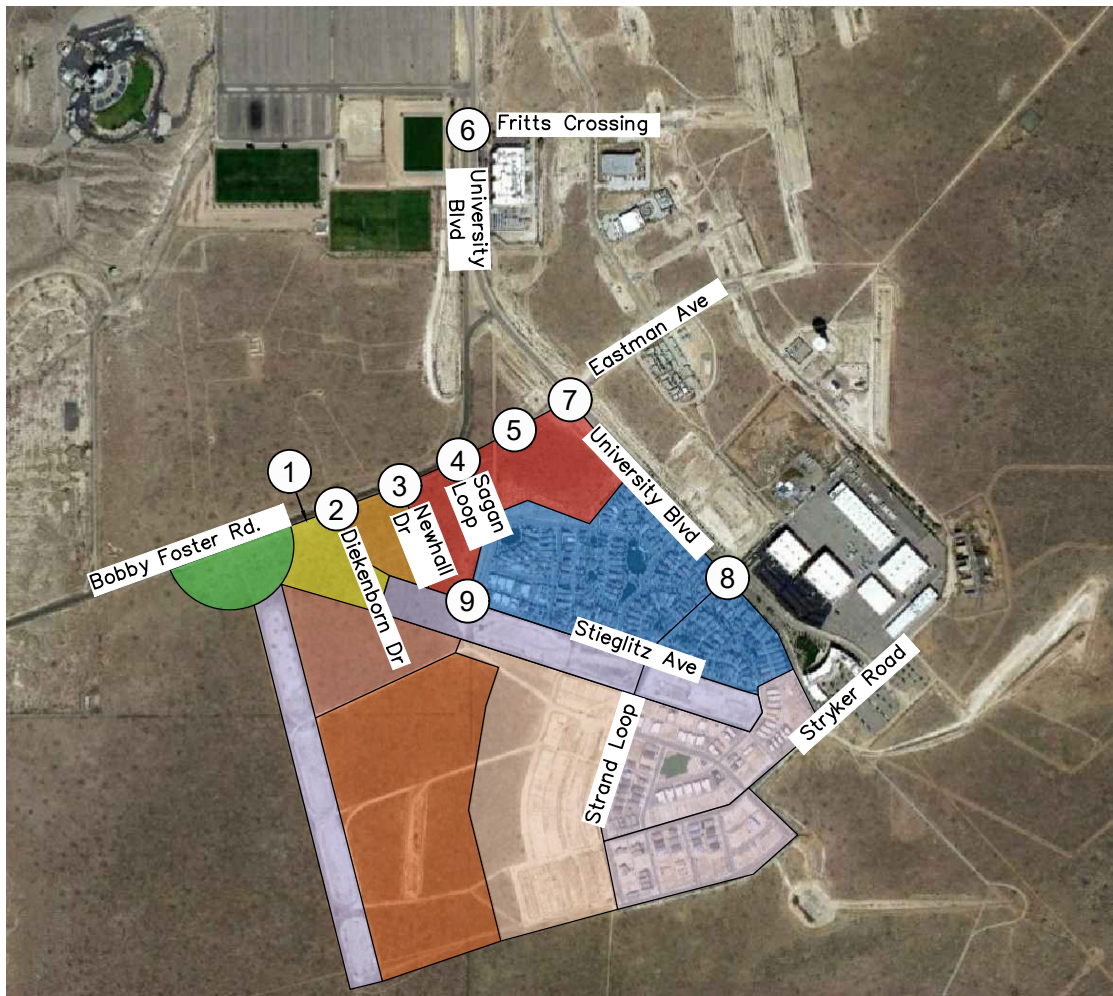
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- # Intersection number
- # (#) AM (PM)



Legend

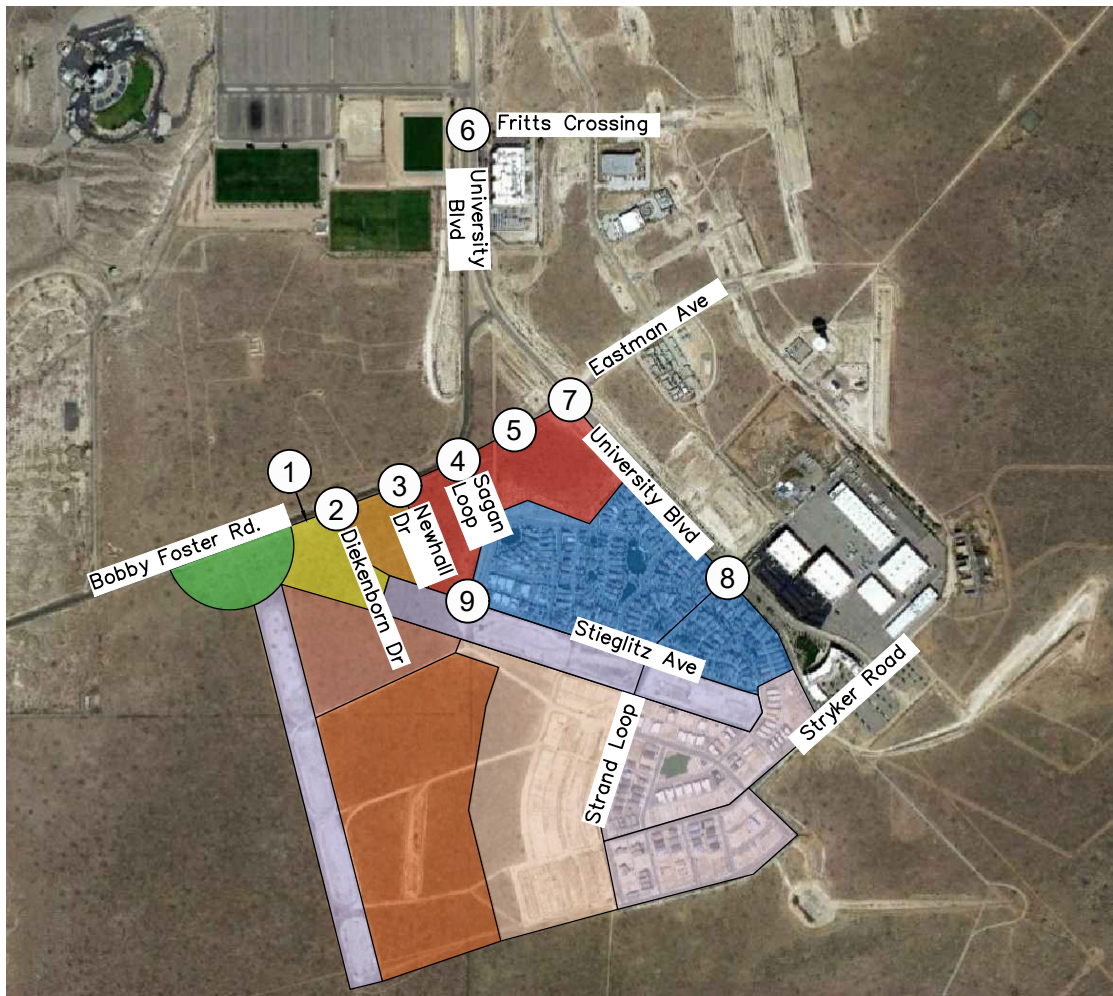
- # Intersection number
- # (#) AM (PM)



<p>360 (234) 31 (10)</p> <p>32 (32) 0 (3)</p> <p>221 (273) 0 (3)</p>	<p>0 (0) 219 (131) 127 (46)</p> <p>0 (0) 0 (0) 0 (0)</p> <p>52 (52) 0 (0) 0 (63)</p> <p>0 (0) 87 (146) 10 (5)</p>	<p>27 (42) 44 (54) 108 (44)</p> <p>27 (55) 0 (0) 0 (6)</p> <p>31 (96) 0 (1) 0 (1)</p> <p>0 (3) 20 (68) 1 (1)</p>		

Legend

- # Intersection number
- # (#) AM (PM)



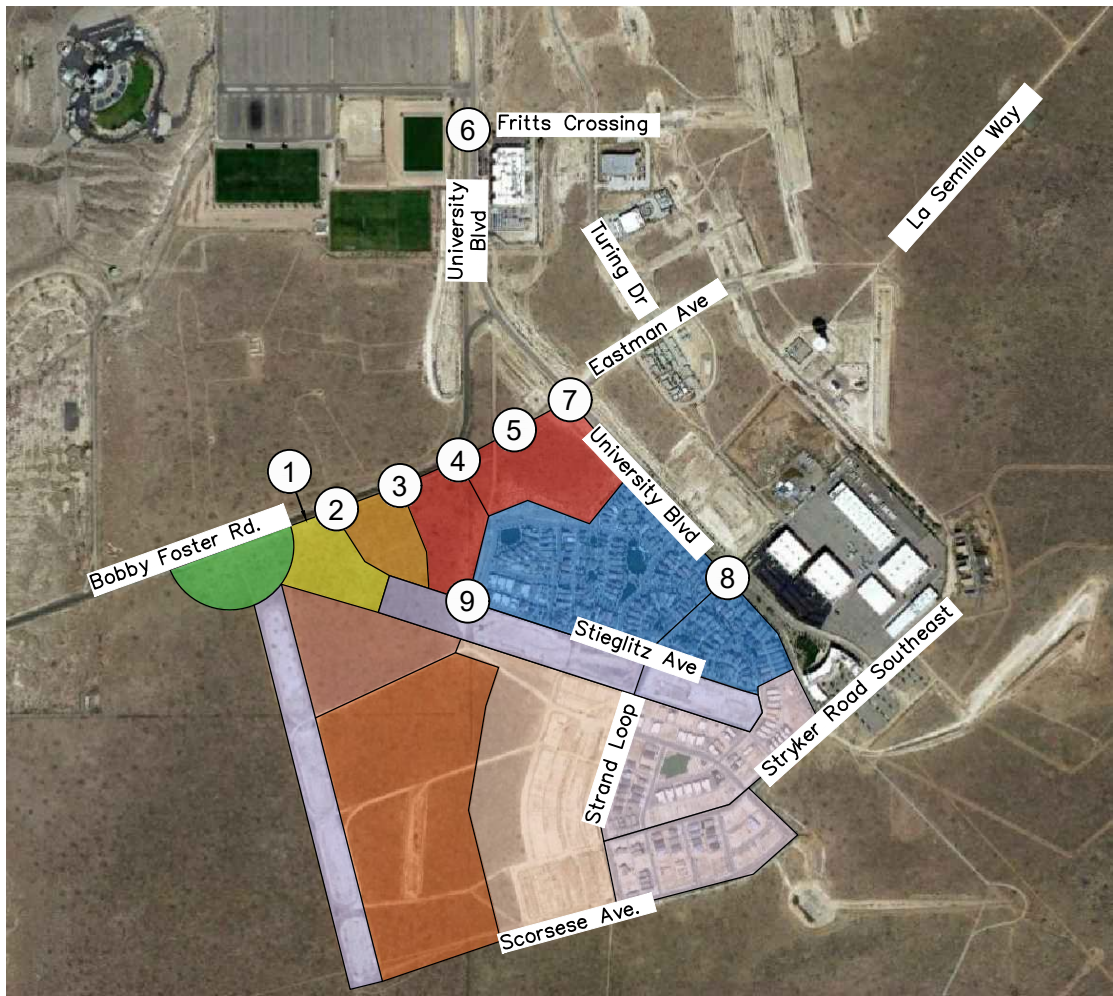
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



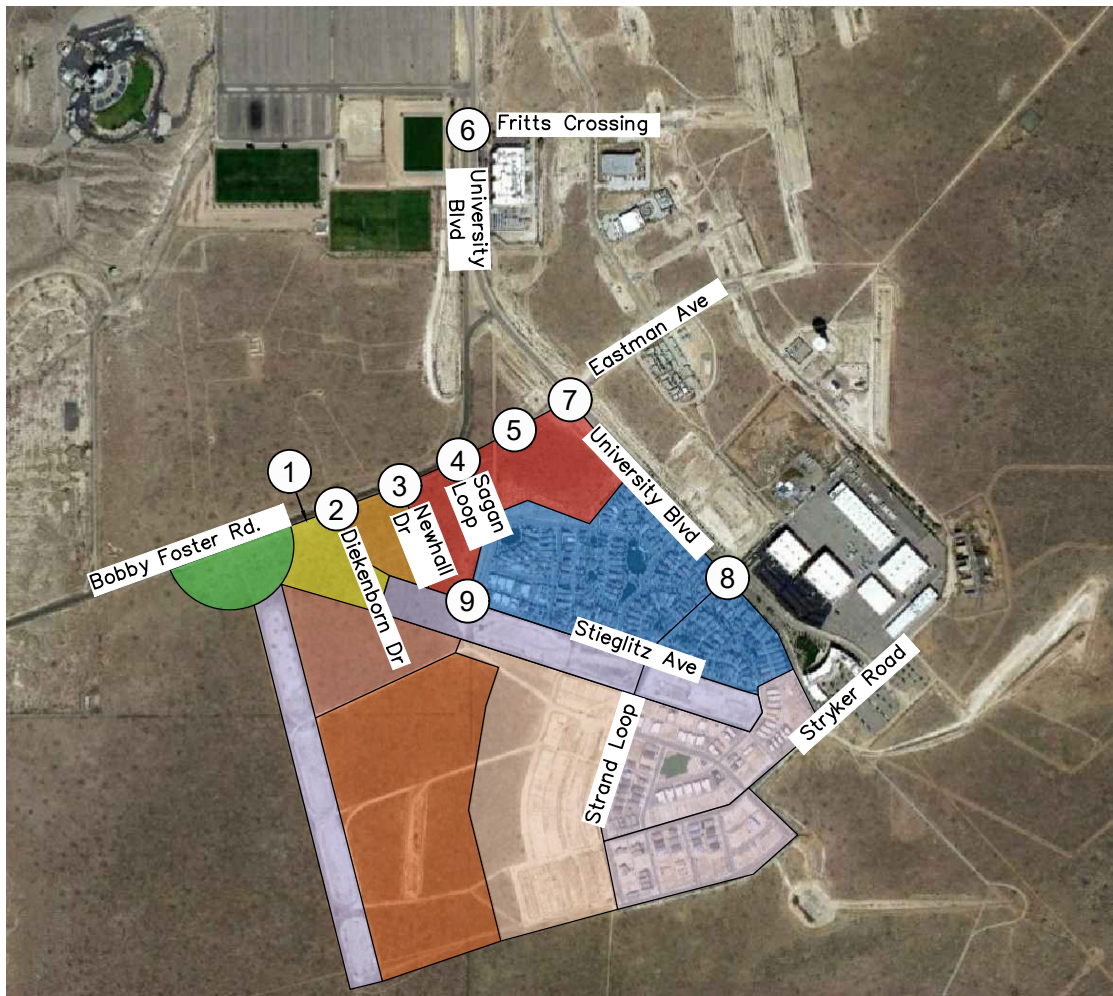
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Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



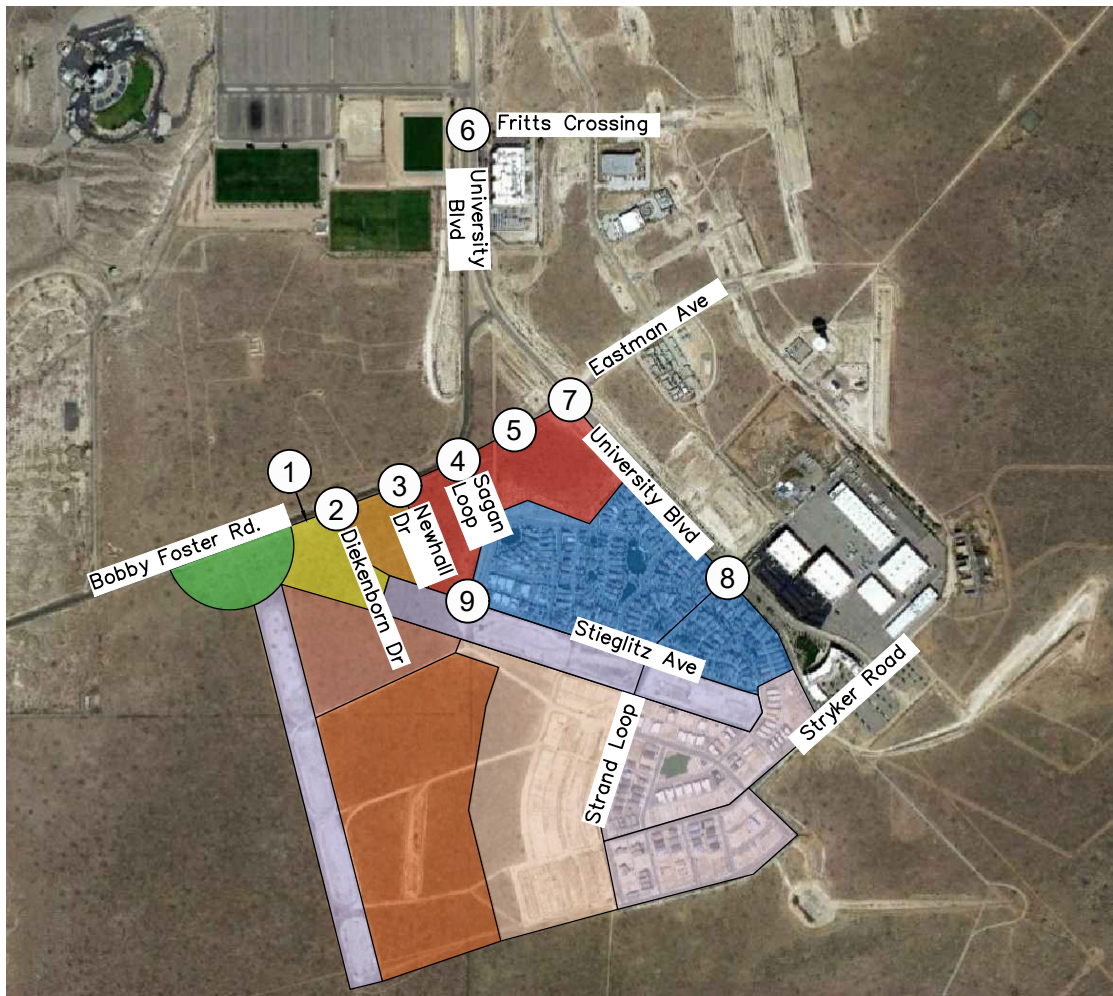
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Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



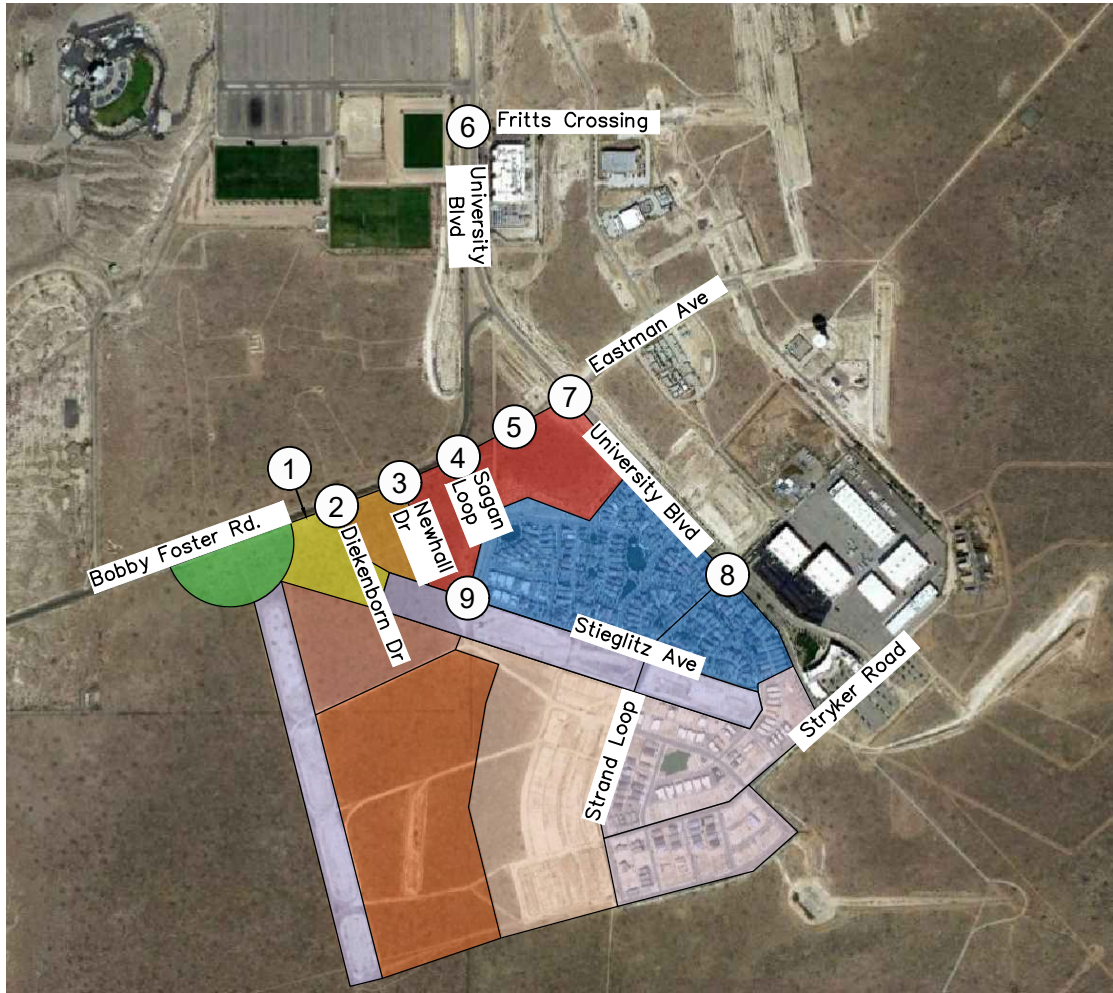
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Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



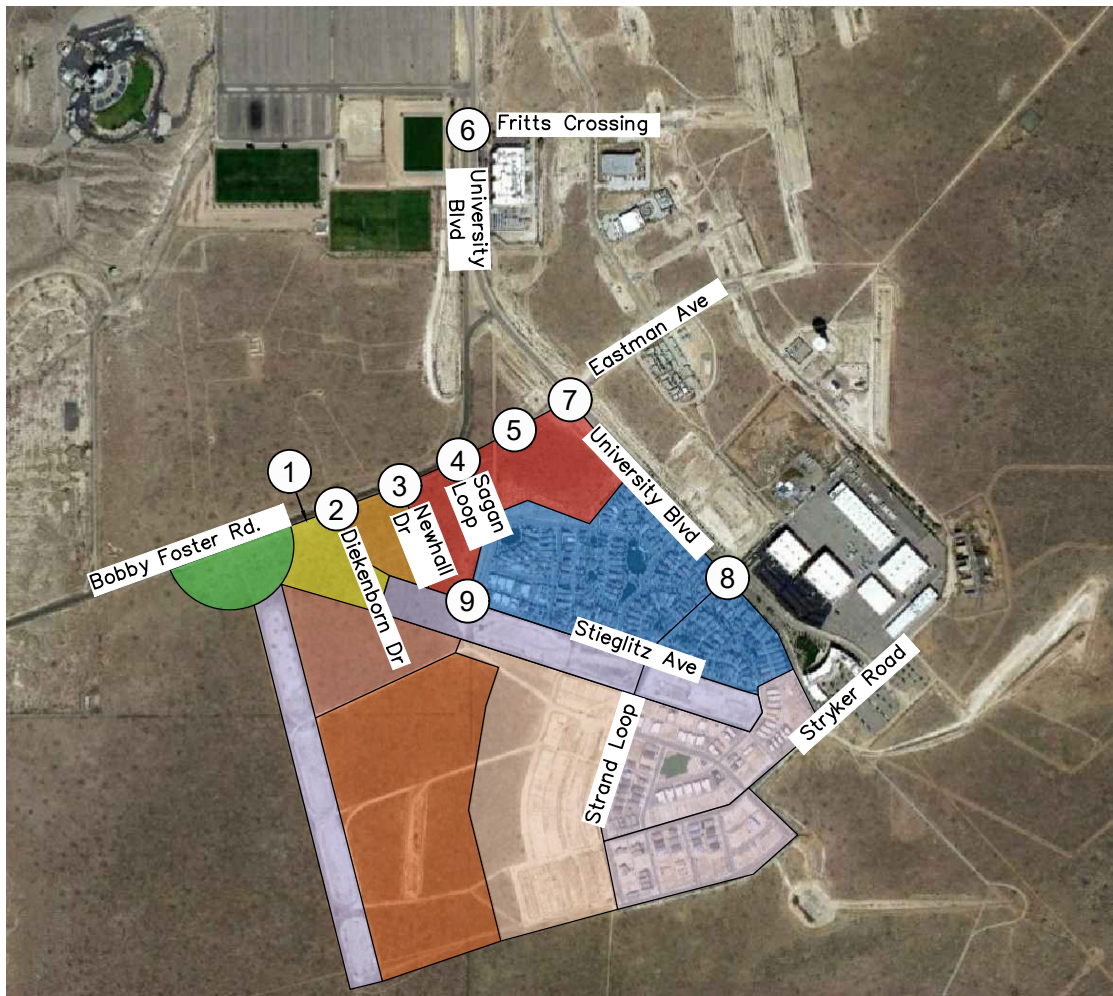
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Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



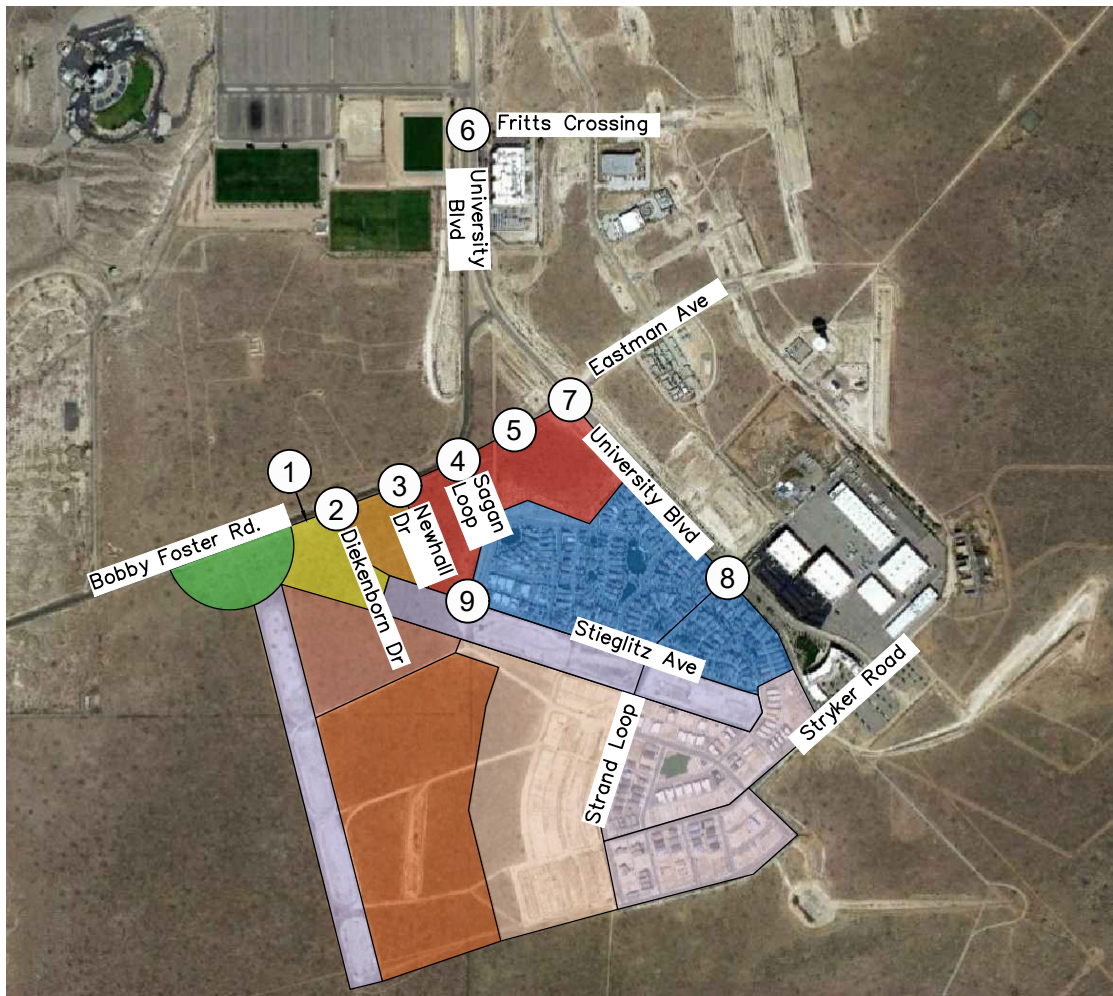
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Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



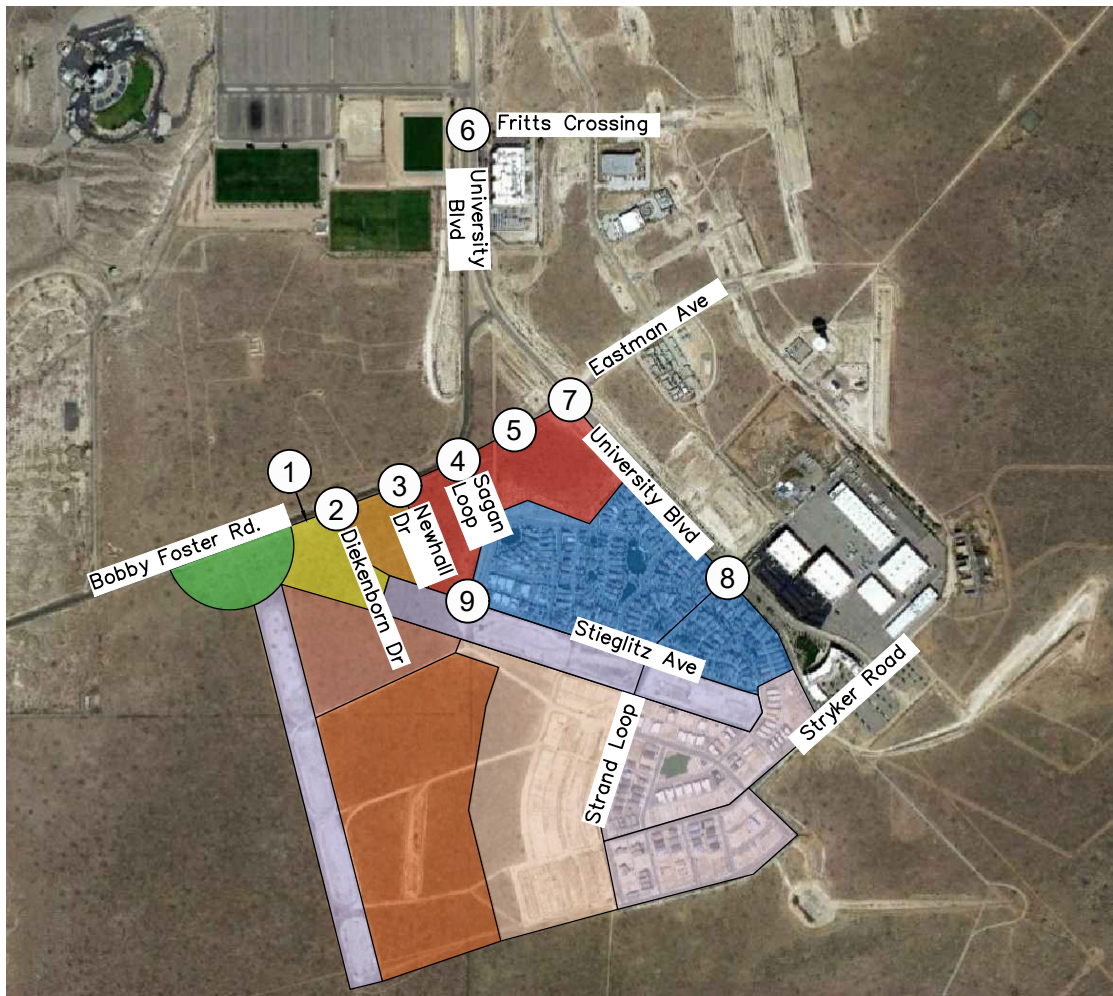
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Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



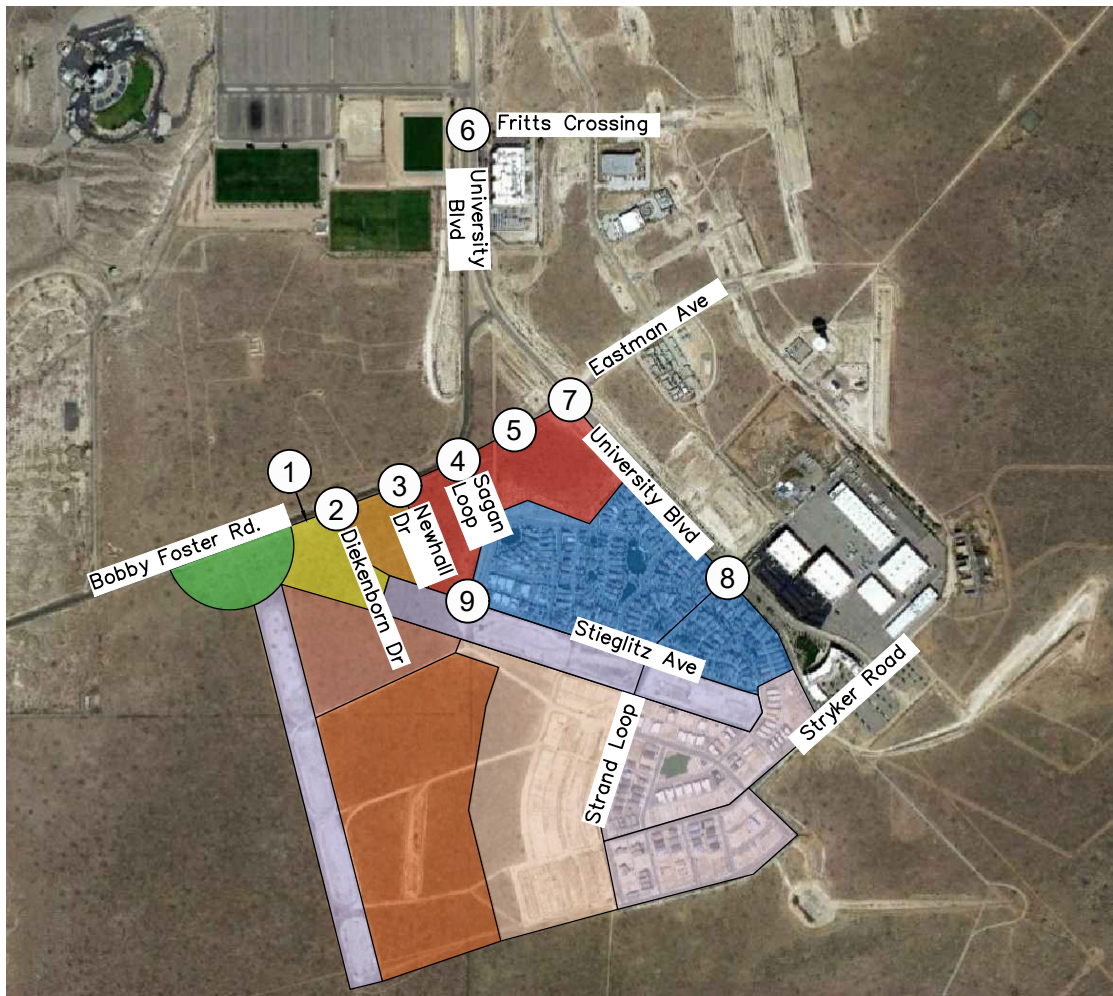
Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



<p>50% (49) → 1 ← 25% (8)</p> <p>↑ ↑</p>	<p>50% (49) → 2 ← 25% (8)</p> <p>↑ ↑</p>	<p>50% (49) → 3 ← 50% (16)</p> <p>↑ ↑</p>	<p>50% (49) → 4 ← 50% (16)</p> <p>↑ ↑</p>	<p>50% (49) → 5 ← 50% (16)</p> <p>↑ ↑</p>
<p>100% (32) ↓ ↓</p> <p>6 ↑ ↑</p> <p>45% (44) ↑ ↑</p> <p>5% (5)</p>	<p>50% (16) ↓ ↓</p> <p>50% (16) ↓ ↓</p> <p>50% (49) ↓ ↓</p> <p>7 ↑ ↑</p> <p>↑ ↑</p>	<p>50% (16) ↓ ↓</p> <p>25% (24) ↓ ↓</p> <p>8 ↑ ↑</p> <p>25% (24) ↑ ↑</p>	<p>↓ ↓</p> <p>9 ↑ ↑</p> <p>↑ ↑</p>	

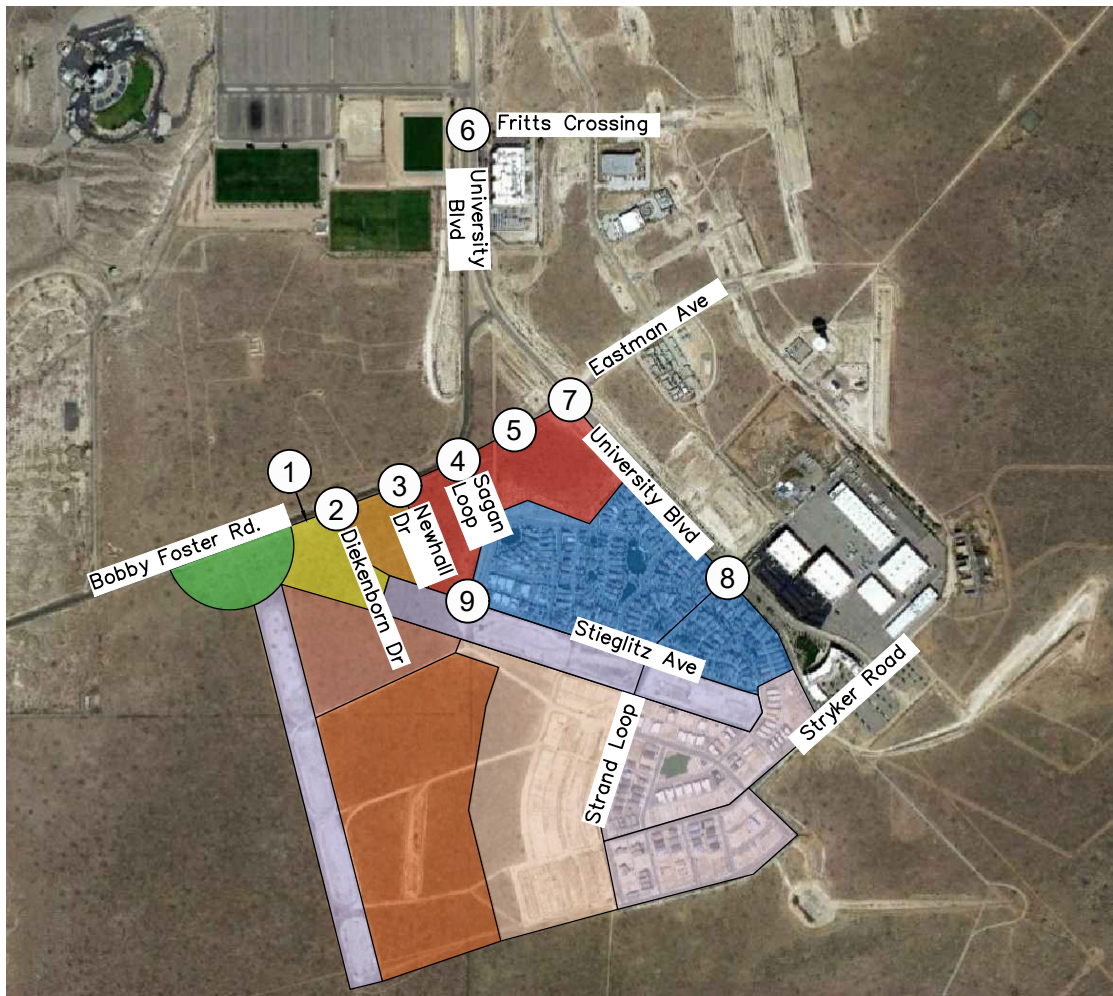
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Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



<p>25% (16) → 1 ← 25% (28)</p> <p>↕</p>	<p>25% (16) → 2 ← 25% (28)</p> <p>↕ 25% (16)</p>	<p>50% (32) → 3 ← 50% (56)</p> <p>↕</p>	<p>50% (32) → 4 ← 50% (56)</p> <p>↕</p>	<p>50% (32) → 5 ← 50% (56)</p> <p>↕</p>
<p>45% (50) ↓</p> <p>6 ↑ 100% (64)</p>	<p>50% (55) ↓</p> <p>50% (32) ↓</p> <p>7 ↑ 50% (32)</p>	<p>25% (16) ↓</p> <p>8 ↑ 25% (16)</p>	<p>9</p>	

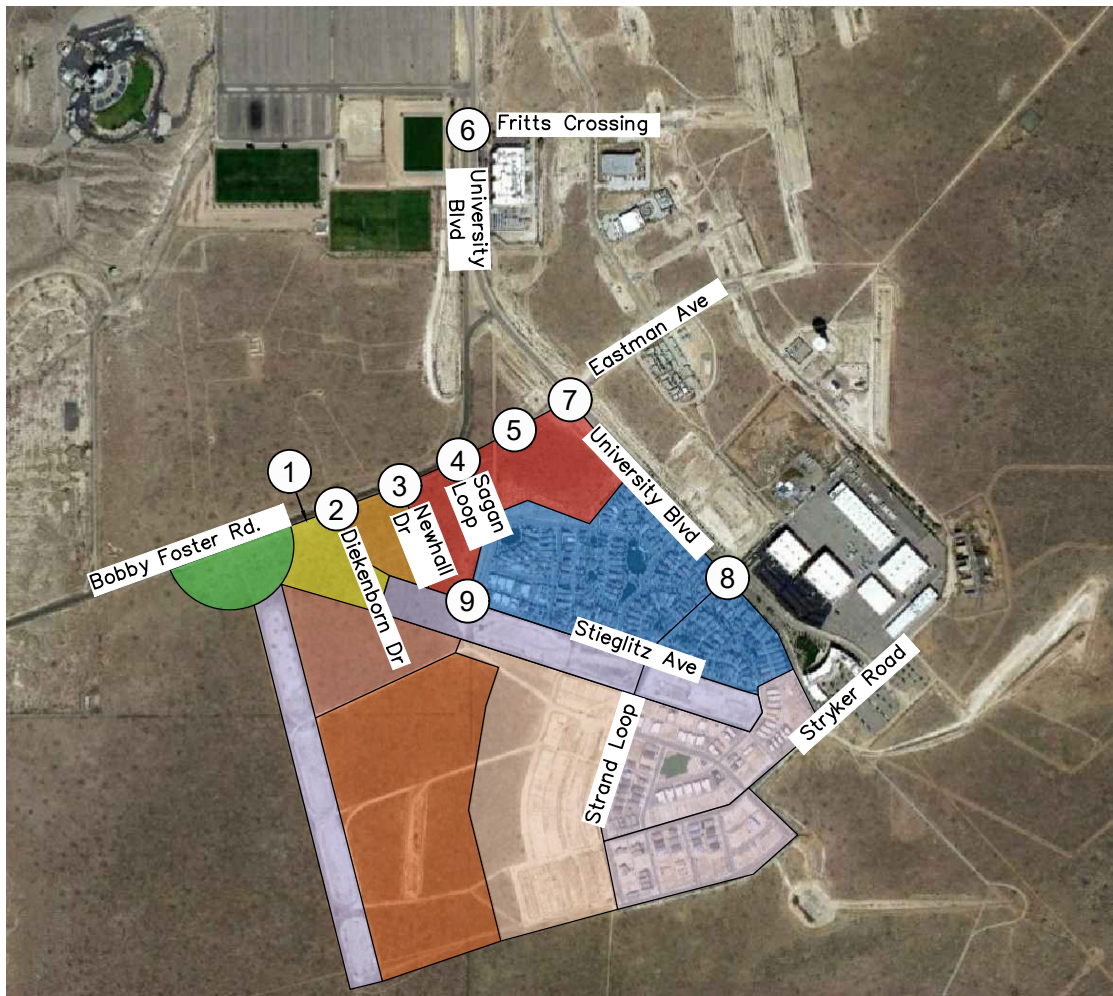
Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



<p>50% (14) → 1 ← 30% (14)</p> <p>↑ 1 ↓</p>	<p>→ 2 ← 30% (14)</p> <p>↑ 2 ↓ 30% (15)</p> <p>50% (14)</p>	<p>100% (28) → 3 ← 60% (29)</p> <p>↑ 3 ↓</p>	<p>100% (28) → 4 ← 60% (29)</p> <p>↑ 4 ↓</p>	<p>100% (28) → 5 ← 60% (29)</p> <p>↑ 5 ↓</p>
<p>50% (24)</p> <p>↓ 6 ↑</p> <p>100% (28)</p> <p>↑ 6 ↓ 10% (5)</p>	<p>60% (29)</p> <p>↓ 7 ↑</p> <p>100% (28)</p> <p>↑ 7 ↓</p>	<p>↓ 8 ↑</p> <p>40% (19)</p> <p>↑ 8 ↓</p>	<p>↓ 9 ↑</p> <p>↑ 9 ↓</p>	

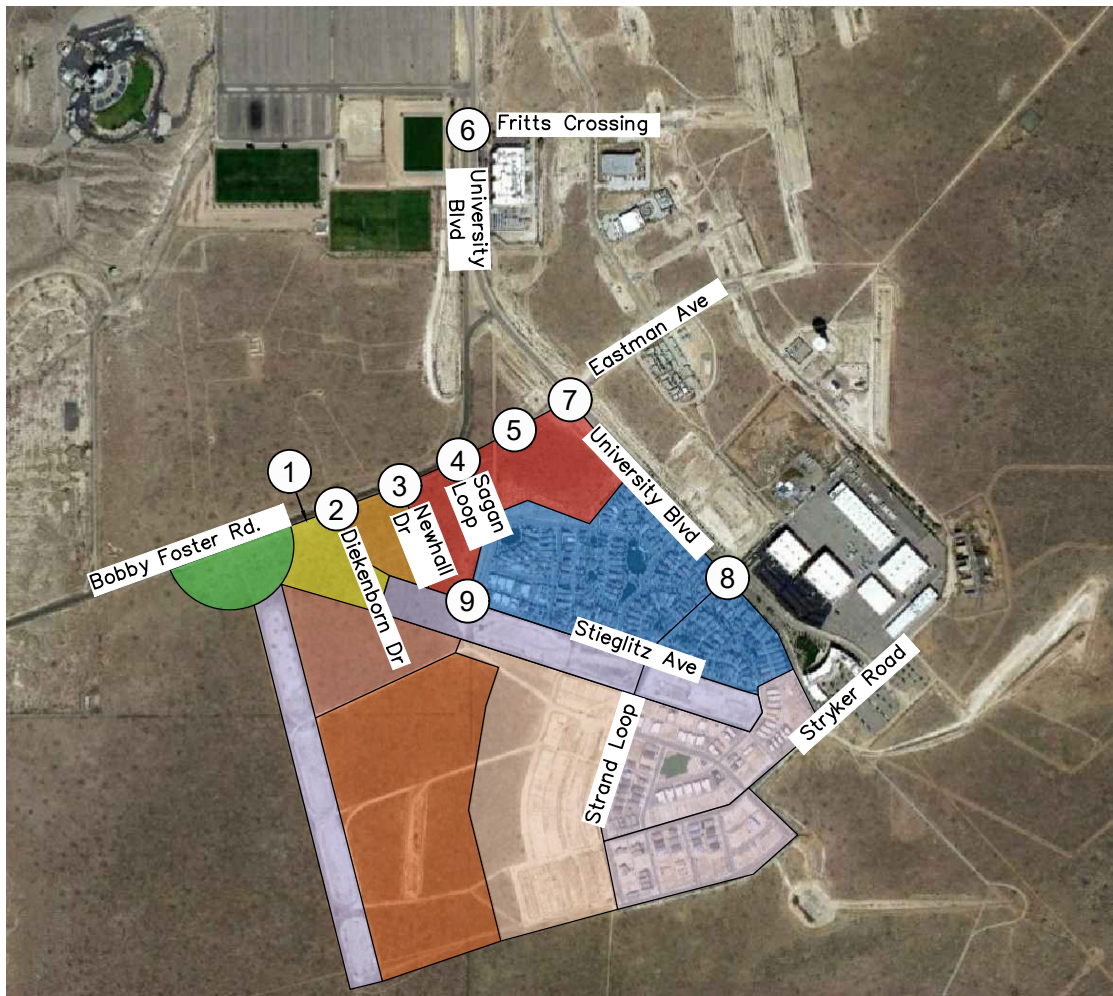
Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)



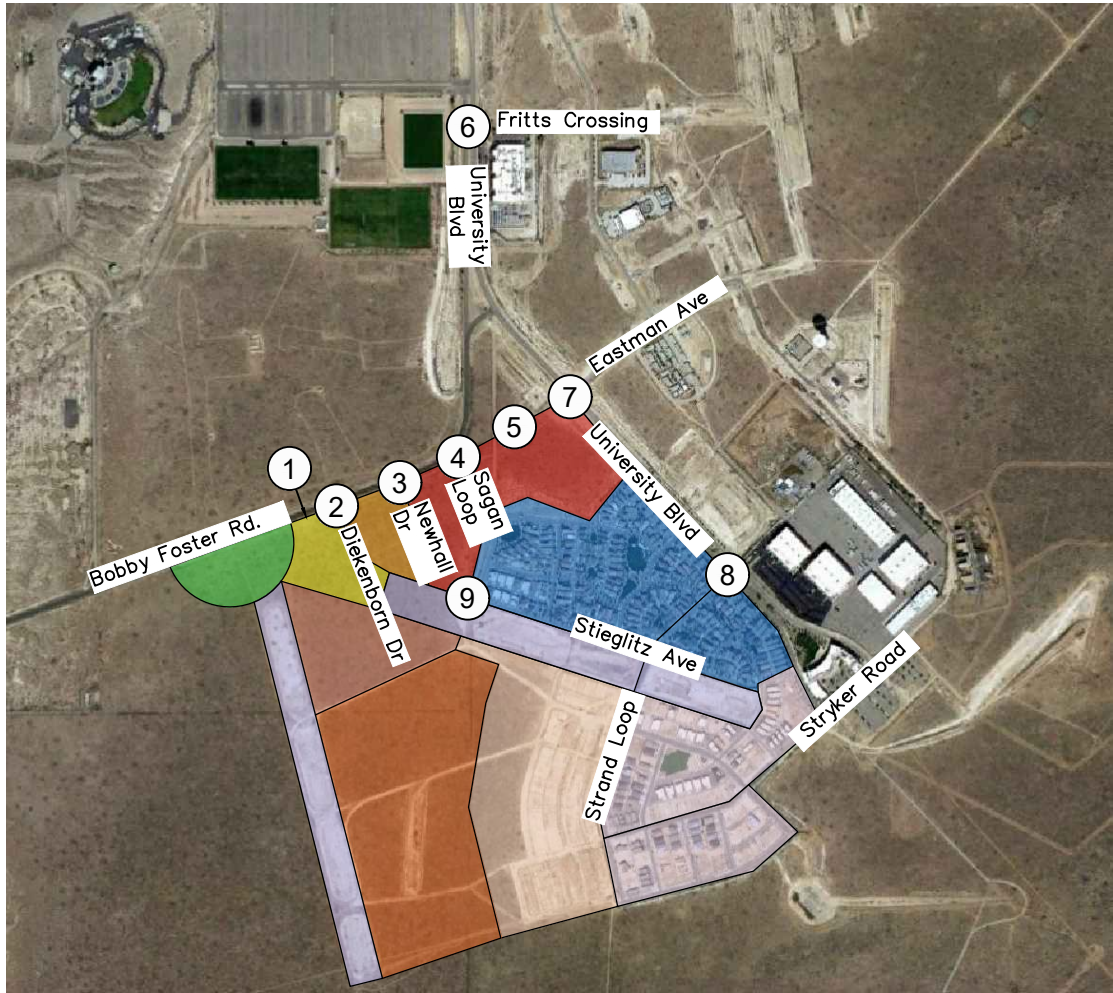
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



Legend



Intersection number

PM Entering = Distribution (Generated Trips)

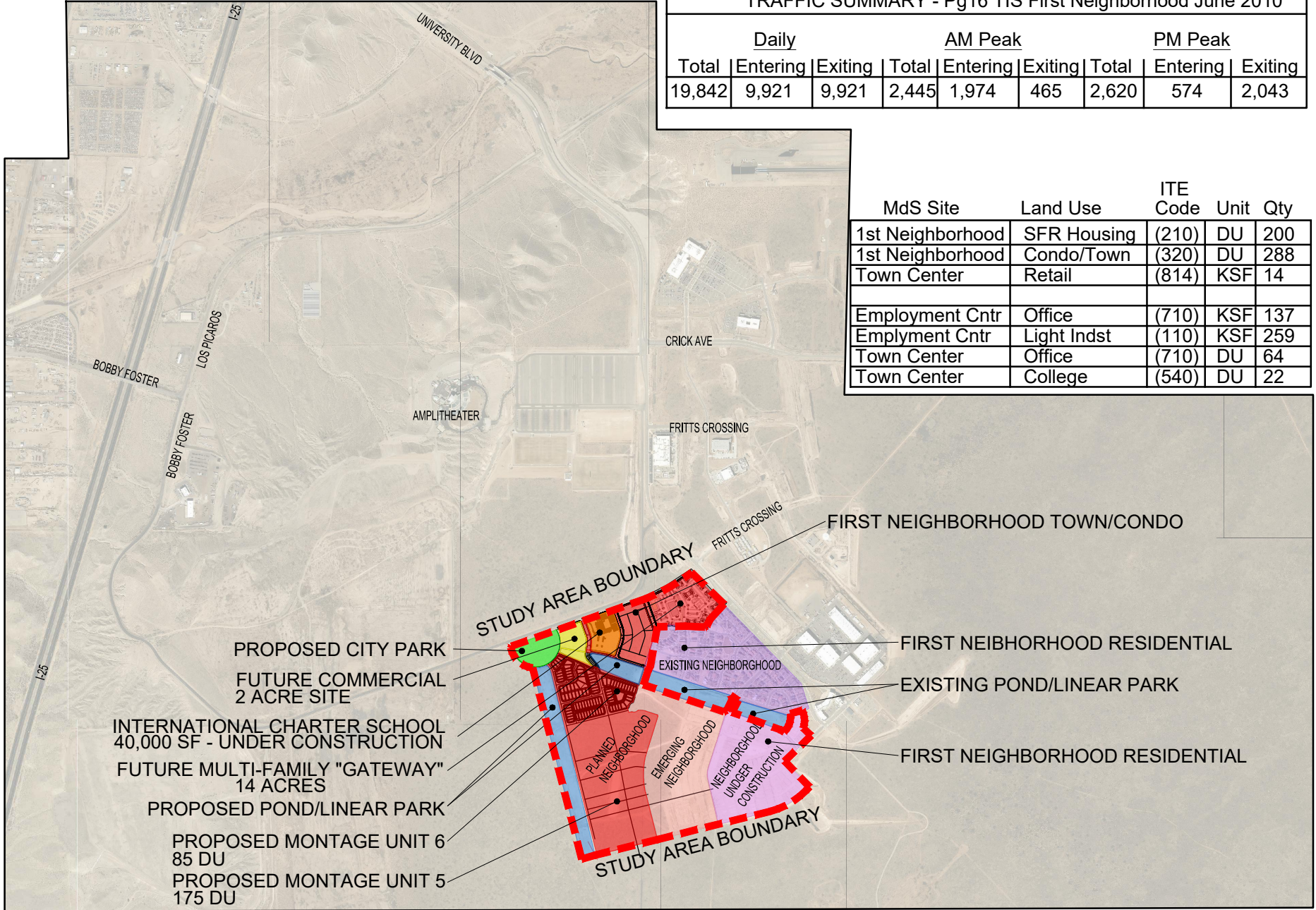
PM Exiting = Distribution (Generated Trips)

APPENDIX B

Montage Units Site Development Plan

TRAFFIC SUMMARY - Pg16 TIS First Neighborhood June 2010

Daily			AM Peak			PM Peak		
Total	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting
19,842	9,921	9,921	2,445	1,974	465	2,620	574	2,043



MdS Site	Land Use	ITE Code	Unit	Qty
1st Neighborhood	SFR Housing	(210)	DU	200
1st Neighborhood	Condo/Town	(320)	DU	288
Town Center	Retail	(814)	KSF	14
Employment Cntr	Office	(710)	KSF	137
Emplyment Cntr	Light Indst	(110)	KSF	259
Town Center	Office	(710)	DU	64
Town Center	College	(540)	DU	22

Designed For:
SC³ DEVELOPMENT

MONTAGE UNIT 5 & 6 SUBDIVISION, INTERNATIONAL SCHOOL & GATEWAY MULTI-FAMILY
MESA DEL SOL

TRAFFIC STUDY BOUNDARY
SCOPING MEETING

Designed By:
HUITT-ZOLIARS
Huitt-Zollars, Inc. Rio Rancho
333 Rio Rancho Drive NE, Suite 101
Rio Rancho, New Mexico 87124
Phone (505) 892-5141 Fax (505) 892-3259

DATE:
MARCH 2021

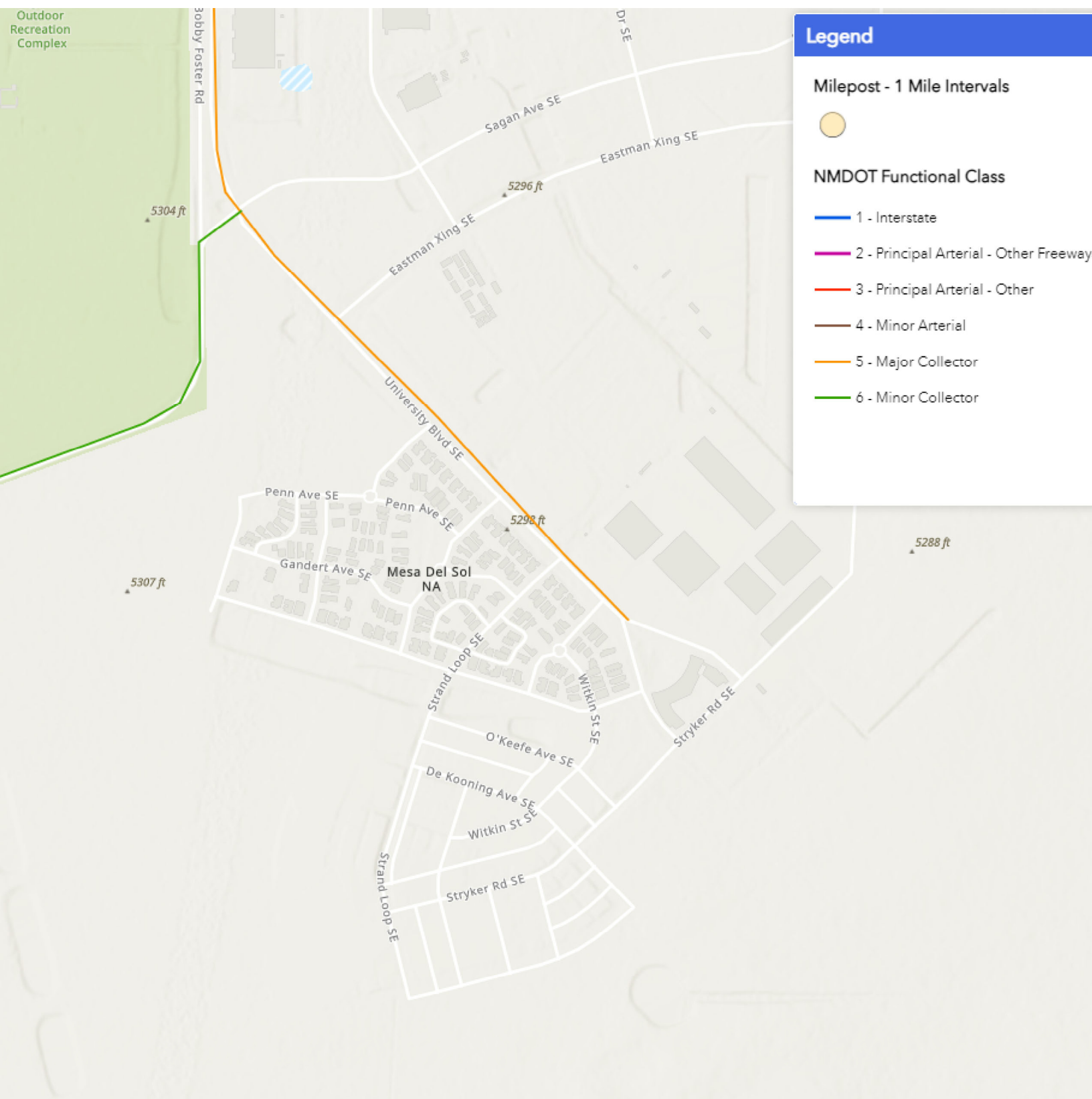
FIGURE
A

APPENDIX C

**Albuquerque, NM
Zoning Map**

APPENDIX D

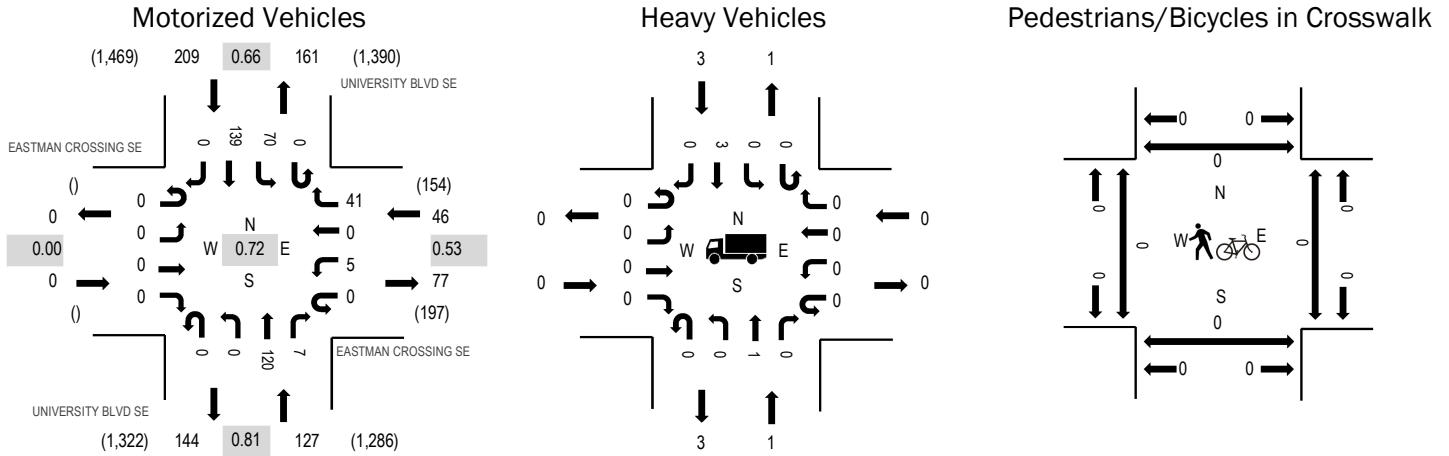
NMDOT Roadway Functional Class Map



APPENDIX E

**2021 AM and PM
Turning Movement Counts**

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.53
NB	0.8%	0.81
SB	1.4%	0.66
All	1.0%	0.72

Traffic Counts - Motorized Vehicles

Interval Start Time	EASTMAN CROSSING SE Eastbound				EASTMAN CROSSING SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	1	0	0	22	0	0	4	26	0	54	292
7:15 AM	0	0	0	0	0	0	0	1	0	0	35	1	0	24	28	0	89	317
7:30 AM	0	0	0	0	0	1	0	1	0	0	29	0	0	7	39	0	77	360
7:45 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	6	41	0	72	382
8:00 AM	0	0	0	0	0	2	0	9	0	0	25	2	0	16	25	0	79	370
8:15 AM	0	0	0	0	0	2	0	17	0	0	27	5	0	41	40	0	132	348
8:30 AM	0	0	0	0	0	1	0	15	0	0	43	0	0	7	33	0	99	273
8:45 AM	0	0	0	0	0	0	0	1	0	0	22	0	0	1	36	0	60	217
9:00 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	1	32	0	57	199
9:15 AM	0	0	0	0	0	0	0	1	0	0	28	0	0	0	28	0	57	199
9:30 AM	0	0	0	0	0	0	0	0	0	0	21	0	0	1	21	0	43	187
9:45 AM	0	0	0	0	0	1	0	0	0	0	25	0	0	0	16	0	42	182
10:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	2	29	0	57	191
10:15 AM	0	0	0	0	0	0	0	2	0	0	25	1	0	0	17	0	45	182
10:30 AM	0	0	0	0	0	0	0	2	0	0	18	2	0	0	16	0	38	189
10:45 AM	0	0	0	0	0	0	0	2	0	0	26	0	0	1	22	0	51	221
11:00 AM	0	0	0	0	0	0	0	0	0	0	24	1	0	0	23	0	48	254
11:15 AM	0	0	0	0	0	0	0	1	0	0	18	1	0	1	31	0	52	282
11:30 AM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	44	0	70	297
11:45 AM	0	0	0	0	0	2	0	0	0	0	32	2	0	1	47	0	84	289
12:00 PM	0	0	0	0	0	1	0	1	0	0	27	0	0	1	46	0	76	264
12:15 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	3	34	0	67	243
12:30 PM	0	0	0	0	0	1	0	4	0	0	27	0	0	1	29	0	62	239
12:45 PM	0	0	0	0	0	0	0	1	0	0	25	0	0	0	33	0	59	218
1:00 PM	0	0	0	0	0	0	0	0	0	0	20	1	0	1	33	0	55	209
1:15 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	1	30	0	63	200
1:30 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	1	10	0	41	185

1:45 PM	0	0	0	0	0	0	0	1	0	0	29	0	0	1	19	0	50	197
2:00 PM	0	0	0	0	0	0	0	1	0	0	21	0	0	2	22	0	46	196
2:15 PM	0	0	0	0	0	0	0	1	0	0	26	0	0	1	20	0	48	227
2:30 PM	0	0	0	0	0	1	0	1	0	0	17	1	0	4	29	0	53	252
2:45 PM	0	0	0	0	0	0	0	0	0	0	25	3	0	1	20	0	49	283
3:00 PM	0	0	0	0	0	0	0	4	0	0	35	5	0	13	20	0	77	305
3:15 PM	0	0	0	0	0	0	0	4	0	0	27	1	0	16	25	0	73	292
3:30 PM	0	0	0	0	0	5	0	24	0	0	23	1	0	7	24	0	84	281
3:45 PM	0	0	0	0	0	0	0	17	0	0	29	0	0	0	25	0	71	258
4:00 PM	0	0	0	0	0	0	0	9	0	0	25	0	0	0	30	0	64	246
4:15 PM	0	0	0	0	0	1	0	5	0	0	32	0	0	1	23	0	62	250
4:30 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	26	0	61	237
4:45 PM	0	0	0	0	0	0	0	1	0	0	29	0	0	0	29	0	59	218
5:00 PM	0	0	0	0	0	0	0	2	0	0	43	0	0	1	22	0	68	215
5:15 PM	0	0	0	0	0	0	0	1	0	0	20	0	0	0	28	0	49	193
5:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	23	0	42	185
5:45 PM	0	0	0	0	0	1	0	1	0	0	28	0	0	0	26	0	56	184
6:00 PM	0	0	0	0	0	1	0	0	0	0	23	0	0	0	22	0	46	168
6:15 PM	0	0	0	0	0	0	0	0	0	0	19	1	0	0	21	0	41	
6:30 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	20	0	41	
6:45 PM	0	0	0	0	0	0	0	1	0	0	20	1	0	0	18	0	40	
Count Total	0	0	0	0	0	21	0	133	0	0	1,257	29	0	168	1,301	0	2,909	
Peak Hour	0	0	0	0	0	5	0	41	0	0	120	7	0	70	139	0	382	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	4	0	4
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
6:00 PM	0	0	0	0	0	6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0	6:15 PM	0	0	2	0	2
6:30 PM	0	0	0	0	0	6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0	6:45 PM	0	0	0	0	0
Count Total	0	9	0	13	22	Count Total	0	0	13	0	13
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0

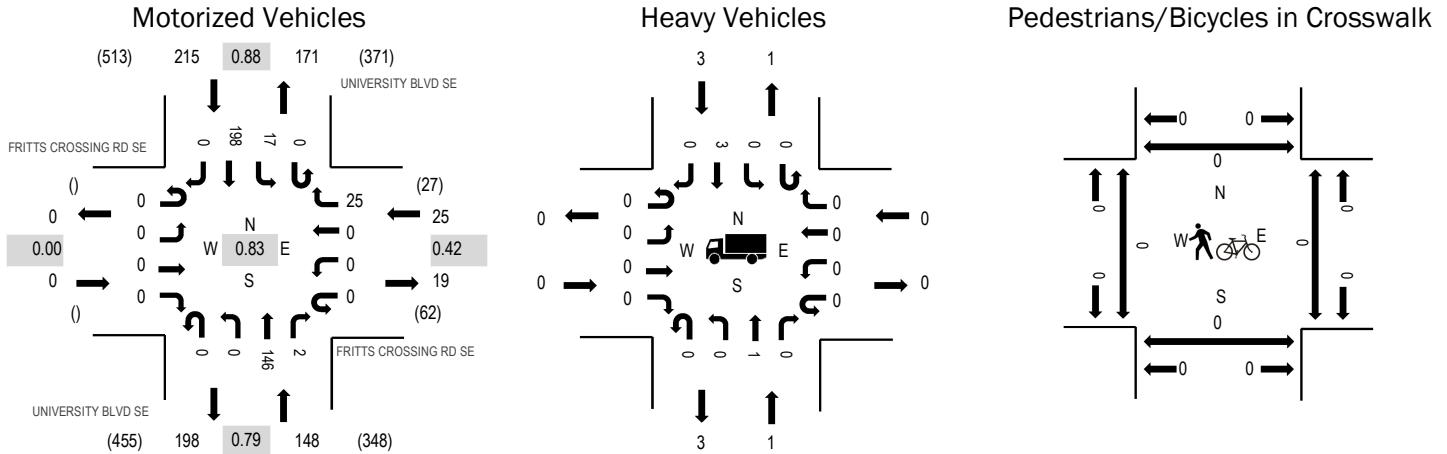
1:45 PM	0	6	0	0	0	0	0	9	0	0	9	1	0	9	4	4	42	144
2:00 PM	0	3	0	0	0	0	0	9	1	0	6	0	0	7	4	1	31	143
2:15 PM	0	2	0	1	0	0	0	4	0	0	13	0	0	4	5	7	36	162
2:30 PM	0	4	0	0	0	0	0	2	0	0	9	0	0	13	7	0	35	175
2:45 PM	0	4	0	0	0	1	0	4	0	0	12	0	0	6	10	4	41	178
3:00 PM	0	12	0	0	0	1	0	4	0	0	13	0	1	8	10	1	50	186
3:15 PM	0	11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

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

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

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.42
NB	0.7%	0.79
SB	1.4%	0.88
All	1.0%	0.83

Traffic Counts - Motorized Vehicles

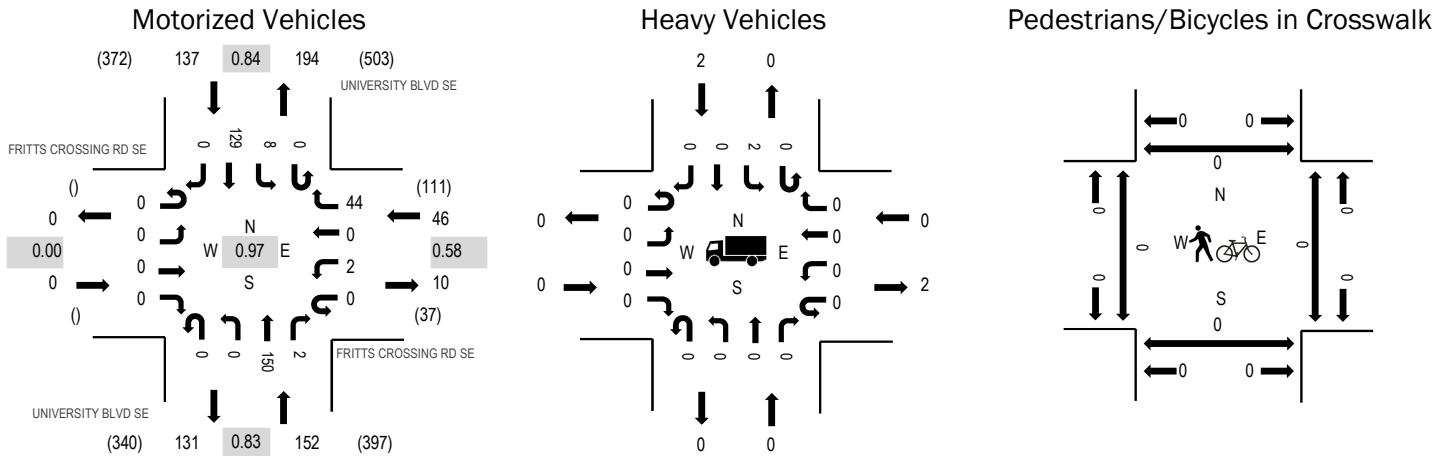
Interval Start Time	FRITTS CROSSING RD SE Eastbound				FRITTS CROSSING RD SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	0	1	0	25	0	0	1	29	0	57	307
7:15 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	3	54	0	84	343
7:30 AM	0	0	0	0	0	0	0	1	0	0	30	0	0	8	42	0	81	376
7:45 AM	0	0	0	0	0	0	0	2	0	0	30	0	0	5	48	0	85	388
8:00 AM	0	0	0	0	0	0	0	6	0	0	31	1	0	3	52	0	93	365
8:15 AM	0	0	0	0	0	0	0	15	0	0	38	1	0	3	60	0	117	331
8:30 AM	0	0	0	0	0	0	0	2	0	0	47	0	0	6	38	0	93	275
8:45 AM	0	0	0	0	0	0	0	0	0	0	22	0	0	5	35	0	62	226
9:00 AM	0	0	0	0	0	0	0	0	0	0	23	0	0	3	33	0	59	216
9:15 AM	0	0	0	0	0	0	0	0	0	0	28	0	0	7	26	0	61	
9:30 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	5	19	0	44	
9:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	11	17	0	52	
Count Total	0	0	0	0	0	1	0	26	1	0	345	2	0	60	453	0	888	
Peak Hour	0	0	0	0	0	0	0	25	0	0	146	2	0	17	198	0	388	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

9:15 AM	0	0	0	0	0	9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	1	1	9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0	9:45 AM	0	0	0	0	0
Count Total	0	3	0	4	7	Count Total	0	0	0	0	0
Peak Hour	0	1	0	3	4	Peak Hour	0	0	0	0	0

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.58
NB	0.0%	0.83
SB	1.5%	0.84
All	0.6%	0.97

Traffic Counts - Motorized Vehicles

Interval Start Time	FRITTS CROSSING RD SE Eastbound				FRITTS CROSSING RD SE Westbound				UNIVERSITY BLVD SE Northbound				UNIVERSITY BLVD SE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
3:00 PM	0	0	0	0	0	0	0	6	0	0	36	1	0	1	35	0	79	335
3:15 PM	0	0	0	0	0	1	0	10	0	0	33	1	0	2	39	0	86	316
3:30 PM	0	0	0	0	0	0	0	20	0	0	35	0	0	1	30	0	86	287
3:45 PM	0	0	0	0	0	1	0	8	0	0	46	0	0	4	25	0	84	277
4:00 PM	0	0	0	0	0	0	0	4	0	0	29	0	0	0	27	0	60	267
4:15 PM	0	0	0	0	0	1	0	6	0	0	29	0	0	1	20	0	57	272
4:30 PM	0	0	0	0	0	0	0	11	0	0	40	0	0	1	24	0	76	274
4:45 PM	0	0	0	0	0	0	0	9	0	0	34	0	0	3	28	0	74	267
5:00 PM	0	0	0	0	0	0	0	6	0	0	38	0	0	1	20	0	65	278
5:15 PM	0	0	0	0	0	0	0	6	0	0	19	0	0	2	32	0	59	
5:30 PM	0	0	0	0	0	0	0	4	0	0	24	0	0	11	30	0	69	
5:45 PM	0	0	0	0	0	0	0	18	0	0	32	0	0	8	27	0	85	
Count Total	0	0	0	0	0	3	0	108	0	0	395	2	0	35	337	0	880	
Peak Hour	0	0	0	0	0	2	0	44	0	0	150	2	0	8	129	0	335	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

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

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

APPENDIX F

NIA for the Proposed Charter School

Memorandum

DRAFT

To: Brennon Williams – Planning Department Director
(Albuquerque, New Mexico)

From: Roxanne Medina, PE, PTOE (Huitt-Zollars)

Subject: Montage Units Charter School Neighborhood Impact Assessment (NIA)

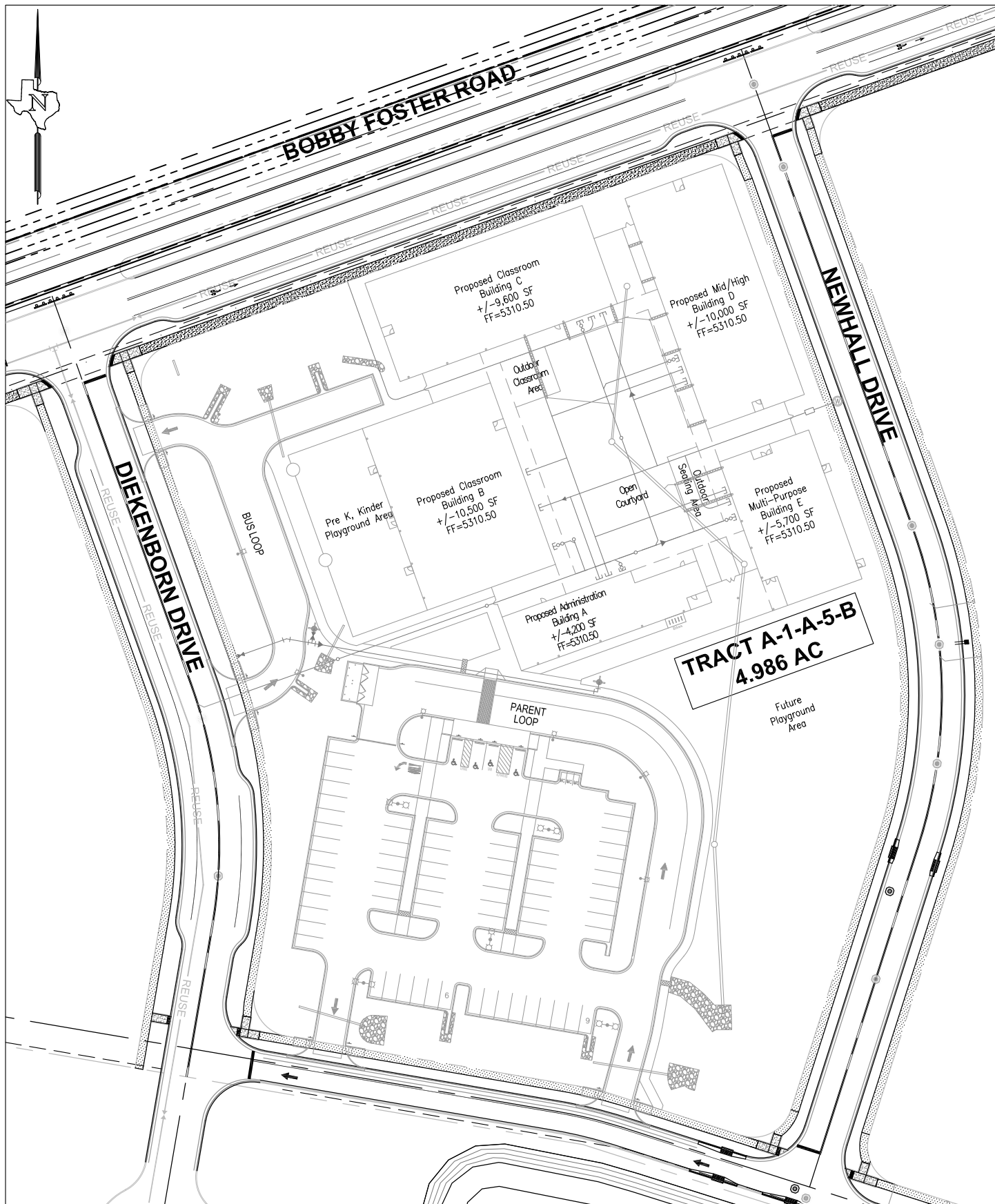
Date: June 15, 2021

SECTION 1 - INTRODUCTION

The City of Albuquerque, New Mexico amended Ordinance Chapter 6, Article 5, Part 4, Section 3 ROA 1994 with Bill F/S 0-13-61 on January 22, 2014. This ordinance requires a Neighborhood Impact Assessment (NIA) to mitigate impacts of a Public, Private, or Charter School prior to approval of a Curb-cut application. This technical memorandum analyzes the impacts of the proposed K-12 Charter School in the proposed Montage Units subdivision in Albuquerque, New Mexico.

1.1 Site Location / Study Area

The proposed Charter School will be located on the south side of Bobby Foster Rd. and west of University Blvd. The proposed site is approximately 4.99 acres and is expected to service 200 students from K-12. Currently, the sites for the proposed development is vacant. **Figure 1** identifies the project areas in relation to the surrounding roadway network. The proposed development will abut two new roads including Newhall Dr and Diekemborn Dr, and two existing roadway, Stieglitz Ave and Bobby Foster Rd. Bobby Foster Rd will be widened and realigned to connect at the intersection of University Blvd and Eastman Crossing. The proposed charter school will connect to Diekemborn Dr with two connections (one entrance and one exit) to Diekemborn Dr for a bus loop and two connection to Stieglitz Ave (one entrance and one exit) for a parent loop and parking lot access. Surrounding streets and subdivisions are also identified **Figure 1**. **Figure 2** shows the proposed site plan for the Charter School Site development.



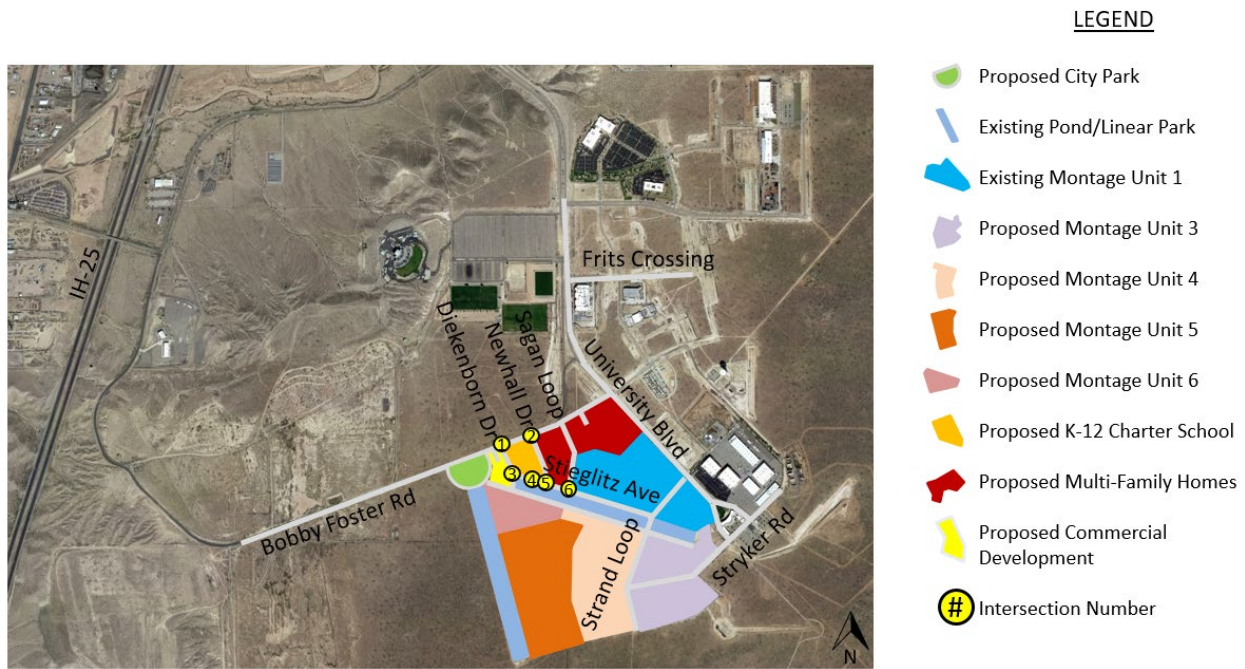


Figure 1 - Study Area

Six major intersections around the development were investigated for this study. **Table 1** lists the intersections investigated, the numbering convention used in this report, and the intersection control type. The study intersections are also identified with corresponding intersection numbers in **Figure 1**.

Table 1 – Intersections Identified for Impact Analysis Numbering and Control Type

Intersection Numbering	Location	Control Type
1	Bobby Foster Rd and Diekenborn Dr	Unsignalized
2	Bobby Foster Rd and Newhall Dr	Unsignalized
3	Stieglitz Ave and Diekenborn Dr	Unsignalized
4	Stieglitz Ave and Entrance Driveway	Unsignalized
5	Stieglitz Ave and Newhall Dr	Unsignalized
6	Stieglitz Ave and Sagan Loop	Unsignalized

Intersection 1 will be an unsignalized three-leg intersection at Bobby Foster Rd and Diekenborn Dr. Northbound Diekenborn Dr will include one stop controlled shared left-through-right turn lane. Eastbound Bobby Foster Rd will include one through lane, and one shared through-right turn lane. Westbound Bobby Foster Rd will include one through lane, and one shared through-left turn lane.

Intersection 2 will be an unsignalized three-leg intersection at Bobby Foster Rd and Newhall Dr. Northbound Newhall Dr will include one stop controlled shared left-through-right turn lane.

Eastbound Bobby Foster Rd will include one through lane, and one shared through-right turn lane. Westbound Bobby Foster Rd will include one through lane, and one shared through-left turn lane.

Intersection 3 is an unsignalized three-leg intersection at Steiglitz Ave and Diekenborn Dr. It includes one stop controlled westbound shared left-right-turn lane on Steiglitz Ave. Northbound Diekenborn Dr includes a through lane. Southbound Diekenborn Dr includes one through lane.

Intersection 4 is an unsignalized three-leg intersection at Steiglitz Ave and the entrance driveway to the proposed parent loop/parking lot at the Charter School. It includes one westbound shared through-right-turn lane on Steiglitz Ave. The eastbound and southbound lanes only have one receiving lane each and no outbound lanes.

Intersection 5 is an unsignalized three-leg intersection at Steiglitz Ave and Newhall Dr. It includes one stop controlled southbound shared left-right turn lane on Newhall Dr. Westbound Steiglitz Ave includes a shared through-right-turn lane. Since Steiglitz Ave is a one-way roadway, eastbound Steiglitz Ave only has one receiving lane each.

Intersection 6 is an unsignalized four-leg intersection at Steiglitz Ave and Sagan Loop. It includes one stop controlled westbound shared left-through-right-turn lane on Steiglitz Ave. Eastbound Steiglitz Ave only has one receiving lane each and no outbound lanes. Northbound Sagan Loop includes one shared through-left-turn lane. Southbound Sagan Loop includes one shared through-right-turn lane.

1.2 Existing Zoning

The proposed development is classified as PC according to the City of Albuquerque Zoning Map, which is provided in **Figure 3**. Zoning PC represents a Planned Community zone. To the south, east, and west of the proposed development are also classified as PC zones. To the north of the proposed development is a park and open space zone.

Montage Units Albuquerque, New Mexico

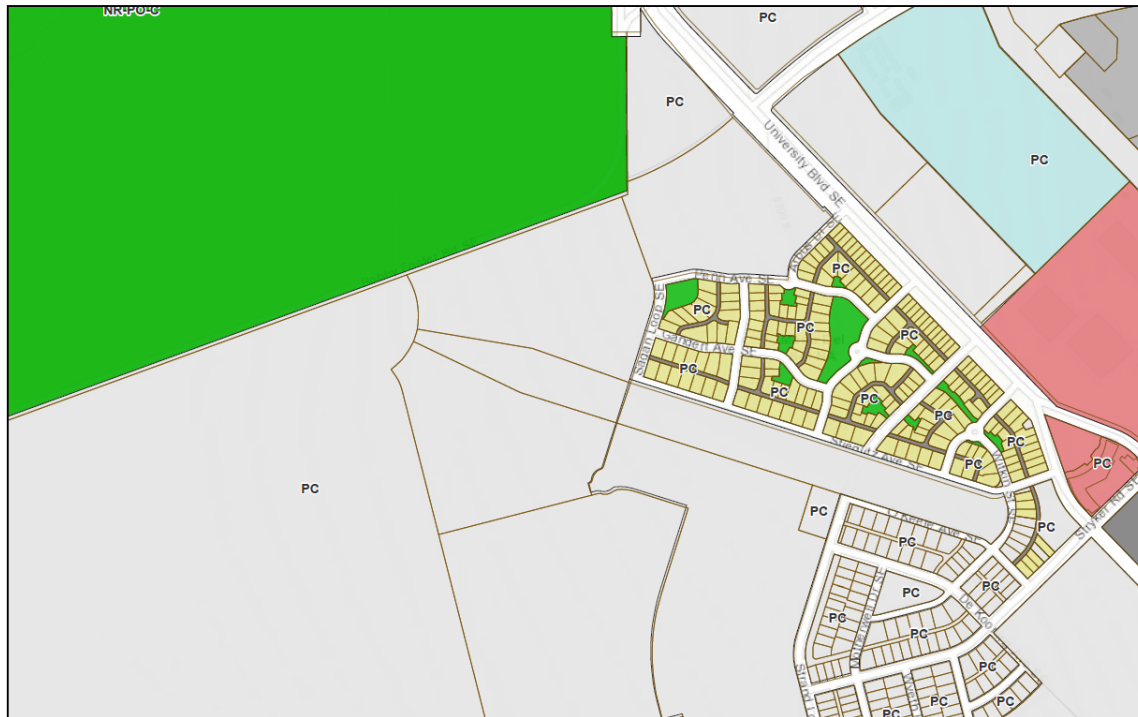


Figure 3 - Study Area Zoning Map

1.3 Existing Developments

Surrounding the proposed development are mainly undeveloped lots, one residential development to the southeast (Montage Unit 1), and one commercial service development (Albuquerque Studios) to the southeast. To the east of the proposed Charter School there are plans for a multi-family home development and to the south are plans for four detached single-family developments (Montage Units 3-6). To the west of the proposed Charter School is a proposed 14,000 sf commercial development. The Montage Units and Multi-Family developments are within the project area and incorporated into this study since trips from these developments will have the Charter School as a destination. The Montage Unit 1, Montage Unit 3, Montage Unit 4, Montage Unit 5, Montage Unit 6, and Multi-Family developments are estimated to have 200, 150, 200, 175, 85, and 288 units, respectively.

SECTION 2 - METHODOLOGY

To determine the neighborhood impacts of the proposed charter school, a queue analysis; a pedestrian and bicycle circulation and routes analysis; a pedestrian and vehicle conflict analysis; and a transit route analysis were conducted. The following sections summarize the methodology for each analysis.

2.1 Queue/Noise and Air Quality Impact Analysis

Since noise and air quality are correlated to queued vehicles, a queue analysis was conducted in this study. This analysis checked that the proposed queue length within the school site parent drop off area (**Figure 2**) was not exceeded by the queue expected during the highest peak hour. The expected queue length was calculated using a service rate for drop-off and an arrival distribution from data collected in a traffic modeling study for Mountain View Middle School in Holden, Massachusetts by the Worcester Polytechnic Institute. This data is provided in **Appendix A**. The service time for each vehicle was calculated from when a car dropping of a student parked until the car began to move. If more than one vehicle was dropping off a student, the service time was calculated from when the first vehicle stopped until the last vehicle departed. The average service time of 19 seconds per vehicle was used in this study. For the arrival distribution, the percent of vehicles arriving every five minutes prior to the school start was determined. **Table 2** below shows the percent distribution of vehicles arriving during the peak hour.

Table 2 – Percent Distribution for a School during the Peak Hour

Time Prior to School Start	% Distribution
> 45 min prior	*-
45 min prior	7%
40 min prior	7%
35 min prior	6%
30 min prior	7%
25 min prior	13%
20 min prior	19%
15 min prior	20%
10 min prior	16%
5 min prior	4%

*-No data available

2.2 Pedestrian and Bicycle Circulation and Routes Analysis

Since the average American will more likely walk rather than drive within a distance of 0.25 mile, routes within a 0.25 mile radius to and from the proposed charter school will be evaluated using the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities. Routes will be evaluated to determine whether sidewalks, bike routes, and other safety features to keep pedestrians safe are present.

2.3 Pedestrian and Vehicle Conflict Analysis

To determine the pedestrian and vehicle conflicts, the Pedestrian Level of Service (LOS), and control delay were determined.

Pedestrian LOS at two-way stopped controlled (TWSC) intersections is a measure of pedestrians crossing a traffic stream not controlled by as stop sign. The LOS describes the quality of traffic operation on roadway facilities. The traffic capacity of intersections was evaluated to determine the LOS for the AM and PM peak-hours. The Highway Capacity Manual defines the LOS and is widely used for traffic engineering studies. LOS range from A (best) to F (poorest). **Table 3** outlines the LOS definitions for pedestrians at a TWSC intersection.

Table 3 – Level of Service Intersection Standards (Adapted from the HCM 6th Edition)

LOS	Control Delay (sec/pedestrian group)	Traffic Flow Characteristics
A	0-5	Usually no conflicting traffic.
B	>5-10	Occasionally some delay due to conflicting traffic.
C	>10-20	Delay noticeable to pedestrians, but not inconveniencing.
D	>20-30	Delay noticeable and irritating, increased likelihood of risk taking.
E	>30-45	Delay approaches tolerance level, risk-taking behavior likely.
F	>45	Delay exceeds tolerance level, high likelihood of pedestrian risk taking.

< = less than > = greater than

Control delay is calculated for the entire crosswalk for each crosswalk not controlled by as stop sign. When a median is present, each crosswalk is the sum of both crosswalk segments. Pedestrian delay at each crosswalk segment is calculated by taking a weighted average of the pedestrian group delay at each segment, respectively. Using the delay criteria in **Table 3**, a LOS value may be assigned to each crosswalk not controlled by as stop sign for each of the study intersections.

For this study, Synchro 11 software was used to analyze the traffic conditions for the 2022 Build Out scenario.

2.4 Consistency with Existing or Planned Transit Routes and Stops Analysis

To consistent with transit routes and stops, an analysis of all transit routes existing or planned will be evaluated. ABQ ride was contacted on June 9, 2021 to collect data on existing and planned routes along the project area. The findings on existing and planned routes are presented in Section 3.2.2.

SECTION 3 – EXISTING AND PROPOSED TRANSPORTATION SYSTEMS

3.1 Thoroughfare Systems

For the proposed charter school, access from the residential developments will be provided via Stieglitz Ave, which directly abuts the proposed development and is classified as a Residential Street according to the NMDOT Roadway Functional Class Map provided in **Figure 4**.

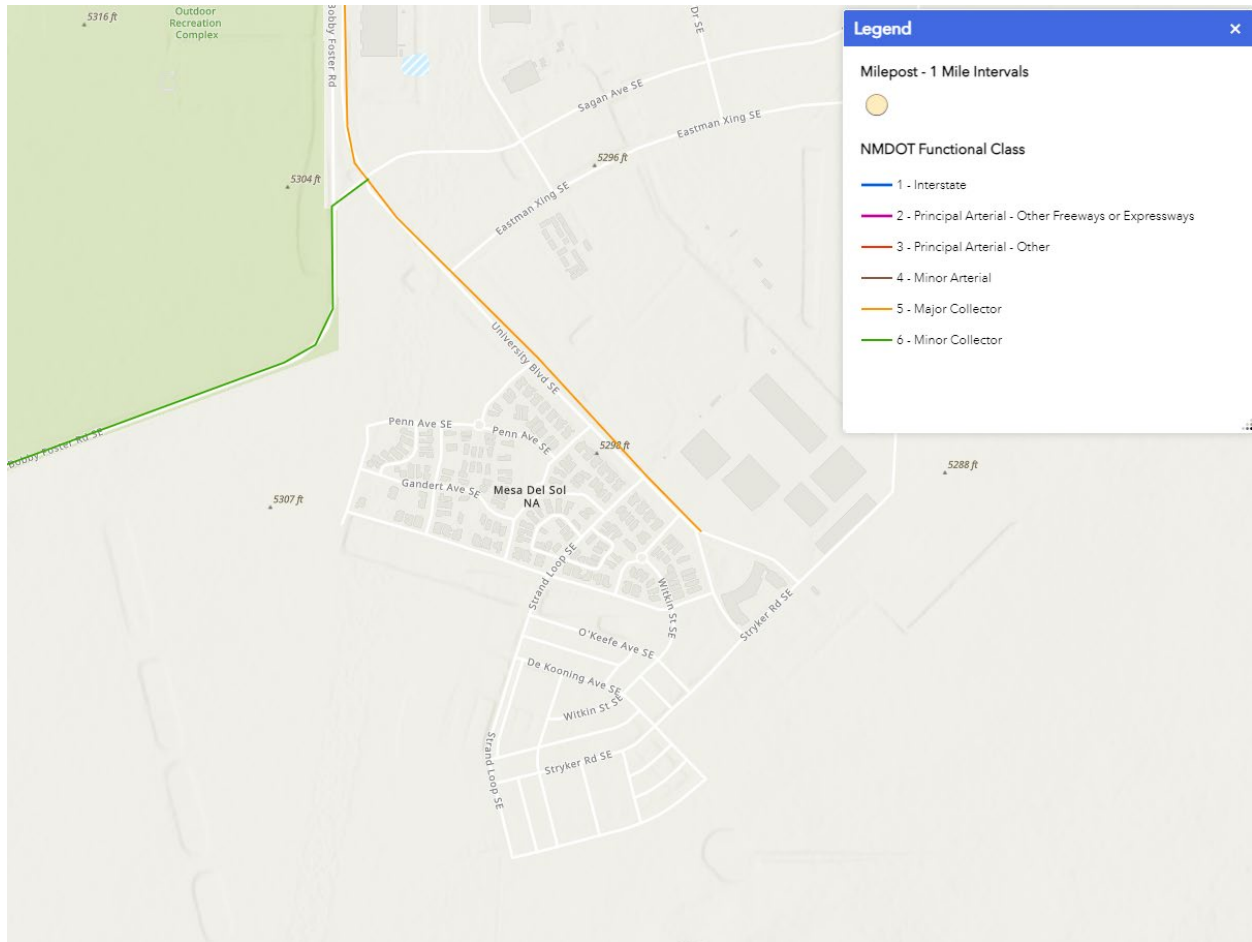


Figure 4 – NMDOT Roadway Functional Class Map of the Project Area

The roadways that are included in the intersection analysis of this project can be classified as Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Residential according to the NMDOT Roadway Functional Class Map. These roadways range in size from 1 to 2 lanes, and with a speed limit of 30 MPH. These roadways are identified in **Figure 1**. The characteristics of the roadways analyzed in this study are shown in **Table 4**. It is important to note that Bobby Foster Rd is proposed to be a four-lane divided roadway, but is analyzed as a two-lane undivided roadway since the date of the realignment of Bobby Foster Rd is yet to be determined.

Table 4 – Analyzed Roadway Characteristics

Roadway	Number of Lanes	Classification	Speed Limit
Bobby Foster Rd	2	Minor Collector	30
Diekenborn Dr	2	Residential	30
Newhall Dr	2	Residential	30
Sagan Loop	2	Residential	30
Stieglitz Ave	1	Residential	30

3.2 Other Transportation Facilities

This section describes the pedestrian and transit facilities in the area.

3.2.1 Pedestrian Facilities

At the time of this study, only Montage Unit 1 was complete. All other developments in the project area were planned or under construction. To analyze the pedestrian facilities, the completed development and the site plan for the proposed charter school (**Figure 2**) were used to describe the facilities. Sidewalks and crosswalks are proposed for all roadways in the project area. Bike lanes are proposed along Bobby Foster Rd, and Sagan Loop.

3.2.2 ABQ Ride

Currently, ABQ Ride does not provide service to the project area. **Figure 5** shows the current system map for ABQ Ride. After contacting ABQ Ride on June 9, 2021, they do not plan to expand their routes at this time to service the project area.

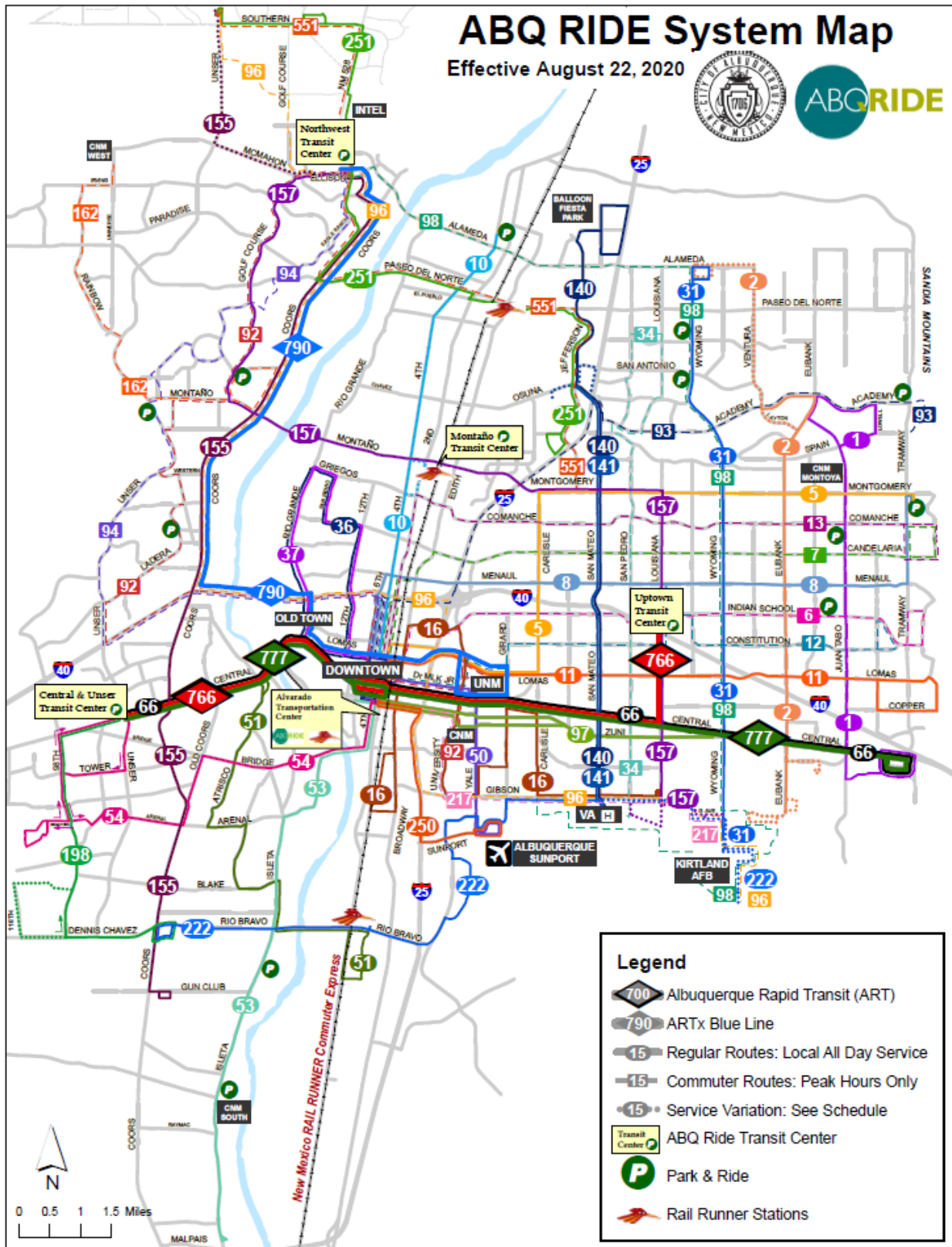


Figure 5 – ABQ Ride System Map

SECTION 4 – SITE TRIP GENERATION ANALYSIS

4.1 Existing Traffic Volumes

Since the project area is still under construction at the time of this report, there were no existing traffic counts collected at the study intersections. Therefore, all traffic data analyzed during this report was composed of generated using the *ITE Trip Generation Manual, 10th Edition*. The average trip rates for the peak hour of the adjacent street traffic were used for this study. These trips represent the highest peak hour vehicle trip ends generated by the development for the peak hour between 7 to 9 AM and the peak hour between 4 to 6 PM. A peak hour factor (PHF) of 0.59 was used in this study for all turning movements. The PHF was estimated using the data collected in the traffic modeling study for Mountain View Middle School in Holden, Massachusetts by the Worcester Polytechnic Institute. The PHF is a traffic parameter used to describe the relationship between the peak 15-minute flow rate within the peak hour and the total peak hour volume. A high PHF (closer to 1) indicates that traffic is spread out relatively evenly throughout the peak hour. A low PHF (closer to 0) indicates that traffic is concentrated within the peak 15 minutes.

4.2 Vehicle Trip Generation

4.2.1 Charter School

The proposed charter school development is expected to be a K-12 charter school. The applicable Land Use Code 536 was used to generate trips for this development. The number of students used to determine the number of generated trips, was 200 students. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 536. The generated trips for the AM and PM peak hour are shown in **Table 5**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 5**.

Table 5 – Proposed Development Peak Hour Generated Trips, Land Use Code 536

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Charter School	AM Peak	156	61%	95	39%	61
	PM Peak	34	43%	15	57%	19

4.2.2 Montage Units 1, 3, 4, 5, and 6

The proposed Montage Units 1, 3, 4, 5, and 6 residential development are categorized as single family (Land Use Code 210). The number of dwelling units used to determine the number of generated trips, was 200, 150, 200, 175, and 85 units, respectively. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 210. The generated trips for the AM and PM peak hour are shown in **Table 6**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 6**.

Table 6 – Proposed Development Peak Hour Generated Trips, Land Use Code 210

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Montage Unit 1	AM Peak	147	25%	37	75%	110
	PM Peak	198	63%	125	37%	73
Montage Unit 3	AM Peak	111	25%	28	75%	83
	PM Peak	150	63%	95	37%	55
Montage Unit 4	AM Peak	147	25%	37	75%	110
	PM Peak	198	63%	125	37%	73
Montage Unit 5	AM Peak	129	25%	32	75%	97
	PM Peak	174	63%	110	37%	64
Montage Unit 6	AM Peak	85	25%	16	75%	49
	PM Peak	87	63%	55	37%	32

4.2.3 Multi-Family Homes

For the Multi-Family housing development, the applicable Land Use Code 221 was used. The number of units used to determine the number of generated trips was 288 units. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 221. The generated trips for the AM and PM peak hour are shown in **Table 7**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 7**.

Table 7 – Proposed Development Peak Hour Generated Trips, Land Use Code 221

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Multi-Family Housing	AM Peak	96	26%	25	74%	71
	PM Peak	122	61%	74	39%	48

4.2.4 Commercial Development

For the commercial development, the applicable Land Use Code 820 was used. The area used to determine the number of generated trips was 14,000 sf. Trip generation for the developments were calculated using the fitted curve equations for Land Use Code 820. The generated trips for the AM and PM peak hour are shown in **Table 8**. Directional distribution for the generated trips were also determined using the *ITE Trip Generation Manual*. The number of vehicles entering and exiting the facility are also presented in **Table 8**.

Table 8 – Proposed Development Peak Hour Generated Trips, Land Use Code 820

Development		Total Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Commercial Development	AM Peak	159	62%	99	38%	60
	PM Peak	127	48%	61	52%	66

4.3 Trip Adjustments

According to the *ITE Trip Generation Manual*, internal capture occurs at a site when two or more land uses have a possibility of interacting with each other, particularly where the trip can be made by walking. This can result in the total generation of trips being reduced. Assuming that within a 0.25 mile radius of the charter school, the commercial development, and the Albuquerque studios trips to these locations can be reduced due to walking, the generated trips in Section 4.2 were reduced. **Figure 6** shows a the 0.25 mile radius in the project area from the charter school, the commercial development, and the Albuquerque studios.

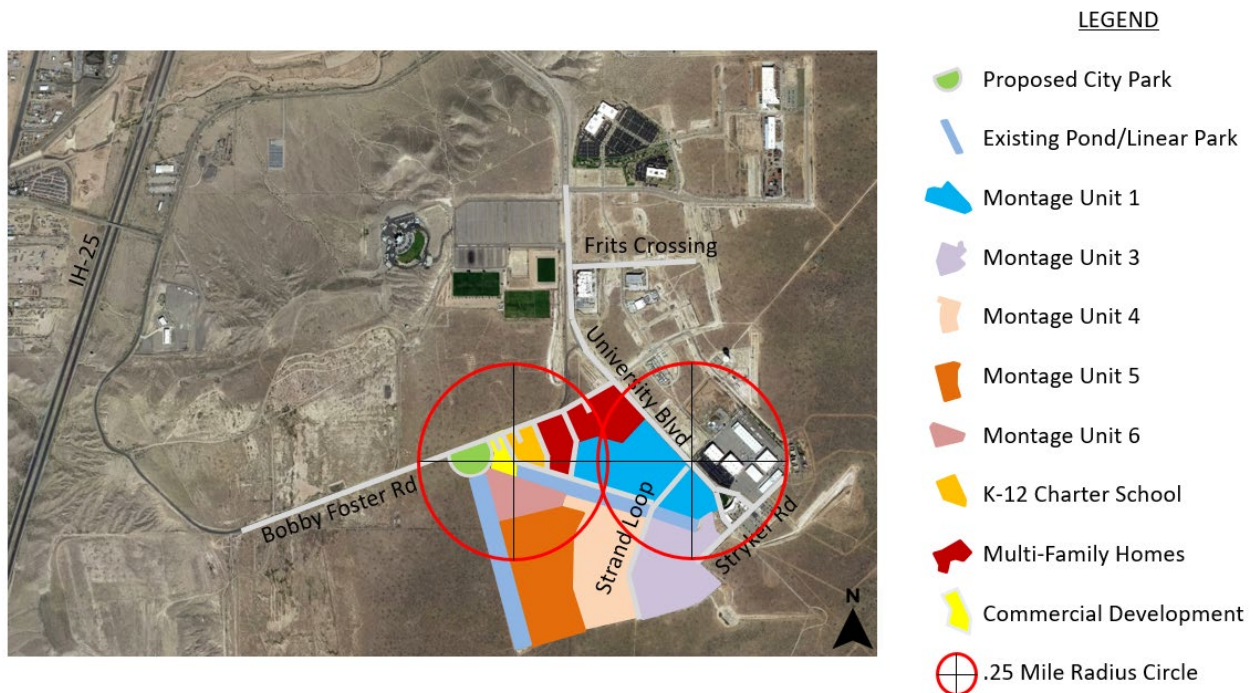


Figure 6 – 0.25 Mile Radius Site Map

The following assumptions were used to adjust the generated trips for internal capture near the charter school and commercial development:

1. 20% of Montage Unit 1 is within the 0.25 mile radius.
2. 10% of Montage Unit 4 is within the 0.25 mile radius.
3. 25% of Montage Unit 5 is within the 0.25 mile radius.
4. 100% of Montage Unit 6 is within the 0.25 mile radius.
5. 50% of the Multi-Family Housing are within the 0.25 mile radius.

The following assumptions were used to adjust the generated trips for internal capture near the Albuquerque studios:

1. 90% of Montage Unit 1 is within the 0.25 mile radius.
2. 40% of Montage Unit 3 is within the 0.25 mile radius.
3. 10% of Montage Unit 4 is within the 0.25 mile radius.
4. 25% of the Multi-Family Housing are within the 0.25 mile radius.
5. Assume 50% of people working at Albuquerque Studios live in the project area.

Following the assumptions, a 30% trip reduction was applied to the proposed charter school and commercial development. For the Montage Unit 1, 3, 4, 5, 6, and Multi-Family housing, a reduction of 45%, 20%, 5%, 0%, 13%, and 25% were used, respectively. **Table 9** shows the adjusted trip generation for the Montage Units, the multi-family housing, the charter school, and the commercial development.

Table 9 – Proposed Development Peak Hour Generated Trips, Land Use Code 210

Development		Adjusted Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Montage Unit 1	AM Peak	81	25%	20	75%	61
	PM Peak	109	63%	69	37%	40
Montage Unit 3	AM Peak	89	25%	22	75%	67
	PM Peak	120	63%	76	37%	44
Montage Unit 4	AM Peak	140	25%	35	75%	105
	PM Peak	188	63%	119	37%	69
Montage Unit 5	AM Peak	129	25%	32	75%	97
	PM Peak	174	63%	110	37%	64
Montage Unit 6	AM Peak	57	25%	14	75%	43
	PM Peak	76	63%	48	37%	28
Multi-Family Housing	AM Peak	72	26%	19	74%	54
	PM Peak	91	61%	56	39%	35
Charter School	AM Peak	109	61%	67	39%	43
	PM Peak	24	43%	10	57%	14
Commercial Development	AM Peak	111	62%	69	38%	42
	PM Peak	88	48%	42	52%	46

4.4 Trip Distributions

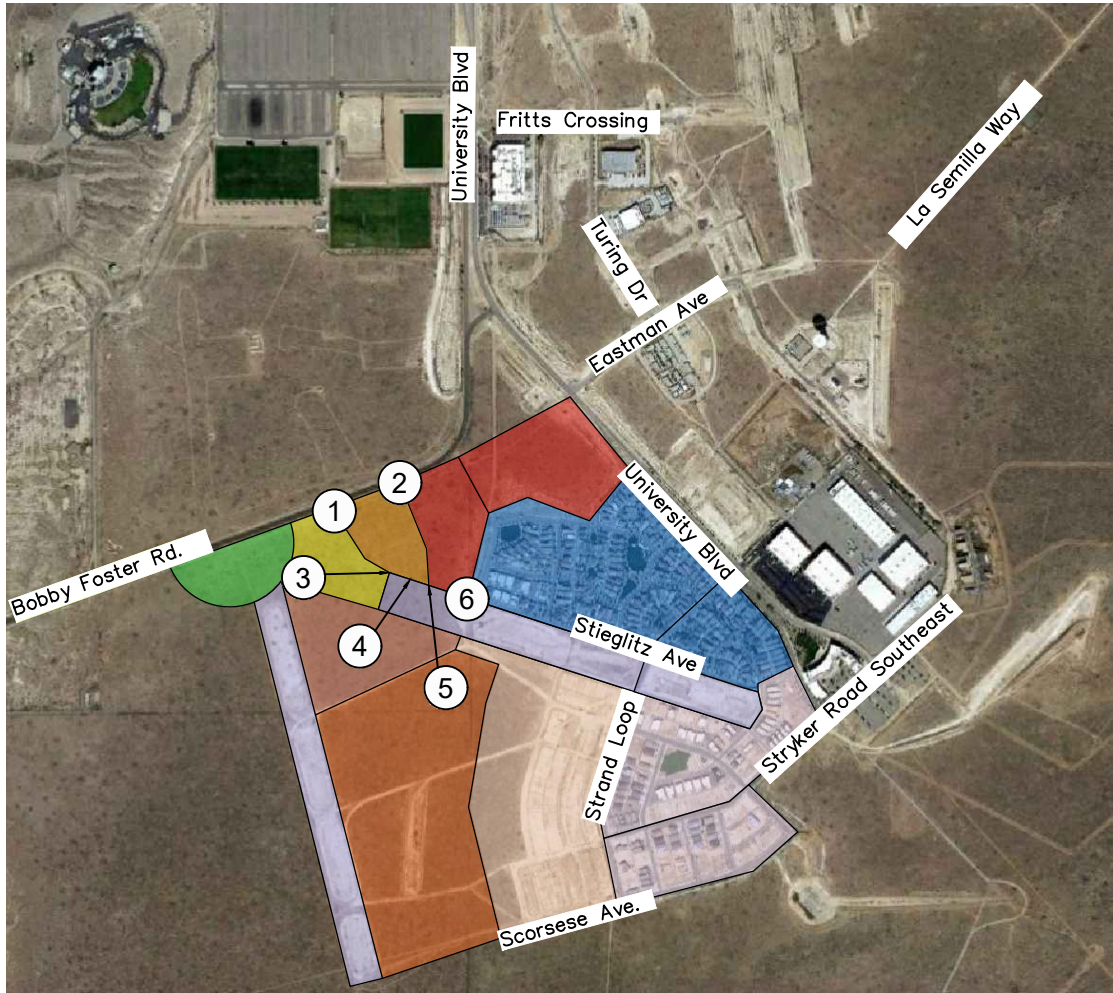
Traffic generated by the developments under had to be distributed and assigned to the study area intersections so that the analyses could be conducted. The distribution of the generated traffic through the study area intersections was determined by considering factors such as the existing and proposed traffic connectivity, capacity, and congestion of the surrounding roadway network. Engineering judgment was applied to these factors when developing assumptions for the analysis.

4.4.1 Charter School

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that traffic entering and exiting to the charter school were routed through the shortest path moved .
3. For the charter school development trips, it was assumed that the remaining adjusted trips will be proportionate to the number of residential units outside of the 0.25 mile radius.
 - a. 21% will originate from Montage Unit 1
 - b. 20% will originate from Montage Unit 3
 - c. 23% will originate from Montage Unit 4
 - d. 17% will originate from Montage Unit 5
 - e. 0% will originate from Montage Unit 6
 - f. 19% will originate from the Multi-Family Housing
4. In the PM peak hour, it was assumed that the trips would follow the AM peak trip distribution percentage.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 7** and **8** summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.



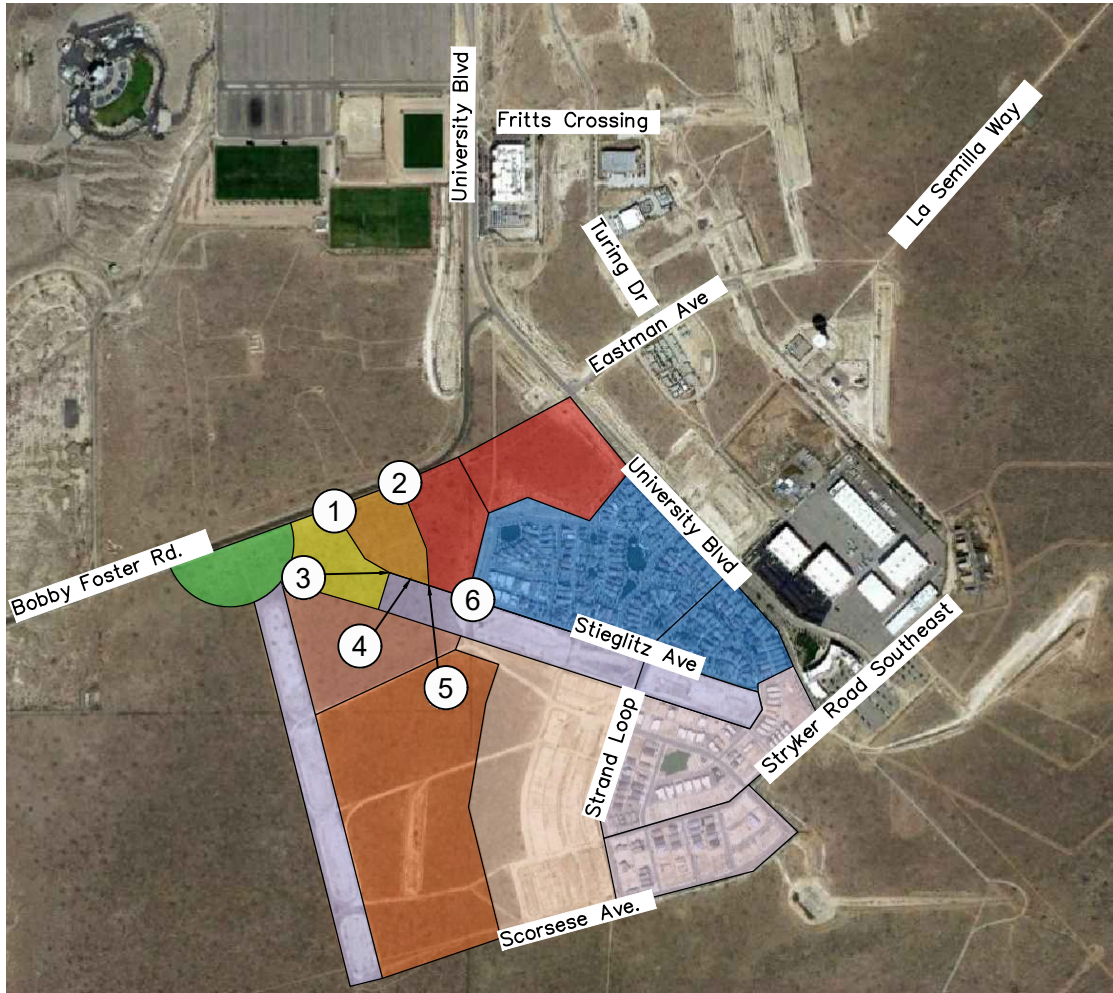
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)

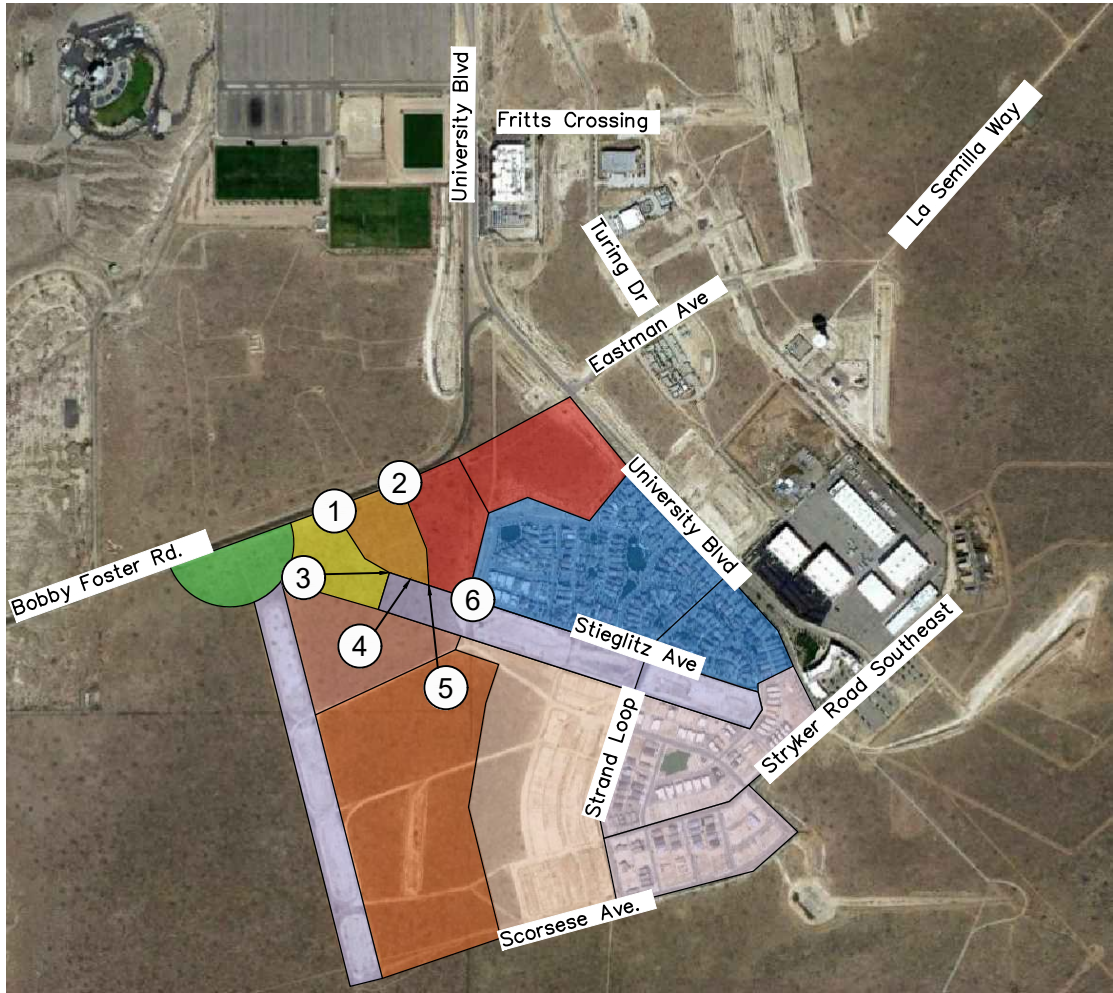
4.4.2 Commercial Development

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that the entrance to the commercial development was located south of Intersection 3.
3. It was assumed that traffic entering and exiting to the commercial development were routed through the shortest path.
4. For the commercial development trips, it was assume that the remaining adjusted trips will be proportionate to the residential units outside of the 0.25 mile radius.
 - a. 21% will originate from Montage Unit 1
 - b. 20% will originate from Montage Unit 3
 - c. 23% will originate from Montage Unit 4
 - d. 17% will originate from Montage Unit 5
 - e. 0% will originate from Montage Unit 6
 - f. 19% will originate from the Multi-Family Housing

In the PM peak hour, it was assumed that the trips would follow the AM peak trip distribution percentage.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 9** and **10** summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.



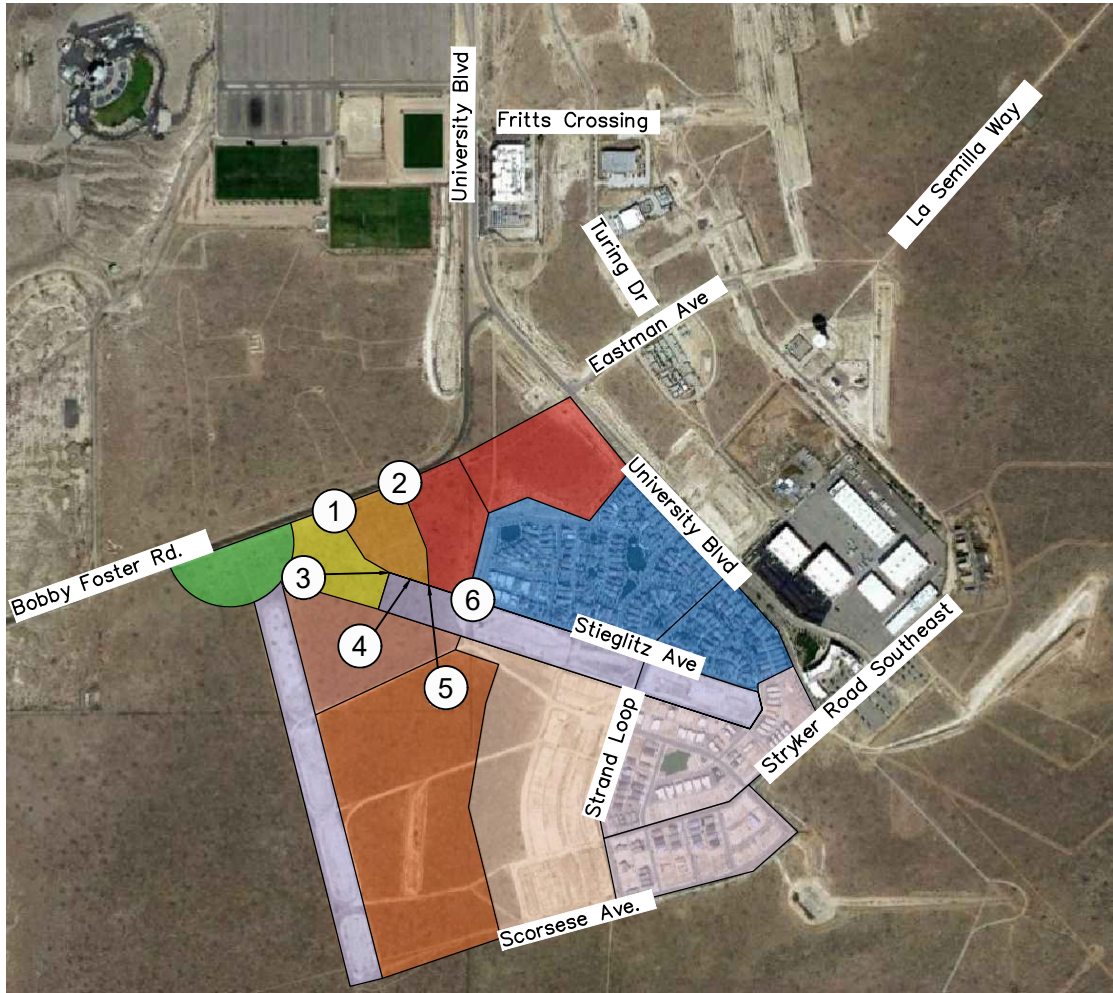
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



Legend



Intersection number

PM Entering = Distribution (Generated Trips)

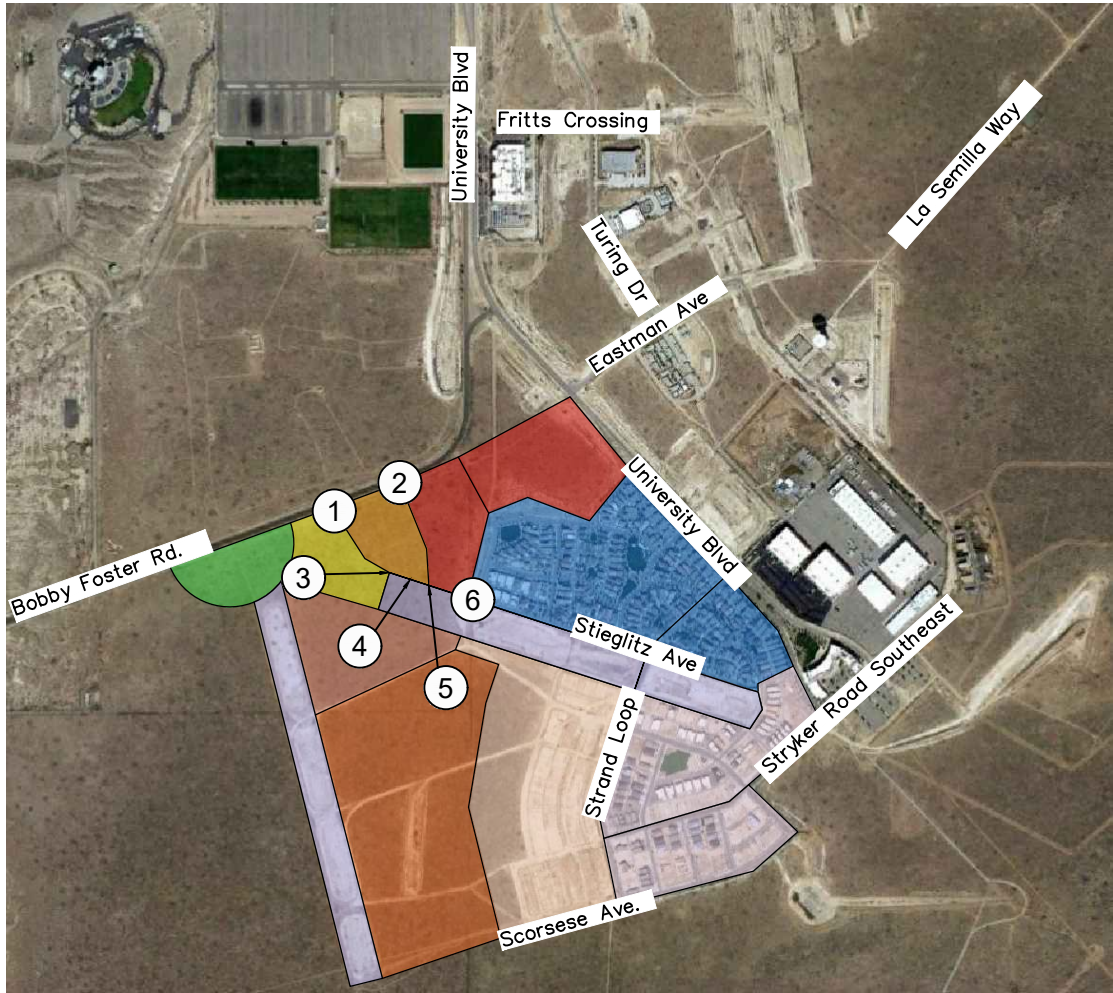
PM Exiting = Distribution (Generated Trips)

4.4.3 Montage Unit 1

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. Assumed trips to Albuquerque studios were removed through internal capture.
3. Of the remaining trips, assumed that 25% of trips will pass by Intersection 6 exiting and entering the project area.
4. In the PM peak hour, it was assumed that outbound traffic would return to its place of origin.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 11** and **12** summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.



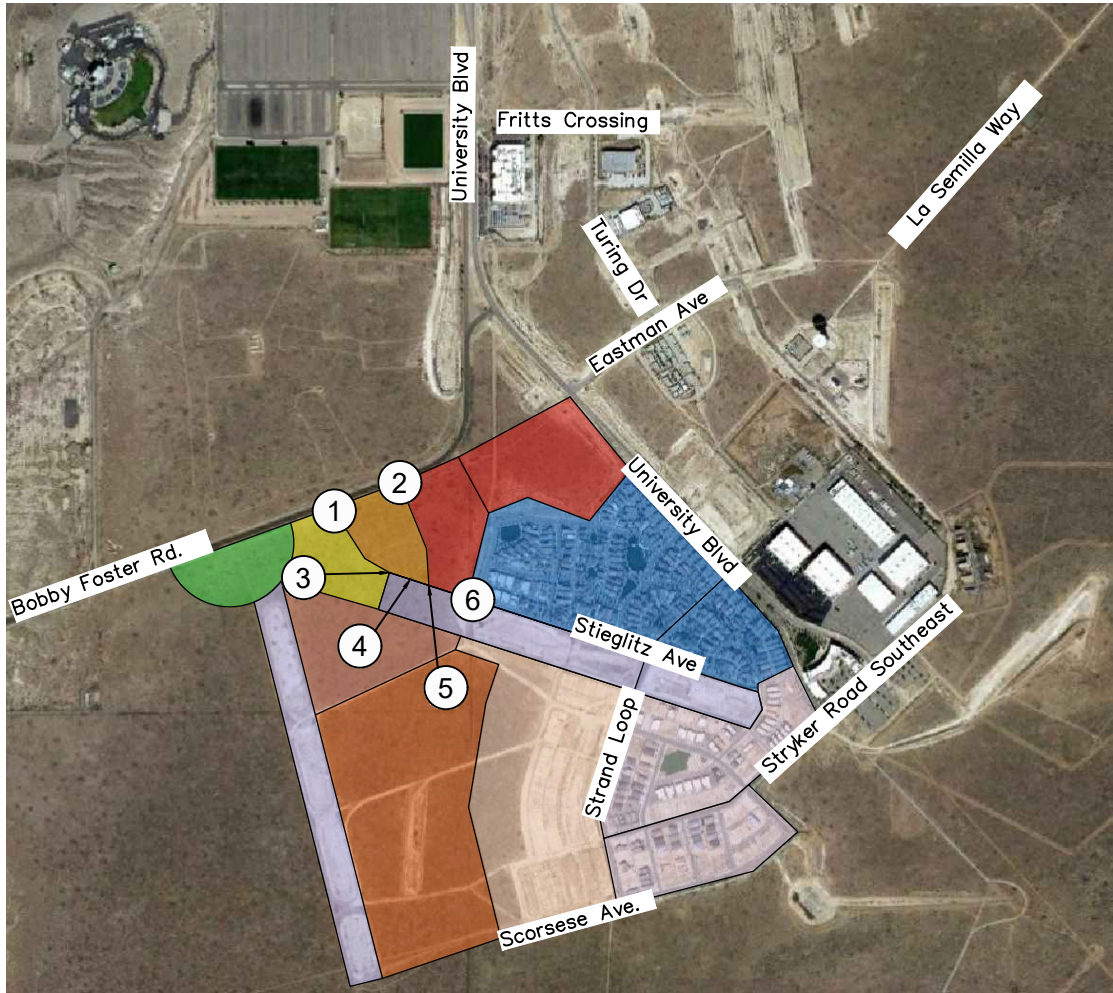
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)

4.4.4 Montage Unit 3 & 4

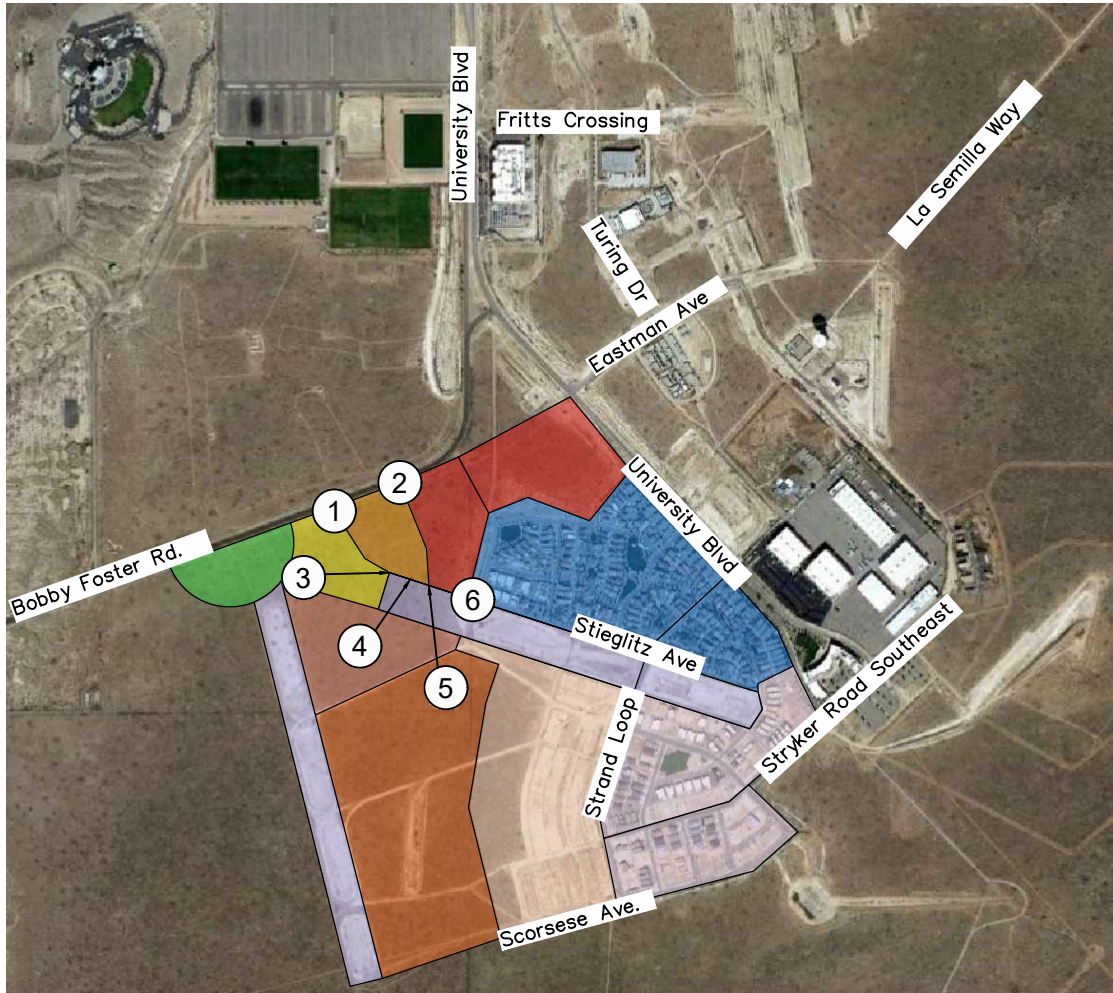
Since the remaining trips from Montage Unit 3 and 4 are expected to exit through University Blvd through the shortest path, Montage Unit 3 and 4 will not affect the NIA study intersections apart from the trips already mentioned in Sections 4.4.1 and 4.4.2.

4.4.6 Montage Unit 5

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that 50% of remaining trips would travel to Albuquerque studios and not affect the NIA intersections, and 50% would exit through University Blvd.
3. Of the 50% exit through University Blvd, it is assumed that all trips will exit the subdivision east of Intersection 1 to avoid the traffic from the school in the AM Peak hour.
4. It was assumed that 25% will enter the subdivision through Intersection 1 and 25% will enter east of Intersection 1 AM Peak hour.
5. In the PM peak hour, it was assumed that 25% will exit the subdivision east of Intersection 1 and 25% will exit through Intersection 1.
6. It was assumed that 25% will enter the subdivision through Intersection 1 and 25% will enter east of Intersection 1 PM Peak hour.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 13** and **14** summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.



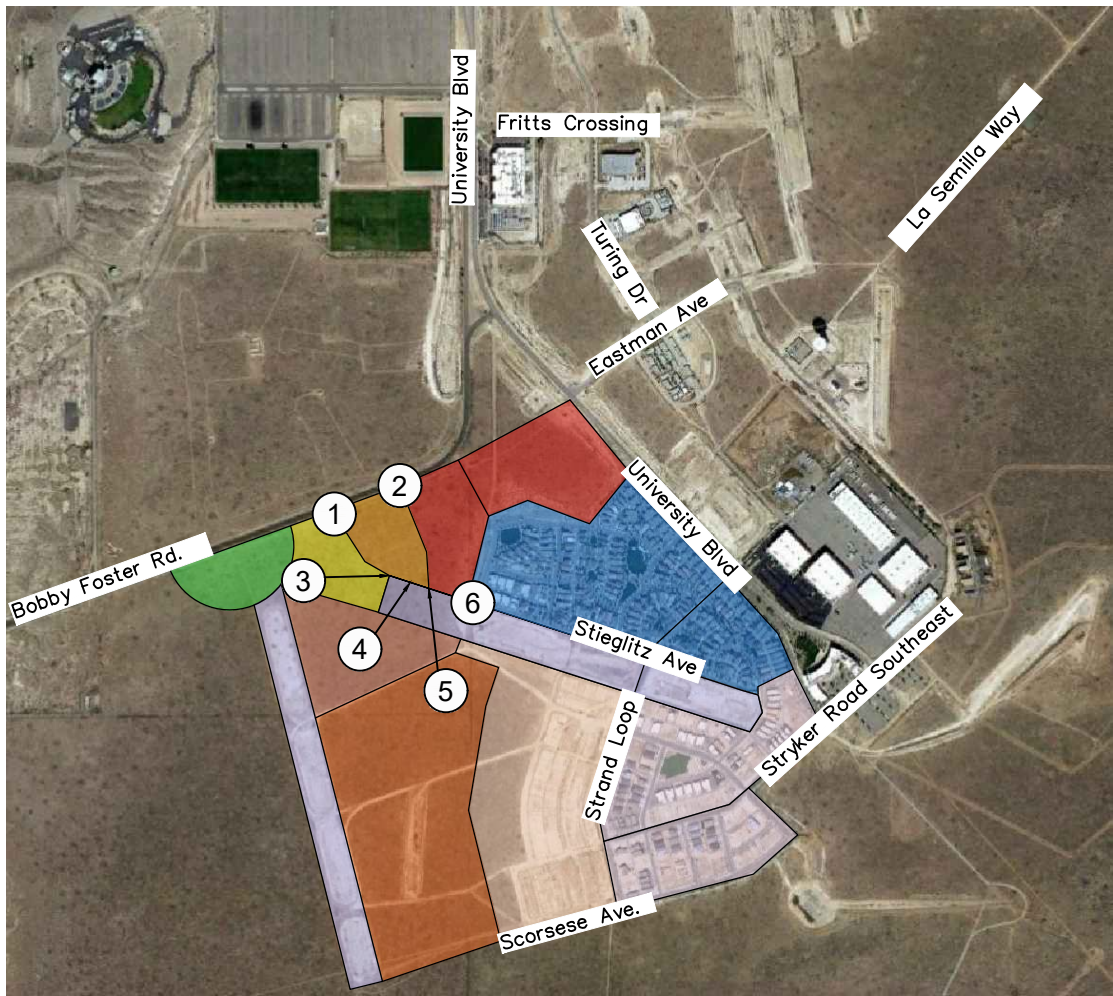
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



<p>50% (16) →</p> <p>← 25% (28)</p> <p>← 25% (28)</p> <p>↻</p> <p>↻ 25% (16)</p> <p>1</p>	<p>50% (32) →</p> <p>← 50% (56)</p> <p>↻</p> <p>↻</p> <p>2</p>	<p>↓ 25% (28)</p> <p>↻</p> <p>↻</p> <p>3</p> <p>↑</p>	<p>↻</p> <p>↻</p> <p>4</p>	<p>↻</p> <p>↻</p> <p>5</p>
<p>↻</p> <p>↻</p> <p>↻</p> <p>↻</p> <p>6</p>				

Legend



Intersection number

PM Entering = Distribution (Generated Trips)

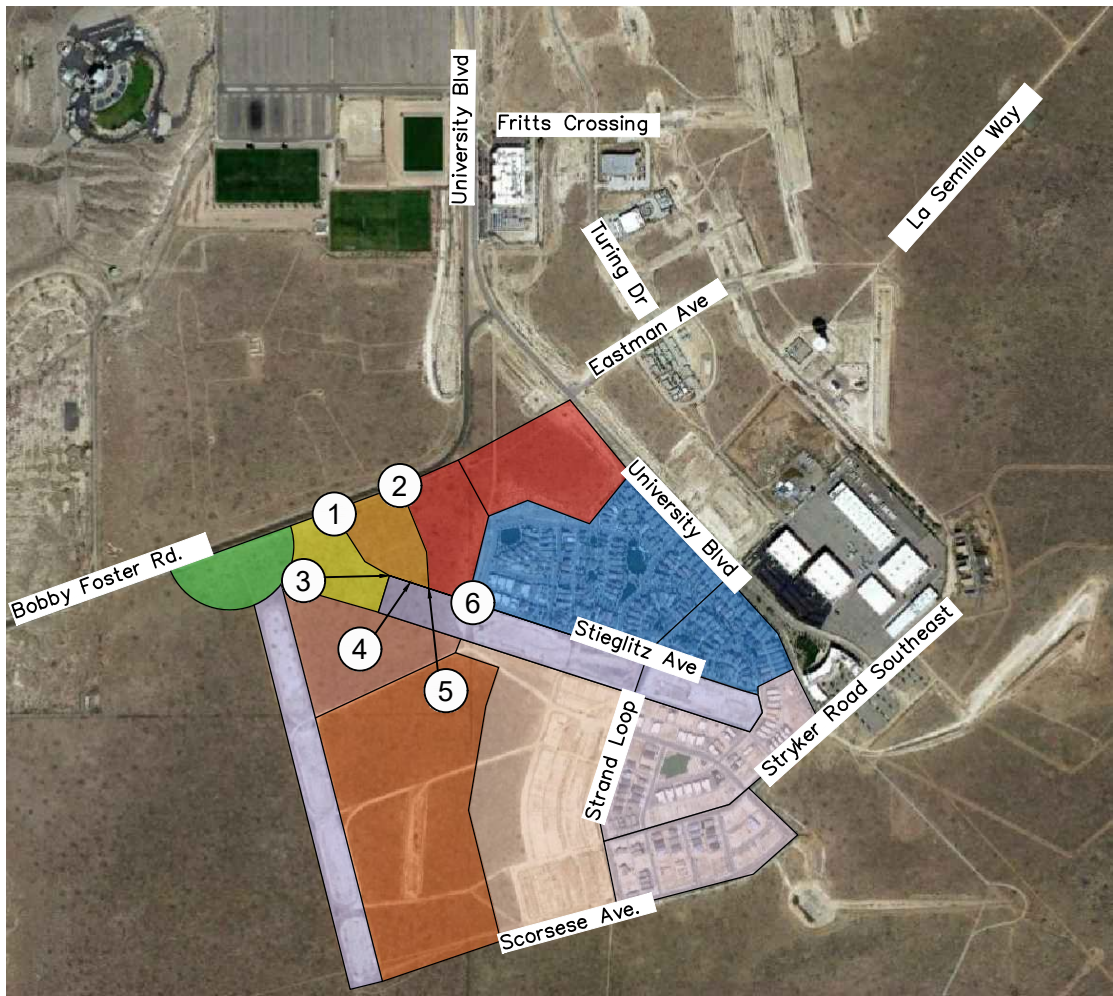
PM Exiting = Distribution (Generated Trips)

4.4.7 Montage Unit 6

The following factors affected the trip distribution:

1. Assumed all roadway connections have been completed. This includes Sagan Loop, Diekenborn Dr, and the unnamed roadway around the proposed city park west of the proposed commercial development.
2. It was assumed that 40% of remaining trips would travel to Albuquerque studios and not affect the NIA intersections, and 50% would exit through University Blvd.
3. Of the 60% exit through University Blvd, it is assumed that all trips will exit the subdivision east of Intersection 1 to avoid the traffic from the school in the AM Peak hour.
4. It was assumed that 100% will enter the subdivision east of Intersection 1 during the AM Peak hour.
5. In the PM peak hour, it was assumed that 50% will exit the subdivision east of Intersection 1 and 50% will exit through Intersection 1.
6. It was assumed that 30% will enter the subdivision through Intersection 1 and 30% will enter east of Intersection 1 PM Peak hour.

Considering the factors stated in above, the generated trips were distributed through the study area, and the turning movement volumes were calculated. **Figures 15** and **16** summarize the trip distribution and number of generated trips for the study intersections for the AM and PM peak hours, respectively.



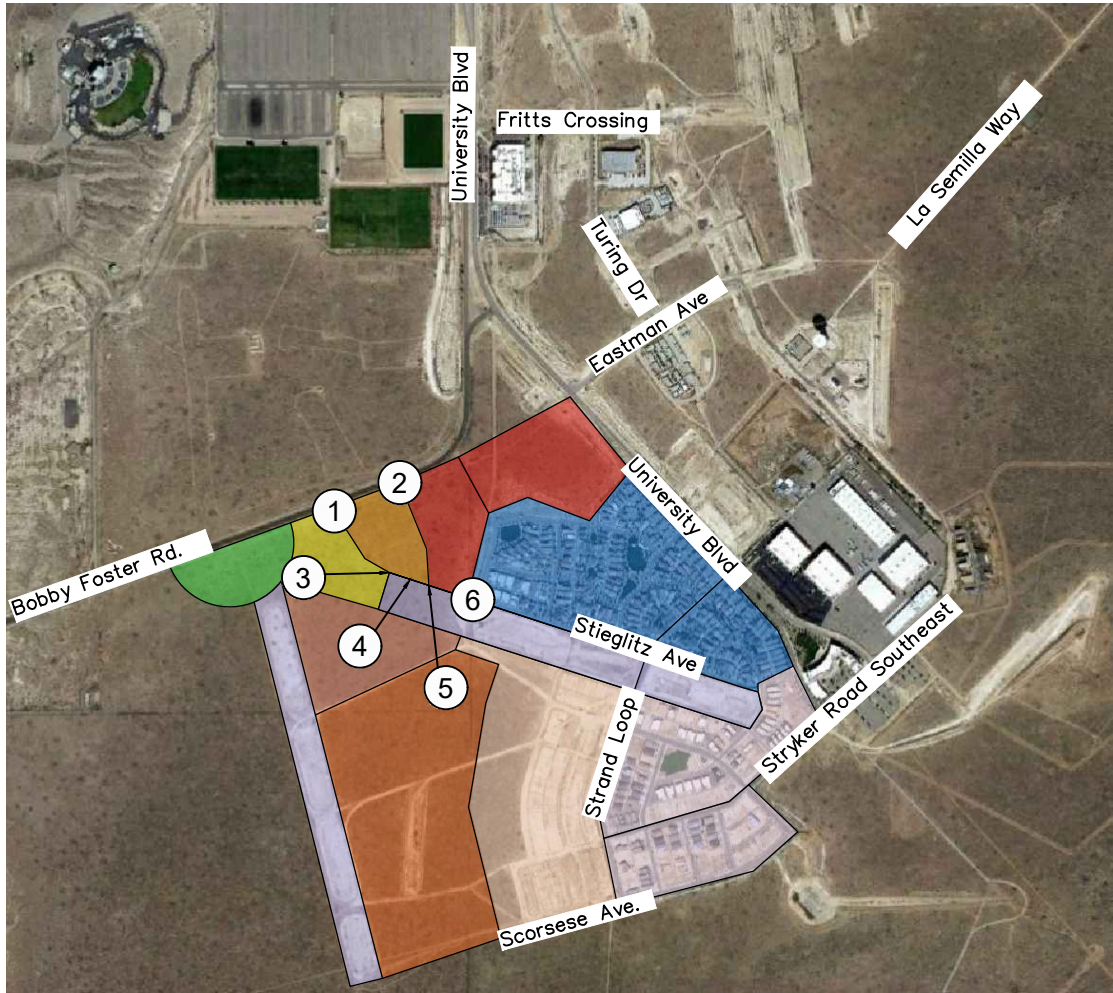
Legend



Intersection number

AM Entering = Distribution (Generated Trips)

AM Exiting = Distribution (Generated Trips)



Legend



Intersection number

PM Entering = Distribution (Generated Trips)

PM Exiting = Distribution (Generated Trips)

4.4.8 Multi-Family Housing

Since the remaining trips from the Multi-Family Housing are expected to exit through University Blvd through the shortest path, the Multi-Family Housing will not affect the NIA study intersections apart from the trips already mentioned in Sections 4.4.1 and 4.4.2.

4.5 Turning Movements

Combining the trip distributions from Section 4.4, the total turning movements were calculated and presented in **Table 10**.

Table 10 – Peak Hour Turning Movements

No.	Intersection	Peak Hour	Southbound			Westbound			Northbound			Eastbound		
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Bobby Foster Rd & Diekenborn Dr	AM PHV	-	-	-	21	22	-	0	-	16	-	74	0
		AM PHF	-	-	-	0.59	0.59	-	0.00	-	0.59	-	0.59	0.00
		PM PHV	-	-	-	50	42	-	0	-	41	-	30	0
		PM PHF	-	-	-	0.59	0.59	-	0.00	-	0.59	-	0.59	0.00
2	Bobby Foster Rd & Newhall Dr	AM PHV	-	-	-	0	43	-	0	-	0	-	90	0
		AM PHF	-	-	-	0.00	0.59	-	0.00	-	0.00	-	0.59	0.00
		PM PHV	-	-	-	0	92	-	0	-	0	-	74	0
		PM PHF	-	-	-	0.00	0.59	-	0.00	-	0.00	-	0.59	0.00
3	Stieglitz Ave & Diekenborn Dr	AM PHV	-	21	-	49	-	8	-	8	-	-	-	-
		AM PHF	-	0.59	-	0.59	-	0.59	-	0.59	-	0.59	-	-
		PM PHV	-	35	-	20	-	3	-	23	-	-	-	-
		PM PHF	-	0.59	-	0.59	-	0.59	-	0.59	-	0.59	-	-
-4	Stieglitz Ave & Entrance Driveway	AM PHV	-	-	-	-	14	67	-	-	-	-	-	-
		AM PHF	-	-	-	-	0.59	0.59	-	-	-	-	-	-
		PM PHV	-	-	-	-	9	10	-	-	-	-	-	-
		PM PHF	-	-	-	-	0.59	0.59	-	-	-	-	-	-
5	Stieglitz Ave & Newhall Dr	AM PHV	-	-	0	-	81	0	-	-	-	-	-	-
		AM PHF	-	-	0.00	-	0.59	0.00	-	-	-	-	-	-
		PM PHV	-	-	0	-	19	0	-	-	-	-	-	-
		PM PHF	-	-	0.00	-	0.59	0.00	-	-	-	-	-	-
6	Stieglitz Ave & Segan Loop	AM PHV	-	0	13	0	29	0	40	0	-	-	-	
		AM PHF	-	0.00	0.59	0.00	0.59	0.00	0.59	0.00	-	-	-	-
		PM PHV	-	0	2	0	11	0	6	0	-	-	-	-
		PM PHF	-	0.00	0.59	0.00	0.59	0.00	0.59	0.00	-	-	-	-

4.6 Generated Pedestrian Trips

To calculate the generated pedestrian trips, the reduction in vehicular generated trips within the 0.25 mile radius of the charter school and commercial development were converted to pedestrian trips. **Table 11** shows the pedestrian trips generated by the charter school and commercial development during the AM and PM peak.

Table 11 – Pedestrian Generated Trips by Peak Hours

Development		Pedestrian Generated Trips	% Entering	Trips Entering	% Exiting	Exiting Trips
Charter School	AM Peak	47	61%	29	39%	18
	PM Peak	10	43%	4	57%	6
Commercial Development	AM Peak	48	62%	30	38%	18
	PM Peak	38	48%	18	52%	20

To distribute the trips, within the study intersections, the shortest path from the subdivisions to the charter school or commercial development was used. The pedestrian generated trips were distributed using a weighted average of the units of the subdivision within the 0.25 mile radius. The pedestrians originated as follows:

1. 10% from Montage Unit 1
2. 10% from Montage Unit 4
3. 10% from Montage Unit 5
4. 30% from Montage Unit 6
5. 40% from the Multi-Family Housing

Table 12 shows the pedestrian movements through the study intersections.

Table 12 – Pedestrian Movements by Peak Hours

No.	Intersection	Peak Hour	Southbound		Westbound		Northbound		Eastbound	
			CW	CCW	CW	CCW	CW	CCW	CW	CCW
1	Bobby Foster Rd & Diekenborn Dr	AM PHV	3	6	-	-	-	-	-	-
		PM PHV	4	3	-	-	-	-	-	-
2	Bobby Foster Rd & Newhall Dr	AM PHV	6	11	-	-	-	-	-	-
		PM PHV	5	4	-	-	-	-	-	-
3	Stieglitz Ave & Diekenborn Dr	AM PHV	-	-	-	-	20	19	-	-
		PM PHV	-	-	-	-	4	3	-	-
4	Stieglitz Ave & Entrance Driveway	AM PHV	-	-	-	-	8	12	-	-
		PM PHV	-	-	-	-	8	8	-	-
5	Stieglitz Ave & Newhall Dr	AM PHV	-	-	-	-	16	24	-	-
		PM PHV	-	-	-	-	5	4	-	-
6	Stieglitz Ave & Sagan Loop	AM PHV	-	-	4	6	8	12	-	-
		PM PHV	-	-	2	3	4	6	-	-

SECTION 5 – ANALYSIS

5.1 Queue/Noise and Air Quality Impact Analysis

To be conservative, the total, unadjusted, 156 generated AM Peak hour vehicle trips for the charter school were used to conduct the queue analysis. Table 13 shows the 156 trips distributed according to the arrival distribution discussed in the methodology.

Table 13 – Trip Distribution for a School during the Peak Hour

Time Prior to School Start	% Distribution	Trips
> 45 min prior	*-	0
45 min prior	7%	11
40 min prior	7%	11
35 min prior	6%	10
30 min prior	7%	11
25 min prior	13%	21
20 min prior	19%	30
15 min prior	20%	31
10 min prior	16%	25
5 min prior	4%	6

To conduct the queue analysis, the following four scenarios were analyzed:

1. One vehicle at a time can drop off students at a time with a 19 seconds per vehicle processing rate. (Only the first car in the queue would be able to drop off)
2. Two vehicles at a time can drop off students at a time with a 19 seconds per vehicle processing rate. (Only the first two car in the queue would be able to drop off)
3. Two vehicles at a time can drop off students at a time with a 30 seconds per vehicle processing rate.
4. Two vehicles at a time can drop off students at a time with a 40 seconds per vehicle processing rate.

Using the arrival rates and the processing rate, a queue can be calculated. If the arrival rate exceeds the processing rate, the vehicles that were not processed will begin to for the queue.

Table 14 shows the results for the queue analyses for the four scenarios.

Table 14 – Queue Analyses Results for the Scenarios

Time Prior to School Start	Trips	Cars Queued			
		Scenario 1	Scenario 2	Scenario 3	Scenario 4
> 45 min prior	0	0	0	0	0
45 min prior	11	0	0	0	0
40 min prior	11	0	0	0	0
35 min prior	10	0	0	0	0
30 min prior	11	0	0	0	0
25 min prior	21	5	0	0	0
20 min prior	30	19	0	0	0
15 min prior	31	34	0	1	6
10 min prior	25	43	0	0	21
5 min prior	6	33	0	0	37

Since the length from the drop off point in the front of the school to Stieglitz Ave is 430 ft and assuming 25 ft per vehicle, once the queue exceeds 17 vehicles, the network streets will start to become affected by the queue.

5.2 Pedestrian and Bicycle Circulation and Routes Analysis

According to the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the following is recommended for schools:

1. Pedestrian and bicycle access is available from all directions.
2. Pedestrian and bicycle routes in surrounding streets connect to school.
3. Effective traffic control devices are provided.
4. A school walk route and safety program exist and safety patrols are provided within the vicinity.
5. Building is accessible to pedestrians from all sides.
6. Bus zones be separate from auto drop-off zones.
7. School facilities, including playgrounds, field, and meeting rooms, are available for community use.

Within a 0.25 mile radius of the school, the routes to and from the charter school were evaluated using **Figure 2**. Sidewalks and crosswalks are expected to be provided at all intersection. The current site plane for the school shows Diekenborn Dr and Sagan Loop ending in a cul- de-sac. Stop bars are shown at Intersection 1, 2, 3, 5, and 6. The site plan does show the school to be accessible from all sided to pedestrians. Bus zones are shown separate from the school parking/parent drop off loop. Since it is a new development, a walk route and safety program does not exist at the time of this study. A few bike routes were seen on Bobby Foster Rd and Sagan Loop.

5.3 Pedestrian and Vehicle Conflict Analysis

A traffic analysis was performed for the 2022 Build Out scenario to determine the pedestrian and vehicle conflicts. The following section describes the Synchro results for Build Out scenario.

Table 15 summarizes the intersection results for the 2022 AM and PM peak hour Build Out scenario. The Synchro results for the AM and PM peak hour analyses are included in **Appendix B**. All intersections experience LOS A, which usually means no conflicts between pedestrians and vehicles. This means that pedestrian are able to find adequate gaps to cross the intersections and not wait a long to cross the intersections.

Table 15 – Operational Measures for Build Scenarios

Intersection Number	Location	AM Peak		PM Peak	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Bobby Foster Rd & Diekenborn Dr	1.34	A	0.74	A
2	Bobby Foster Rd & Newhall Dr	1.66	A	1.66	A
3	Stieglitz Ave & Diekenborn Dr	0.61	A	1.27	A
4	Stieglitz Ave & Entrance Driveway	0.15	A	0.10	A
5	Stieglitz Ave & Newhall Dr	0.91	A	0.20	A
6	Stieglitz Ave & Sagan Loop	0.00	A	0.00	A

5.4 Consistency with Existing or Planned Transit Routes and Stops Analysis

Since no transit routes are existing or planned within the project area, according to ABQ ride no other evaluations were conducted and the project area is found to be consistent.

SECTION 6 – EVALUATION OF REASONABLE ALTERNATIVES

6.1 Queue/Noise and Air Quality Impact Analysis

To avoid queues disrupting the roadway network, it is recommended that the minimum of two vehicles be allowed to drop off at the parent loop. It is also recommended that faculty from the school assist in the drop off procedures to keep the processing rates between 19 to 30 seconds per vehicle.

6.2 Pedestrian and Bicycle Circulation and Routes Analysis

It is recommended that a walk route and safety program be developed prior to opening the school. It is also recommended that Diekenborn Dr and Sagan Loop be connected to the through streets as the residential developments are built. More bike routes or shared use paths are recommended in the project area.

6.3 Pedestrian and Vehicle Conflict Analysis

Since the intersections experience a LOS A, no alternatives are recommended.

6.4 Consistency with Existing or Planned Transit Routes and Stops Analysis

No alternatives presented as a result of no transit routes existing or planned within the project area, according to ABQ.

APPENDIX A (NIA)

**Data from Mountain View Middle School
Holden, Massachusetts**

Appendix A

Table A.1: Day 1 Arrivals

Time	Buses	Employees	Parents	Total
7:30-7:35	0	5	10	15
7:35-7:40	0	2	7	9
7:40-7:45	0	6	8	14
7:45-7:50	2	5	9	16
7:50-7:55	5	7	17	29
7:55-8:00	4	5	18	27
8:00-8:05	3	5	20	28
8:05-8:10	0	2	21	23
8:10-8:15	0	1	11	12
Totals	14	38	121	173

Table A.2: Day 2 Arrivals

Time	Buses	Employees	Parents	Total
7:30-7:35	0	6	4	10
7:35-7:40	0	6	6	12
7:40-7:45	0	5	8	13
7:45-7:50	1	5	10	16
7:50-7:55	6	1	12	19
7:55-8:00	6	10	23	39
8:00-8:05	3	4	20	27
8:05-8:10	0	0	21	21
8:10-8:15	0	0	4	4
Totals	16	37	108	161

Table A.3: Day 3 Arrivals

Time	Buses	Employees	Parents	Total
7:30-7:35	0	9	14	23
7:35-7:40	0	3	7	10
7:40-7:45	0	3	5	8
7:45-7:50	1	4	7	12
7:50-7:55	6	7	10	23
7:55-8:00	6	7	30	43
8:00-8:05	1	4	21	26
8:05-8:10	0	2	19	21
8:10-8:15	0	1	6	7
Totals	14	40	119	173

Table A.4: Average Parent Arrivals (per minute)

Time	Day 1	Day 2	Day 3	Average
7:30-7:35	2.00	0.80	2.80	1.87
7:35-7:40	1.40	1.20	1.40	1.33
7:40-7:45	1.60	1.60	1.00	1.40
7:45-7:50	1.80	2.00	1.40	1.73
7:50-7:55	3.40	2.40	2.00	2.60
7:55-8:00	3.60	4.60	6.00	4.73
8:00-8:05	4.00	4.00	4.20	4.07
8:05-8:10	4.20	4.20	3.80	4.07
8:10-8:15	2.20	0.80	1.20	1.40

Table A.5: Day 1 Drop-Off Times

Time	Service Times										
7:30-7:35	No. of cars	1	4	2	1	1	1	1	1		
	Service Times (s)	16	18	15	18	15	30	30	17		
7:35-7:40	No. of cars	1	1	2	1	2					
	Service Times (s)	20	35	17	12	23					
7:40-7:45	No. of cars	1	1	2	1	1					
	Service Times (s)	28	11	31	9	11					
7:45-7:50	No. of cars	2	1	1	1	1	1	1			
	Service Times (s)	18	15	11	8	25	9	12			
7:50-7:55	No. of cars	1	1	2	2	3	1	2	2	1	1
	Service Times (s)	14	16	35	18	24	26	20	35	21	10
7:55-8:00	No. of cars	4	1	2	3	2	3	2			
	Service Times (s)	35	10	29	24	15	40	20			
8:00-8:05	No. of cars	3	2	3	3	2	1	2	3	3	
	Service Times (s)	17	15	15	27	10	11	16	31	28	
8:05-8:10	No. of cars	4	2	1	1	4	2	4			
	Service Times (s)	38	25	10	15	23	23	32			
8:10-8:15	No. of cars	2	2	1	1	1	1	3			
	Service Times (s)	18	14	8	12	15	13	22			

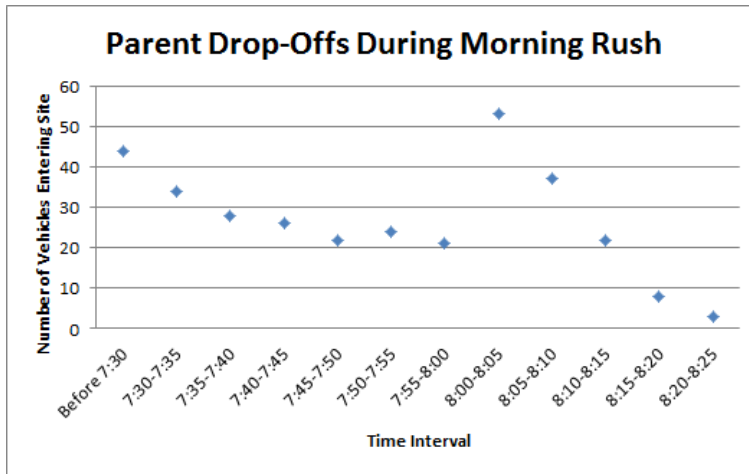


Figure A.1: Data Collected by Nitsch Engineering

Table A.6: Day 2 Drop-Off Times

Time		Service Times									
7:30-7:35	No. of cars	1	1	1	1						
	Service Times (s)	16	8	15	10						
7:35-7:40	No. of cars	1	3	1	1	1					
	Service Times (s)	14	39	5	8	25					
7:40-7:45	No. of cars	1	1	1	2	1	1				
	Service Times (s)	14	25	13	23	22	10				
7:45-7:50	No. of cars	3	2	1	1	2					
	Service Times (s)	46	17	19	8	39					
7:50-7:55	No. of cars	2	3	1	2	3	1				
	Service Times (s)	30	23	28	20	17	12				
7:55-8:00	No. of cars	1	3	2	2	1	2	4	4	3	3
	Service Times (s)	10	37	23	8	11	36	39	23	18	17
8:00-8:05	No. of cars	3	3	4	3	2	2	1	2		
	Service Times (s)	27	15	23	35	17	31	17	8		
8:05-8:10	No. of cars	1	3	3	3	2	4	3	1		
	Service Times (s)	9	33	20	18	24	40	12	25		
8:10-8:15	No. of cars	1	1	1							
	Service Times (s)	6	14	23							

Table A.7: Day 3 Drop-Off Times

Time		Service Times								
7:30-7:35	No. of cars	1	3	2	1	1	1			
	Service Times (s)	13	26	23	4	7	15			
7:35-7:40	No. of cars	2	1	2	1					
	Service Times (s)	28	17	29	16					
7:40-7:45	No. of cars	3	1	1						
	Service Times (s)	21	9	22						
7:45-7:50	No. of cars	1	2	2	1					
	Service Times (s)	13	30	15	17					
7:50-7:55	No. of cars	1	1	3	4	3	3			
	Service Times (s)	18	23	52	38	22	20			
7:55-8:00	No. of cars	3	4	4	3	3	4			
	Service Times (s)	20	30	17	23	30	40			
8:00-8:05	No. of cars	3	3	2	2	4	4	3	2	4
	Service Times (s)	24	20	16	12	30	35	22	17	30
8:05-8:10	No. of cars	2	3	2	1	1	1	1		
	Service Times (s)	13	25	14	8	8	10	10		
8:10-8:15	No. of cars	1	1	1	1	1	1			
	Service Times (s)	7	8	8	10	5	8			

Table A.8: Arrivals

Time	Buses	Employees	Parents	Total
7:30-7:35	0	5	10	15
7:35-7:40	0	5	21	26
7:40-7:45	0	2	12	14
7:45-7:50	4	2	15	21
7:50-7:55	4	6	24	34
7:55-8:00	5	10	29	44
8:00-8:05	1	5	35	41
8:05-8:10	0	1	27	28
8:10-8:15	0	0	6	6
Totals	14	36	179	229

Table A.9: Average Arrivals of Parents

Time	Arrivals (per minute)
7:30-7:35	2
7:35-7:40	4.2
7:40-7:45	2.4
7:45-7:50	3
7:50-7:55	4.8
7:55-8:00	5.8
8:00-8:05	7
8:05-8:10	5.4
8:10-8:15	1.2

Table A.10: Rainy Day Drop-Off Times

Time	Service Times														
7:30-7:35	No. of cars	1	1	1	2	1	1	1	2						
	Svc Time(s)	17	10	8	30	21	8	12	25						
7:35-7:40	No. of cars	3	2	1	3	3	2	1	2						
	Svc Time(s)	23	22	11	26	24	8	12	22						
7:40-7:45	No. of cars	2	3	1	1	1	1	2	2	1	1				
	Svc Time(s)	20	25	10	10	8	17	20	16	12	18				
7:45-7:50	No. of cars	1	2	2	3	2	2	2							
	Svc Time(s)	11	30	16	30	14	8	20							
7:50-7:55	No. of cars	2	1	2	3	1	1	1	2	4	3	2			
	Svc Time(s)	18	13	17	30	19	14	25	30	22	22	19			
7:55-8:00	No. of cars	4	2	3	3	3	3	2	1	2	3	1	3	4	
	Svc Time(s)	42	13	20	18	20	14	23	10	8	14	5	34	20	
8:00-8:05	No. of cars	3	4	2	4	4	3	5	3						
	Svc Time(s)	21	30	13	18	18	12	20	18						
8:05-8:10	No. of cars	3	3	1	1	4	2	3	3	1	3	3	1	2	1
	Svc Time(s)	15	24	11	9	28	17	13	11	8	22	19	43	19	15
8:10-8:15	No. of cars														
	Svc Time(s)														

APPENDIX B (NIA)

**Synchro Reports:
2022 Build Out
AM and PM Peak Hours**

Approach

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	0.8
Level of Service	A

Crosswalk

Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	74	22
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.12	0.07
Prob of Blocked Lane	0.06	0.03
Delay for adq Gap	3.59	5.82
Avg Ped Delay (s)	0.44	0.38

Approach

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1.5
Level of Service	A

Crosswalk

Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	22	74
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.04	0.20
Prob of Blocked Lane	0.02	0.11
Delay for adq Gap	3.32	6.64
Avg Ped Delay (s)	0.13	1.34

Approach		
Approach Direction	EB	
Median Present?	Yes	
Approach Delay(s)	1.3	
Level of Service	A	
Crosswalk		
Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	90	43
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.15	0.12
Prob of Blocked Lane	0.08	0.06
Delay for adq Gap	3.67	6.13
Avg Ped Delay (s)	0.55	0.76

Approach		
Approach Direction	WB	
Median Present?	Yes	
Approach Delay(s)	1.9	
Level of Service	A	
Crosswalk		
Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	43	90
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.07	0.24
Prob of Blocked Lane	0.04	0.13
Delay for adq Gap	3.43	6.91
Avg Ped Delay (s)	0.25	1.66

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	0.6
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	29
Ped Vol Crossed	39
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.09
Prob of Blocked Lane	0.05
Delay for adq Gap	6.59
Avg Ped Delay (s)	0.61

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	0.6
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	29
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.09
Prob of Blocked Lane	0.05
Delay for adq Gap	6.59
Avg Ped Delay (s)	0.61

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	0.1
Level of Service	A

Crosswalk

Length (ft)	20
Lanes Crossed	1
Veh Vol Crossed	14
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	8.71
Prob of Delayed X-ing	0.03
Prob of Blocked Lane	0.03
Delay for adq Gap	4.48
Avg Ped Delay (s)	0.15

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	0.9
Level of Service	A

Crosswalk

Length (ft)	20
Lanes Crossed	1
Veh Vol Crossed	81
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	8.71
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.18
Delay for adq Gap	5.13
Avg Ped Delay (s)	0.91

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	0.0
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	0
Ped Vol Crossed	20
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.00
Prob of Blocked Lane	0.00
Delay for adq Gap	0.00
Avg Ped Delay (s)	0.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	0.0
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	0
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.00
Prob of Blocked Lane	0.00
Delay for adq Gap	0.00
Avg Ped Delay (s)	0.00

Approach

Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	0.9
Level of Service	A

Crosswalk

Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	30	42
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.05	0.12
Prob of Blocked Lane	0.03	0.06
Delay for adq Gap	3.36	6.12
Avg Ped Delay (s)	0.18	0.74

Approach

Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	0.8
Level of Service	A

Crosswalk

Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	42	30
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.07	0.09
Prob of Blocked Lane	0.04	0.04
Delay for adq Gap	3.42	5.94
Avg Ped Delay (s)	0.25	0.52

Approach	
Approach Direction	EB
Median Present?	Yes
Approach Delay(s)	1.3
Level of Service	A

Crosswalk		
Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	90	43
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.15	0.12
Prob of Blocked Lane	0.08	0.06
Delay for adq Gap	3.67	6.13
Avg Ped Delay (s)	0.55	0.76

Approach	
Approach Direction	WB
Median Present?	Yes
Approach Delay(s)	1.9
Level of Service	A

Crosswalk		
Length (ft)	12	28
Lanes Crossed	2	2
Veh Vol Crossed	43	90
Ped Vol Crossed	0	0
Yield Rate(%)	0	0
Ped Platooning	No	No
Critical Headway (s)	6.43	11.00
Prob of Delayed X-ing	0.07	0.24
Prob of Blocked Lane	0.04	0.13
Delay for adq Gap	3.43	6.91
Avg Ped Delay (s)	0.25	1.66

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	1.3
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	58
Ped Vol Crossed	20
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.09
Delay for adq Gap	7.14
Avg Ped Delay (s)	1.27

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	1.3
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	58
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.18
Prob of Blocked Lane	0.09
Delay for adq Gap	7.14
Avg Ped Delay (s)	1.27

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	0.1
Level of Service	A

Crosswalk

Length (ft)	20
Lanes Crossed	1
Veh Vol Crossed	9
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	8.71
Prob of Delayed X-ing	0.02
Prob of Blocked Lane	0.02
Delay for adq Gap	4.44
Avg Ped Delay (s)	0.10

Approach

Approach Direction	WB
Median Present?	No
Approach Delay(s)	0.2
Level of Service	A

Crosswalk

Length (ft)	20
Lanes Crossed	1
Veh Vol Crossed	19
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	8.71
Prob of Delayed X-ing	0.04
Prob of Blocked Lane	0.04
Delay for adq Gap	4.53
Avg Ped Delay (s)	0.20

Approach

Approach Direction	NB
Median Present?	No
Approach Delay(s)	0.0
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	0
Ped Vol Crossed	10
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.00
Prob of Blocked Lane	0.00
Delay for adq Gap	0.00
Avg Ped Delay (s)	0.00

Approach

Approach Direction	SB
Median Present?	No
Approach Delay(s)	0.0
Level of Service	A

Crosswalk

Length (ft)	32
Lanes Crossed	2
Veh Vol Crossed	0
Ped Vol Crossed	0
Yield Rate(%)	0
Ped Platooning	No
Critical Headway (s)	12.14
Prob of Delayed X-ing	0.00
Prob of Blocked Lane	0.00
Delay for adq Gap	0.00
Avg Ped Delay (s)	0.00

APPENDIX G

**Synchro Reports:
2021 Existing Conditions,
AM and PM Peak Hours**

1. Existing 2021 AM Peak
 1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

1. Existing 2021 AM Peak
 2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

1. Existing 2021 AM Peak
 3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

1. Existing 2021 AM Peak
 4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

1. Existing 2021 AM Peak
5: Driveway 2 & Bobby Foster Rd











06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

1. Existing 2021 AM Peak
6: University Blvd & Fritts Crossing

06/18/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	25	173	0	24	281
Future Volume (Veh/h)	0	25	173	0	24	281
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Hourly flow rate (vph)	0	60	222	0	32	335
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	621	222			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621	222			222	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			98	
cM capacity (veh/h)	440	818			1347	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	60	222	32	335		
Volume Left	0	0	32	0		
Volume Right	60	0	0	0		
cSH	818	1700	1347	1700		
Volume to Capacity	0.07	0.13	0.02	0.20		
Queue Length 95th (ft)	6	0	2	0		
Control Delay (s)	9.8	0.0	7.7	0.0		
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	0.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			25.8%	ICU Level of Service	A	
Analysis Period (min)	15					

1. Existing 2021 AM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing





















06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	99	171	0	0	68	8	0	0	41
Future Volume (Veh/h)	0	0	99	171	0	0	68	8	0	0	41
Sign Control	Stop			Free			Free		Stop		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Hourly flow rate (vph)	0	0	230	194	0	0	97	23	0	0	66
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
None						None					
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	774	97	120			194			666	762	60
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	774	97	120			194			666	762	60
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	84			100			100	100	93
cM capacity (veh/h)	276	940	1466			1377			304	281	993
Direction, Lane #											
	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	230	97	97	0	65	55	66			
Volume Left	0	230	0	0	0	0	0	0			
Volume Right	0	0	0	0	0	0	23	66			
cSH	1700	1466	1700	1700	1700	1700	1700	993			
Volume to Capacity	0.00	0.16	0.06	0.06	0.00	0.04	0.03	0.07			
Queue Length 95th (ft)	0	14	0	0	0	0	0	5			
Control Delay (s)	0.0	7.9	0.0	0.0	0.0	0.0	0.0	8.9			
Lane LOS	A	A						A			
Approach Delay (s)	0.0	4.3			0.0			8.9			
Approach LOS	A							A			
Intersection Summary											
Average Delay			3.9								
Intersection Capacity Utilization			15.5%		ICU Level of Service			A			
Analysis Period (min)			15								
















1. Existing 2021 AM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	84	34	21	0	16	1	21	0	0	0	0	24
Future Volume (Veh/h)	84	34	21	0	16	1	21	0	0	0	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Hourly flow rate (vph)	94	44	33	0	22	2	33	0	0	0	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised				Raised						
Median storage veh		1				1						
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	24			77			296	272	38	233	288	12
vC1, stage 1 conf vol							248	248		23	23	
vC2, stage 2 conf vol							47	24		210	265	
vCu, unblocked vol	24			77			296	272	38	233	288	12
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			95	100	100	100	100	97
cM capacity (veh/h)	1589			1520			601	586	1025	656	581	1065
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	94	29	48	0	15	9	33	36				
Volume Left	94	0	0	0	0	0	33	0				
Volume Right	0	0	33	0	0	2	0	36				
cSH	1589	1700	1700	1700	1700	1700	601	1065				
Volume to Capacity	0.06	0.02	0.03	0.00	0.01	0.01	0.05	0.03				
Queue Length 95th (ft)	5	0	0	0	0	0	4	3				
Control Delay (s)	7.4	0.0	0.0	0.0	0.0	0.0	11.3	8.5				
Lane LOS	A						B	A				
Approach Delay (s)	4.1			0.0			11.3	8.5				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.2									
Intersection Capacity Utilization		25.8%		ICU Level of Service	A							
Analysis Period (min)		15										

1. Existing 2021 AM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0	0	0	0	0	0
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1	4.1	4.1	4.1	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2	2.2	2.2	2.2	2.2
p0 queue free %	100	100	100	100	100	100	100	100	100	100	100	100
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623	1623	1623	1623	1623	1623
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											

2. Existing 2021 PM Peak
 1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

2. Existing 2021 PM Peak
 2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

2. Existing 2021 PM Peak
 3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

2. Existing 2021 PM Peak
4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

2. Existing 2021 PM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

2. Existing 2021 PM Peak
6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	25	213	2	8	183
Future Volume (Veh/h)	2	25	213	2	8	183
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Hourly flow rate (vph)	4	45	260	4	16	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	514	262			264	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	514	262			264	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	94			99	
cM capacity (veh/h)	514	777			1300	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	49	264	16	220		
Volume Left	4	0	16	0		
Volume Right	45	4	0	0		
cSH	746	1700	1300	1700		
Volume to Capacity	0.07	0.16	0.01	0.13		
Queue Length 95th (ft)	5	0	1	0		
Control Delay (s)	10.2	0.0	7.8	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.2	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			21.3%	ICU Level of Service	A	
Analysis Period (min)			15			

2. Existing 2021 PM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	36	102	0	0	114	2	49	0	41
Future Volume (Veh/h)	0	0	36	102	0	0	114	2	49	0	41
Sign Control	Stop			Free			Free		Stop		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Hourly flow rate (vph)	0	0	64	113	0	0	141	6	163	0	72
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	388	56	147			113			328	385	74
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	388	56	147			113			328	385	74
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	96			100			72	100	93
cM capacity (veh/h)	521	998	1432			1474			580	523	973
Direction, Lane #											
	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	64	56	56	0	94	53	235			
Volume Left	0	64	0	0	0	0	0	163			
Volume Right	0	0	0	0	0	0	6	72			
cSH	1700	1432	1700	1700	1700	1700	1700	662			
Volume to Capacity	0.00	0.04	0.03	0.03	0.00	0.06	0.03	0.35			
Queue Length 95th (ft)	0	4	0	0	0	0	0	40			
Control Delay (s)	0.0	7.6	0.0	0.0	0.0	0.0	0.0	13.4			
Lane LOS	A	A						B			
Approach Delay (s)	0.0	2.8			0.0			13.4			
Approach LOS	A							B			
Intersection Summary											
Average Delay			6.5								
Intersection Capacity Utilization			Err%		ICU Level of Service			H			
Analysis Period (min)			15								
















2. Existing 2021 PM Peak
8: Strand Loop & University Blvd

06/18/2021

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	34	42	33	2	53	1	43	0	5	1	1	75
Future Volume (Veh/h)	34	42	33	2	53	1	43	0	5	1	1	75
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Hourly flow rate (vph)	52	79	39	4	65	3	62	0	7	3	4	101
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	68			118			346	278	59	225	296	34
vC1, stage 1 conf vol							202	202		74	74	
vC2, stage 2 conf vol							144	76		150	222	
vCu, unblocked vol	68			118			346	278	59	225	296	34
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			89	100	99	100	99	90
cM capacity (veh/h)	1531			1468			564	611	994	696	604	1032
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	52	53	65	4	43	25	69	108				
Volume Left	52	0	0	4	0	0	62	3				
Volume Right	0	0	39	0	0	3	7	101				
cSH	1531	1700	1700	1468	1700	1700	590	992				
Volume to Capacity	0.03	0.03	0.04	0.00	0.03	0.01	0.12	0.11				
Queue Length 95th (ft)	3	0	0	0	0	0	10	9				
Control Delay (s)	7.4	0.0	0.0	7.5	0.0	0.0	11.9	9.1				
Lane LOS	A			A			B	A				
Approach Delay (s)	2.3			0.4			11.9	9.1				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization		24.6%		ICU Level of Service	A							
Analysis Period (min)			15									

2. Existing 2021 PM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0	0	0	0	0	0
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1	4.1	4.1	4.1	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2	2.2	2.2	2.2	2.2
p0 queue free %	100	100	100	100	100	100	100	100	100	100	100	100
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623	1623	1623	1623	1623	1623
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											

APPENDIX H

**Synchro Reports:
2023 and 2028 No Build
AM and PM Peak Hours**

3. 2023 No Build AM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

3. 2023 No Build AM Peak
 2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.02	0.00	0.05			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

3. 2023 No Build AM Peak
 3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.07	0.00	0.04			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

3. 2023 No Build AM Peak
 4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.05	0.00	0.02			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

3. 2023 No Build AM Peak
5: Driveway 2 & Bobby Foster Rd











06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.05	0.00	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

3. 2023 No Build AM Peak
6: University Blvd & Fritts Crossing

06/18/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	27	187	0	26	303
Future Volume (Veh/h)	0	27	187	0	26	303
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Hourly flow rate (vph)	0	64	240	0	35	361
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	671	240			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	671	240			240	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			97	
cM capacity (veh/h)	411	799			1327	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	64	240	35	361		
Volume Left	0	0	35	0		
Volume Right	64	0	0	0		
cSH	799	1700	1327	1700		
Volume to Capacity	0.08	0.14	0.03	0.21		
Queue Length 95th (ft)	7	0	2	0		
Control Delay (s)	9.9	0.0	7.8	0.0		
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			26.5%	ICU Level of Service	A	
Analysis Period (min)			15			

3. 2023 No Build AM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing





















06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	107	185	0	0	73	9	0	0	44
Future Volume (Veh/h)	0	0	107	185	0	0	73	9	0	0	44
Sign Control	Stop		Free			Free		Stop			
Grade	0%		0%			0%		0%			
Peak Hour Factor	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Hourly flow rate (vph)	0	0	249	210	0	0	104	26	0	0	71
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	838	105	130			210			720	825	65
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	838	105	130			210			720	825	65
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	83			100			100	100	93
cM capacity (veh/h)	249	929	1453			1358			274	254	986
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	249	105	105	0	69	61	71			
Volume Left	0	249	0	0	0	0	0	0			
Volume Right	0	0	0	0	0	0	26	71			
cSH	1700	1453	1700	1700	1700	1700	1700	986			
Volume to Capacity	0.44	0.17	0.06	0.06	0.00	0.04	0.04	0.07			
Queue Length 95th (ft)	0	15	0	0	0	0	0	6			
Control Delay (s)	0.0	8.0	0.0	0.0	0.0	0.0	0.0	8.9			
Lane LOS	A	A						A			
Approach Delay (s)	0.0	4.3			0.0			8.9			
Approach LOS	A							A			
Intersection Summary											
Average Delay			4.0								
Intersection Capacity Utilization			15.9%		ICU Level of Service			A			
Analysis Period (min)			15								
















3. 2023 No Build AM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	91	37	23	0	17	1	23	0	0	0	0	26
Future Volume (Veh/h)	91	37	23	0	17	1	23	0	0	0	0	26
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Hourly flow rate (vph)	102	47	37	0	24	2	37	0	0	0	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	26			84			320	296	42	252	313	13
vC1, stage 1 conf vol							270	270		25	25	
vC2, stage 2 conf vol							51	26		228	288	
vCu, unblocked vol	26			84			320	296	42	252	313	13
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			94	100	100	100	100	96
cM capacity (veh/h)	1587			1511			579	570	1019	636	563	1064
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	102	31	53	0	16	10	37	39				
Volume Left	102	0	0	0	0	0	37	0				
Volume Right	0	0	37	0	0	2	0	39				
cSH	1587	1700	1700	1700	1700	1700	579	1064				
Volume to Capacity	0.06	0.02	0.03	0.00	0.01	0.01	0.06	0.04				
Queue Length 95th (ft)	5	0	0	0	0	0	5	3				
Control Delay (s)	7.4	0.0	0.0	0.0	0.0	0.0	11.6	8.5				
Lane LOS	A						B	A				
Approach Delay (s)	4.1			0.0			11.6	8.5				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization		26.3%		ICU Level of Service	A							
Analysis Period (min)		15										

3. 2023 No Build AM Peak
9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.02	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											

4. 2023 No Build PM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

4. 2023 No Build PM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

4. 2023 No Build PM Peak
 3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

4. 2023 No Build PM Peak
 4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

4. 2023 No Build PM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

4. 2023 No Build PM Peak
6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	27	230	2	9	198
Future Volume (Veh/h)	2	27	230	2	9	198
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Hourly flow rate (vph)	4	49	280	4	18	239
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	557	282			284	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	557	282			284	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	94			99	
cM capacity (veh/h)	485	757			1278	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	53	284	18	239		
Volume Left	4	0	18	0		
Volume Right	49	4	0	0		
cSH	726	1700	1278	1700		
Volume to Capacity	0.07	0.17	0.01	0.14		
Queue Length 95th (ft)	6	0	1	0		
Control Delay (s)	10.3	0.0	7.9	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.3	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			22.2%	ICU Level of Service	A	
Analysis Period (min)	15					

4. 2023 No Build PM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing





















06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	39	110	0	0	123	2	53	0	44
Future Volume (Veh/h)	0	0	39	110	0	0	123	2	53	0	44
Sign Control	Stop			Free			Free		Stop		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Hourly flow rate (vph)	0	0	70	122	0	0	152	6	177	0	77
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	420	61	158			122			356	417	79
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	420	61	158			122			356	417	79
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	95			100			68	100	92
cM capacity (veh/h)	497	991	1419			1463			553	499	965
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	70	61	61	0	101	57	254			
Volume Left	0	70	0	0	0	0	0	177			
Volume Right	0	0	0	0	0	0	6	77			
cSH	1700	1419	1700	1700	1700	1700	1700	635			
Volume to Capacity	0.00	0.05	0.04	0.04	0.00	0.06	0.03	0.40			
Queue Length 95th (ft)	0	4	0	0	0	0	0	48			
Control Delay (s)	0.0	7.7	0.0	0.0	0.0	0.0	0.0	14.4			
Lane LOS	A	A						B			
Approach Delay (s)	0.0	2.8			0.0			14.4			
Approach LOS	A							B			
Intersection Summary											
Average Delay			6.9								
Intersection Capacity Utilization			Err%		ICU Level of Service			H			
Analysis Period (min)			15								
















4. 2023 No Build PM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	37	45	36	2	57	1	46	0	5	1	1	81
Future Volume (Veh/h)	37	45	36	2	57	1	46	0	5	1	1	81
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Hourly flow rate (vph)	56	85	42	4	70	3	67	0	7	3	4	109
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	73			127			372	299	64	241	318	36
vC1, stage 1 conf vol							218	218		80	80	
vC2, stage 2 conf vol							154	81		162	239	
vCu, unblocked vol	73			127			372	299	64	241	318	36
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			88	100	99	100	99	89
cM capacity (veh/h)	1525			1457			543	598	988	682	590	1028
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	56	57	70	4	47	26	74	116				
Volume Left	56	0	0	4	0	0	67	3				
Volume Right	0	0	42	0	0	3	7	109				
cSH	1525	1700	1700	1457	1700	1700	567	989				
Volume to Capacity	0.04	0.03	0.04	0.00	0.03	0.02	0.13	0.12				
Queue Length 95th (ft)	3	0	0	0	0	0	11	10				
Control Delay (s)	7.5	0.0	0.0	7.5	0.0	0.0	12.3	9.1				
Lane LOS	A			A			B	A				
Approach Delay (s)	2.3			0.4			12.3	9.1				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization		24.9%		ICU Level of Service	A							
Analysis Period (min)			15									

4. 2023 No Build PM Peak
9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			0.0%		ICU Level of Service					A		
Analysis Period (min)			15									

5. 2028 No Build AM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

5. 2028 No Build AM Peak
 2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

5. 2028 No Build AM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

5. 2028 No Build AM Peak
 4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

5. 2028 No Build AM Peak
5: Driveway 2 & Bobby Foster Rd











06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

5. 2028 No Build AM Peak
6: University Blvd & Fritts Crossing

06/18/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	32	221	0	31	360
Future Volume (Veh/h)	0	32	221	0	31	360
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Hourly flow rate (vph)	0	76	283	0	41	429
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	794	283			283	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	794	283			283	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	90			97	
cM capacity (veh/h)	346	756			1279	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	76	283	41	429		
Volume Left	0	0	41	0		
Volume Right	76	0	0	0		
cSH	756	1700	1279	1700		
Volume to Capacity	0.10	0.17	0.03	0.25		
Queue Length 95th (ft)	8	0	2	0		
Control Delay (s)	10.3	0.0	7.9	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.3	0.0	0.7			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			28.9%	ICU Level of Service	A	
Analysis Period (min)			15			

5. 2028 No Build AM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing





















06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	127	219	0	0	87	10	0	0	52
Future Volume (Veh/h)	0	0	127	219	0	0	87	10	0	0	52
Sign Control	Stop			Free			Free		Stop		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Hourly flow rate (vph)	0	0	295	249	0	0	124	29	0	0	84
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	992	124	153			249			853	978	76
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	992	124	153			249			853	978	76
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	79			100			100	100	91
cM capacity (veh/h)	194	903	1425			1314			212	198	969
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	295	124	124	0	83	70	84			
Volume Left	0	295	0	0	0	0	0	0			
Volume Right	0	0	0	0	0	0	29	84			
cSH	1700	1425	1700	1700	1700	1700	1700	969			
Volume to Capacity	0.00	0.21	0.07	0.07	0.00	0.05	0.04	0.09			
Queue Length 95th (ft)	0	19	0	0	0	0	0	7			
Control Delay (s)	0.0	8.2	0.0	0.0	0.0	0.0	0.0	9.1			
Lane LOS	A	A						A			
Approach Delay (s)	0.0	4.4			0.0			9.1			
Approach LOS	A							A			
Intersection Summary											
Average Delay			4.1								
Intersection Capacity Utilization			17.0%		ICU Level of Service			A			
Analysis Period (min)			15								
















5. 2028 No Build AM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	108	44	27	0	20	1	27	0	0	0	0	31
Future Volume (Veh/h)	108	44	27	0	20	1	27	0	0	0	0	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Hourly flow rate (vph)	121	56	43	0	28	2	43	0	0	0	0	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	30			99			380	350	50	299	370	15
vC1, stage 1 conf vol							320	320		29	29	
vC2, stage 2 conf vol							61	30		270	341	
vCu, unblocked vol	30			99			380	350	50	299	370	15
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			100			92	100	100	100	100	96
cM capacity (veh/h)	1581			1492			530	533	1008	592	526	1061
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	121	37	62	0	19	11	43	47				
Volume Left	121	0	0	0	0	0	43	0				
Volume Right	0	0	43	0	0	2	0	47				
cSH	1581	1700	1700	1700	1700	1700	530	1061				
Volume to Capacity	0.08	0.02	0.04	0.00	0.01	0.01	0.08	0.04				
Queue Length 95th (ft)	6	0	0	0	0	0	7	3				
Control Delay (s)	7.5	0.0	0.0	0.0	0.0	0.0	12.4	8.6				
Lane LOS	A						B	A				
Approach Delay (s)	4.1			0.0			12.4	8.6				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization		27.5%		ICU Level of Service	A							
Analysis Period (min)			15									

5. 2028 No Build AM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0	0	0	0	0	0
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1	4.1	4.1	4.1	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2	2.2	2.2	2.2	2.2
p0 queue free %	100	100	100	100	100	100	100	100	100	100	100	100
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623	1623	1623	1623	1623	1623
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											

6. 2028 No Build PM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

6. 2028 No Build PM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.03	0.00	0.07			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

6. 2028 No Build PM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

6. 2028 No Build PM Peak
4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				0.0%	ICU Level of Service	A
Analysis Period (min)				15		

6. 2028 No Build PM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume	0			0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0			0	0	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1623			1023	1085	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay	0.0					
Intersection Capacity Utilization	0.0%			ICU Level of Service	A	
Analysis Period (min)	15					

6. 2028 No Build PM Peak
 6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	32	273	3	10	234
Future Volume (Veh/h)	3	32	273	3	10	234
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Hourly flow rate (vph)	6	58	333	6	20	282
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	658	336			339	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	336			339	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	92			98	
cM capacity (veh/h)	422	706			1220	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	64	339	20	282		
Volume Left	6	0	20	0		
Volume Right	58	6	0	0		
cSH	664	1700	1220	1700		
Volume to Capacity	0.10	0.20	0.02	0.17		
Queue Length 95th (ft)	8	0	1	0		
Control Delay (s)	11.0	0.0	8.0	0.0		
Lane LOS	B		A			
Approach Delay (s)	11.0	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			24.6%	ICU Level of Service	A	
Analysis Period (min)			15			

6. 2028 No Build PM Peak

7: University Blvd & Bobby Foster Rd & Eastman Crossing





















06/18/2021



Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (veh/h)	0	0	46	131	0	0	146	3	63	0	52
Future Volume (Veh/h)	0	0	46	131	0	0	146	3	63	0	52
Sign Control	Stop			Free			Free		Stop		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Hourly flow rate (vph)	0	0	82	146	0	0	180	9	210	0	91
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type											
Median storage veh											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	499	73	189			146			422	494	94
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	499	73	189			146			422	494	94
tC, single (s)	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)											
tF (s)	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	100	100	94			100			57	100	90
cM capacity (veh/h)	444	974	1382			1434			493	446	944
Direction, Lane #											
	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1			
Volume Total	0	82	73	73	0	120	69	301			
Volume Left	0	82	0	0	0	0	0	210			
Volume Right	0	0	0	0	0	0	9	91			
cSH	1700	1382	1700	1700	1700	1700	1700	576			
Volume to Capacity	0.00	0.06	0.04	0.04	0.00	0.07	0.04	0.52			
Queue Length 95th (ft)	0	5	0	0	0	0	0	75			
Control Delay (s)	0.0	7.8	0.0	0.0	0.0	0.0	0.0	17.9			
Lane LOS	A	A						C			
Approach Delay (s)	0.0	2.8			0.0			17.9			
Approach LOS	A							C			
Intersection Summary											
Average Delay			8.4								
Intersection Capacity Utilization			Err%		ICU Level of Service			H			
Analysis Period (min)			15								
















6. 2028 No Build PM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	44	54	42	3	68	1	55	0	6	1	1	96
Future Volume (Veh/h)	44	54	42	3	68	1	55	0	6	1	1	96
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Hourly flow rate (vph)	67	102	49	6	84	3	80	0	8	3	4	130
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	87			151			446	360	76	290	382	44
vC1, stage 1 conf vol							260	260		98	98	
vC2, stage 2 conf vol							186	99		193	285	
vCu, unblocked vol	87			151			446	360	76	290	382	44
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			84	100	99	100	99	87
cM capacity (veh/h)	1507			1428			486	561	970	640	552	1017
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	67	68	83	6	56	31	88	137				
Volume Left	67	0	0	6	0	0	80	3				
Volume Right	0	0	49	0	0	3	8	130				
cSH	1507	1700	1700	1428	1700	1700	509	980				
Volume to Capacity	0.04	0.04	0.05	0.00	0.03	0.02	0.17	0.14				
Queue Length 95th (ft)	3	0	0	0	0	0	15	12				
Control Delay (s)	7.5	0.0	0.0	7.5	0.0	0.0	13.5	9.3				
Lane LOS	A			A			B	A				
Approach Delay (s)	2.3			0.5			13.5	9.3				
Approach LOS							B	A				
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization		25.9%		ICU Level of Service	A							
Analysis Period (min)		15										

6. 2028 No Build PM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0	0	0	0	0	0
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1	4.1	4.1	4.1	4.1
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2	2.2	2.2	2.2	2.2
p0 queue free %	100	100	100	100	100	100	100	100	100	100	100	100
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623	1623	1623	1623	1623	1623
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	0	0	0									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1700	1700	1700									
Volume to Capacity	0.00	0.00	0.00									
Queue Length 95th (ft)	0	0	0									
Control Delay (s)	0.0	0.0	0.0									
Lane LOS	A											
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	0.0%			ICU Level of Service			A					
Analysis Period (min)	15											

APPENDIX I

**Synchro Reports:
2023 and 2028 Build
AM and PM Peak Hours**

7. 2023 Build AM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	74	0	13	22	0	8
Future Volume (Veh/h)	74	0	13	22	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	125	0	22	37	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			125		206	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		206	125
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	98
cM capacity (veh/h)			1462		771	926
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	125	59	14			
Volume Left	0	22	0			
Volume Right	0	0	14			
cSH	1700	1462	926			
Volume to Capacity	0.07	0.02	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	2.9	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.9	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			18.5%	ICU Level of Service	A	
Analysis Period (min)			15			

7. 2023 Build AM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	82	0	8	35	0	8
Future Volume (Veh/h)	82	0	8	35	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	139	0	14	59	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume			139		226	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			139		226	139
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1445		755	909
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	139	73	14			
Volume Left	0	14	0			
Volume Right	0	0	14			
cSH	1700	1445	909			
Volume to Capacity	0.08	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.5	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.5	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			

7. 2023 Build AM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	
Traffic Volume (veh/h)	90	0	0	43	0	0
Future Volume (Veh/h)	90	0	0	43	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	153	0	0	73	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume			153		226	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			153		226	153
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1428		762	893
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	153	73	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1428	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization			8.1%	ICU Level of Service	A	
Analysis Period (min)				15		

7. 2023 Build AM Peak
4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↔	
Traffic Volume (veh/h)	90	0	22	43	0	21
Future Volume (Veh/h)	90	0	22	43	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	0	24	47	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			98		193	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			98		193	98
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	98
cM capacity (veh/h)			1495		783	958
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	98	71	23			
Volume Left	0	24	0			
Volume Right	0	0	23			
cSH	1700	1495	958			
Volume to Capacity	0.06	0.02	0.02			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	2.6	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.6	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

7. 2023 Build AM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	95	16	4	40	26	20
Future Volume (Veh/h)	95	16	4	40	26	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	17	4	43	28	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume			120		162	112
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			120		162	112
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	98
cM capacity (veh/h)			1468		826	942
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	120	47	50			
Volume Left	0	4	28			
Volume Right	17	0	22			
cSH	1700	1468	873			
Volume to Capacity	0.07	0.00	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.7	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.7	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			16.0%	ICU Level of Service	A	
Analysis Period (min)			15			

7. 2023 Build AM Peak
6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	27	366	41	26	425
Future Volume (Veh/h)	0	27	366	41	26	425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Hourly flow rate (vph)	0	64	469	82	35	506
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1086	510			551	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1086	510			551	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			97	
cM capacity (veh/h)	231	563			1019	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	64	551	35	506		
Volume Left	0	0	35	0		
Volume Right	64	82	0	0		
cSH	563	1700	1019	1700		
Volume to Capacity	0.11	0.32	0.03	0.30		
Queue Length 95th (ft)	10	0	3	0		
Control Delay (s)	12.2	0.0	8.7	0.0		
Lane LOS	B		A			
Approach Delay (s)	12.2	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			32.4%	ICU Level of Service	A	
Analysis Period (min)			15			

7. 2023 Build AM Peak





















7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/18/2021

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (veh/h)	115	0	0	107	262	44	0	178	9	0	0	44
Future Volume (Veh/h)	115	0	0	107	262	44	0	178	9	0	0	44
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Hourly flow rate (vph)	125	0	0	249	298	48	0	254	26	0	0	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1018	1100	173	280			346			914	1111	140
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1018	1100	173	280			346			914	1111	140
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	17	100	100	81			100			100	100	92
cM capacity (veh/h)	150	170	840	1280			1210			194	167	882
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1				
Volume Total	125	249	199	147	0	169	111	71				
Volume Left	125	249	0	0	0	0	0	0				
Volume Right	0	0	0	48	0	0	26	71				
cSH	150	1280	1700	1700	1700	1700	1700	882				
Volume to Capacity	0.83	0.19	0.12	0.09	0.00	0.10	0.07	0.08				
Queue Length 95th (ft)	137	18	0	0	0	0	0	7				
Control Delay (s)	93.9	8.5	0.0	0.0	0.0	0.0	0.0	9.4				
Lane LOS	F	A						A				
Approach Delay (s)	93.9	3.6			0.0			9.4				
Approach LOS	F							A				
Intersection Summary												
Average Delay			13.6									
Intersection Capacity Utilization		28.3%		ICU Level of Service	A							
Analysis Period (min)		15										

7. 2023 Build AM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	97	51	80	0	17	60	127	82	0	0	0	26
Future Volume (Veh/h)	97	51	80	0	17	60	127	82	0	0	0	26
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Hourly flow rate (vph)	109	65	127	0	24	95	202	89	0	0	0	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	119			192			398	466	96	366	482	60
vC1, stage 1 conf vol							346	346		72	72	
vC2, stage 2 conf vol							51	119		295	410	
vCu, unblocked vol	119			192			398	466	96	366	482	60
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			61	82	100	100	100	96
cM capacity (veh/h)	1467			1379			518	493	942	483	482	994
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	109	43	149	0	16	103	291	39				
Volume Left	109	0	0	0	0	0	202	0				
Volume Right	0	0	127	0	0	95	0	39				
cSH	1467	1700	1700	1700	1700	1700	510	994				
Volume to Capacity	0.07	0.03	0.09	0.00	0.01	0.06	0.57	0.04				
Queue Length 95th (ft)	6	0	0	0	0	0	88	3				
Control Delay (s)	7.7	0.0	0.0	0.0	0.0	0.0	21.0	8.8				
Lane LOS	A						C	A				
Approach Delay (s)	2.8			0.0			21.0	8.8				
Approach LOS							C	A				
Intersection Summary												
Average Delay			9.7									
Intersection Capacity Utilization		36.7%		ICU Level of Service	A							
Analysis Period (min)		15										

7. 2023 Build AM Peak
9: Sagan Loop & Stieglitz Ave

06/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	0	29	0	40	0	0	0	0	13
Future Volume (Veh/h)	0	0	0	0	29	0	40	0	0	0	0	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	49	0	68	0	0	0	0	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172	147	11	147	158	0	22			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	147	11	147	158	0	22			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	93	100	96			100		
cM capacity (veh/h)	725	713	1070	795	703	1085	1593			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	49	68	22									
Volume Left	0	68	0									
Volume Right	0	0	22									
cSH	703	1593	1700									
Volume to Capacity	0.07	0.04	0.01									
Queue Length 95th (ft)	6	3	0									
Control Delay (s)	10.5	7.4	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.5	7.4	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization		18.9%		ICU Level of Service					A			
Analysis Period (min)			15									

8. 2023 Build PM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	30	0	8	0	0	9
Future Volume (Veh/h)	30	0	8	0	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	51	0	14	0	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			51		79	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			51		79	51
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1555		915	1017
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	51	14	15			
Volume Left	0	14	0			
Volume Right	0	0	15			
cSH	1700	1555	1017			
Volume to Capacity	0.03	0.01	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	7.3	8.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	7.3	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			16.6%	ICU Level of Service		A
Analysis Period (min)			15			

8. 2023 Build PM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	25	0	43	50	0	33
Future Volume (Veh/h)	25	0	43	50	0	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	42	0	73	85	0	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1131		
pX, platoon unblocked						
vC, conflicting volume			42		273	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			42		273	42
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	95
cM capacity (veh/h)			1567		683	1029
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	42	158	56			
Volume Left	0	73	0			
Volume Right	0	0	56			
cSH	1700	1567	1029			
Volume to Capacity	0.02	0.05	0.05			
Queue Length 95th (ft)	0	4	4			
Control Delay (s)	0.0	3.6	8.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.6	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			21.7%	ICU Level of Service		A
Analysis Period (min)			15			

8. 2023 Build PM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	71	0	0	93	0	0
Future Volume (Veh/h)	71	0	0	93	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	120	0	0	158	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				703		
pX, platoon unblocked						
vC, conflicting volume			120		278	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			120		278	120
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1468		712	931
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	120	158	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1468	1700			
Volume to Capacity	0.07	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			8.2%	ICU Level of Service		A
Analysis Period (min)			15			

8. 2023 Build PM Peak
4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	71	0	16	93	0	17
Future Volume (Veh/h)	71	0	16	93	0	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	0	17	101	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			77		212	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			77		212	77
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1522		768	984
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	77	118	18			
Volume Left	0	17	0			
Volume Right	0	0	18			
cSH	1700	1522	984			
Volume to Capacity	0.05	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.1	8.7			
Lane LOS			A			
Approach Delay (s)	0.0	1.1	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			22.4%	ICU Level of Service		A
Analysis Period (min)			15			

8. 2023 Build PM Peak
5: Driveway 2 & Bobby Foster Rd











06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	60	11	14	99	10	18
Future Volume (Veh/h)	60	11	14	99	10	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	12	15	108	11	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume			77	209		71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			77	209		71
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			99	99		98
cM capacity (veh/h)			1522	772		991
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	77	123	31			
Volume Left	0	15	11			
Volume Right	12	0	20			
cSH	1700	1522	900			
Volume to Capacity	0.05	0.01	0.03			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	1.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	1.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			22.7%	ICU Level of Service	A	
Analysis Period (min)			15			

8. 2023 Build PM Peak
6: University Blvd & Fritts Crossing

06/18/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	27	470	2	9	397
Future Volume (Veh/h)	48	27	470	2	9	397
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Hourly flow rate (vph)	96	49	573	4	18	478
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1089	575			577	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089	575			577	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	91			98	
cM capacity (veh/h)	234	518			996	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	145	577	18	478		
Volume Left	96	0	18	0		
Volume Right	49	4	0	0		
cSH	287	1700	996	1700		
Volume to Capacity	0.50	0.34	0.02	0.28		
Queue Length 95th (ft)	66	0	1	0		
Control Delay (s)	29.6	0.0	8.7	0.0		
Lane LOS	D		A			
Approach Delay (s)	29.6	0.0	0.3			
Approach LOS	D					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			35.8%		ICU Level of Service	A
Analysis Period (min)			15			

8. 2023 Build PM Peak





















7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/18/2021

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (veh/h)	95	0	0	39	245	112	0	268	2	53	0	44
Future Volume (Veh/h)	95	0	0	39	245	112	0	268	2	53	0	44
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Hourly flow rate (vph)	103	0	0	70	272	122	0	331	6	177	0	77
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	716	810	197	337			394			610	868	168
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	716	810	197	337			394			610	868	168
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	63	100	100	94			100			51	100	91
cM capacity (veh/h)	276	294	811	1219			1161			362	272	846
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1				
Volume Total	103	70	181	213	0	221	116	254				
Volume Left	103	70	0	0	0	0	0	177				
Volume Right	0	0	0	122	0	0	6	77				
cSH	276	1219	1700	1700	1700	1700	1700	438				
Volume to Capacity	0.37	0.06	0.11	0.13	0.00	0.13	0.07	0.58				
Queue Length 95th (ft)	41	5	0	0	0	0	0	90				
Control Delay (s)	25.6	8.1	0.0	0.0	0.0	0.0	0.0	24.0				
Lane LOS	D	A						C				
Approach Delay (s)	25.6	1.2			0.0			24.0				
Approach LOS	D							C				
Intersection Summary												
Average Delay			8.0									
Intersection Capacity Utilization			Err%		ICU Level of Service					H		
Analysis Period (min)			15									

8. 2023 Build PM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	37	45	156	9	95	1	147	0	5	66	92	88
Future Volume (Veh/h)	37	45	156	9	95	1	147	0	5	66	92	88
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Hourly flow rate (vph)	56	85	184	18	117	3	213	0	7	189	368	119
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	120			269			686	445	134	316	536	60
vC1, stage 1 conf vol							289	289		154	154	
vC2, stage 2 conf vol							398	156		162	381	
vCu, unblocked vol	120			269			686	445	134	316	536	60
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			0	100	99	70	23	88
cM capacity (veh/h)	1466			1292			178	525	890	628	481	993
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	56	57	212	18	78	42	220	676				
Volume Left	56	0	0	18	0	0	213	189				
Volume Right	0	0	184	0	0	3	7	119				
cSH	1466	1700	1700	1292	1700	1700	182	570				
Volume to Capacity	0.04	0.03	0.12	0.01	0.05	0.02	1.21	1.19				
Queue Length 95th (ft)	3	0	0	1	0	0	293	597				
Control Delay (s)	7.6	0.0	0.0	7.8	0.0	0.0	184.5	124.8				
Lane LOS	A			A			F	F				
Approach Delay (s)	1.3			1.0			184.5	124.8				
Approach LOS							F	F				
Intersection Summary												
Average Delay				92.3								
Intersection Capacity Utilization			40.0%		ICU Level of Service				A			
Analysis Period (min)			15									

8. 2023 Build PM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	11	0	6	0	0	0	0	2
Future Volume (Veh/h)	0	0	0	0	11	0	6	0	0	0	0	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	19	0	10	0	0	0	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31	22	2	22	23	0	3			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31	22	2	22	23	0	3			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	98	100	99			100		
cM capacity (veh/h)	956	867	1083	986	865	1085	1619			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	19	10	3									
Volume Left	0	10	0									
Volume Right	0	0	3									
cSH	865	1619	1700									
Volume to Capacity	0.02	0.01	0.00									
Queue Length 95th (ft)	2	0	0									
Control Delay (s)	9.3	7.2	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.3	7.2	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization		15.0%		ICU Level of Service					A			
Analysis Period (min)			15									

9. 2028 Build AM Peak
1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	74	0	13	22	0	8
Future Volume (Veh/h)	74	0	13	22	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	125	0	22	37	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			125		206	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			125		206	125
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	98
cM capacity (veh/h)			1462		771	926
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	125	59	14			
Volume Left	0	22	0			
Volume Right	0	0	14			
cSH	1700	1462	926			
Volume to Capacity	0.07	0.02	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	2.9	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.9	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			18.5%	ICU Level of Service		A
Analysis Period (min)			15			

9. 2028 Build AM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	82	0	8	35	0	8
Future Volume (Veh/h)	82	0	8	35	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	139	0	14	59	0	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	1131					
pX, platoon unblocked						
vC, conflicting volume			139		226	139
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			139		226	139
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1445		755	909
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	139	73	14			
Volume Left	0	14	0			
Volume Right	0	0	14			
cSH	1700	1445	909			
Volume to Capacity	0.08	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.5	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	1.5	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			18.7%	ICU Level of Service		A
Analysis Period (min)			15			

9. 2028 Build AM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	90	0	0	43	0	0
Future Volume (Veh/h)	90	0	0	43	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	153	0	0	73	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			153		226	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			153		226	153
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1428		762	893
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	153	73	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1428	1700			
Volume to Capacity	0.09	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			8.1%	ICU Level of Service		A
Analysis Period (min)			15			

9. 2028 Build AM Peak
 4: Sagan Loop & Bobby Foster Rd

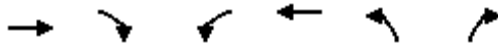
06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	90	0	22	43	0	21
Future Volume (Veh/h)	90	0	22	43	0	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	0	24	47	0	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			98		193	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			98		193	98
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	98
cM capacity (veh/h)			1495		783	958
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	98	71	23			
Volume Left	0	24	0			
Volume Right	0	0	23			
cSH	1700	1495	958			
Volume to Capacity	0.06	0.02	0.02			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	2.6	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.6	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			20.1%	ICU Level of Service		A
Analysis Period (min)			15			

9. 2028 Build AM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	95	16	4	40	26	20
Future Volume (Veh/h)	95	16	4	40	26	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	103	17	4	43	28	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	434					
pX, platoon unblocked						
vC, conflicting volume			120		162	112
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			120		162	112
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	98
cM capacity (veh/h)			1468		826	942
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	120	47	50			
Volume Left	0	4	28			
Volume Right	17	0	22			
cSH	1700	1468	873			
Volume to Capacity	0.07	0.00	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.7	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.7	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			16.0%	ICU Level of Service	A	
Analysis Period (min)			15			

9. 2028 Build AM Peak
6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	32	401	41	31	482
Future Volume (Veh/h)	0	32	401	41	31	482
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Hourly flow rate (vph)	0	76	514	82	41	574
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1211	555			596	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1211	555			596	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			96	
cM capacity (veh/h)	193	531			980	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	76	596	41	574		
Volume Left	0	0	41	0		
Volume Right	76	82	0	0		
cSH	531	1700	980	1700		
Volume to Capacity	0.14	0.35	0.04	0.34		
Queue Length 95th (ft)	12	0	3	0		
Control Delay (s)	12.9	0.0	8.8	0.0		
Lane LOS	B		A			
Approach Delay (s)	12.9	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			35.8%	ICU Level of Service	A	
Analysis Period (min)			15			

9. 2028 Build AM Peak





















7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/18/2021

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (veh/h)	115	0	0	127	297	44	0	192	10	0	0	52
Future Volume (Veh/h)	115	0	0	127	297	44	0	192	10	0	0	52
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Hourly flow rate (vph)	125	0	0	295	338	48	0	274	29	0	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1173	1255	193	303			386			1048	1264	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1173	1255	193	303			386			1048	1264	152
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	0	100	100	76			100			100	100	90
cM capacity (veh/h)	109	130	816	1255			1169			149	129	868
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1				
Volume Total	125	295	225	161	0	183	120	84				
Volume Left	125	295	0	0	0	0	0	0				
Volume Right	0	0	0	48	0	0	29	84				
cSH	109	1255	1700	1700	1700	1700	1700	868				
Volume to Capacity	1.15	0.24	0.13	0.09	0.00	0.11	0.07	0.10				
Queue Length 95th (ft)	198	23	0	0	0	0	0	8				
Control Delay (s)	205.9	8.7	0.0	0.0	0.0	0.0	0.0	9.6				
Lane LOS	F	A						A				
Approach Delay (s)	205.9	3.8			0.0			9.6				
Approach LOS	F							A				
Intersection Summary												
Average Delay			24.4									
Intersection Capacity Utilization		29.3%		ICU Level of Service	A							
Analysis Period (min)		15										
















9. 2028 Build AM Peak
8: Strand Loop & University Blvd

06/18/2021

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (veh/h)	114	58	84	0	20	60	132	82	0	0	0	31
Future Volume (Veh/h)	114	58	84	0	20	60	132	82	0	0	0	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Hourly flow rate (vph)	128	74	133	0	28	95	210	89	0	0	0	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	123			207			458	520	104	413	538	62
vC1, stage 1 conf vol							396	396		76	76	
vC2, stage 2 conf vol							61	123		338	463	
vCu, unblocked vol	123			207			458	520	104	413	538	62
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			56	81	100	100	100	95
cM capacity (veh/h)	1462			1361			473	460	931	444	450	991
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1				
Volume Total	128	49	158	0	19	104	299	47				
Volume Left	128	0	0	0	0	0	210	0				
Volume Right	0	0	133	0	0	95	0	47				
cSH	1462	1700	1700	1700	1700	1700	469	991				
Volume to Capacity	0.09	0.03	0.09	0.00	0.01	0.06	0.64	0.05				
Queue Length 95th (ft)	7	0	0	0	0	0	109	4				
Control Delay (s)	7.7	0.0	0.0	0.0	0.0	0.0	25.2	8.8				
Lane LOS	A						D	A				
Approach Delay (s)	2.9			0.0			25.2	8.8				
Approach LOS							D	A				
Intersection Summary												
Average Delay				11.1								
Intersection Capacity Utilization			37.9%			ICU Level of Service				A		
Analysis Period (min)			15									

9. 2028 Build AM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	29	0	40	0	0	0	0	13
Future Volume (Veh/h)	0	0	0	0	29	0	40	0	0	0	0	13
Sign Control		Stop			Stop			Free				Free
Grade		0%			0%			0%				0%
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	49	0	68	0	0	0	0	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172	147	11	147	158	0	22			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172	147	11	147	158	0	22			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	93	100	96			100		
cM capacity (veh/h)	725	713	1070	795	703	1085	1593			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	49	68	22									
Volume Left	0	68	0									
Volume Right	0	0	22									
cSH	703	1593	1700									
Volume to Capacity	0.07	0.04	0.01									
Queue Length 95th (ft)	6	3	0									
Control Delay (s)	10.5	7.4	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.5	7.4	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization		18.9%			ICU Level of Service					A		
Analysis Period (min)			15									

10. 2028 Build PM Peak
 1: Driveway 1 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	30	0	8	42	0	9
Future Volume (Veh/h)	30	0	8	42	0	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	51	0	14	71	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			51		150	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			51		150	51
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1555		834	1017
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	51	85	15			
Volume Left	0	14	0			
Volume Right	0	0	15			
cSH	1700	1555	1017			
Volume to Capacity	0.03	0.01	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.3	8.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.3	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.0%	ICU Level of Service	A	
Analysis Period (min)			15			

10. 2028 Build PM Peak
2: Diekenborn Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	25	0	43	50	0	33
Future Volume (Veh/h)	25	0	43	50	0	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	42	0	73	85	0	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				1131		
pX, platoon unblocked						
vC, conflicting volume			42		273	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			42		273	42
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		100	95
cM capacity (veh/h)			1567		683	1029
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	42	158	56			
Volume Left	0	73	0			
Volume Right	0	0	56			
cSH	1700	1567	1029			
Volume to Capacity	0.02	0.05	0.05			
Queue Length 95th (ft)	0	4	4			
Control Delay (s)	0.0	3.6	8.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.6	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			21.7%	ICU Level of Service		A
Analysis Period (min)			15			

10. 2028 Build PM Peak
3: Newhall Dr & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	
Traffic Volume (veh/h)	71	0	0	93	0	0
Future Volume (Veh/h)	71	0	0	93	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	120	0	0	158	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	703					
pX, platoon unblocked						
vC, conflicting volume			120		278	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			120		278	120
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1468		712	931
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	120	158	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1468	1700			
Volume to Capacity	0.07	0.00	0.04			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS				A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				8.2%	ICU Level of Service	A
Analysis Period (min)				15		

10. 2028 Build PM Peak
4: Sagan Loop & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	71	0	16	93	0	17
Future Volume (Veh/h)	71	0	16	93	0	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	0	17	101	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			77		212	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			77		212	77
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1522		768	984
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	77	118	18			
Volume Left	0	17	0			
Volume Right	0	0	18			
cSH	1700	1522	984			
Volume to Capacity	0.05	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.1	8.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.1	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			22.4%		ICU Level of Service	A
Analysis Period (min)			15			

10. 2028 Build PM Peak
5: Driveway 2 & Bobby Foster Rd

06/18/2021



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	60	11	14	99	10	18	
Future Volume (Veh/h)	60	11	14	99	10	18	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	65	12	15	108	11	20	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	434						
pX, platoon unblocked							
vC, conflicting volume			77			209	71
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			77			209	71
tC, single (s)			4.1			6.4	6.2
tC, 2 stage (s)							
tF (s)			2.2			3.5	3.3
p0 queue free %			99			99	98
cM capacity (veh/h)			1522			772	991
Direction, Lane #	EB 1	WB 1	NB 1				
Volume Total	77	123	31				
Volume Left	0	15	11				
Volume Right	12	0	20				
cSH	1700	1522	900				
Volume to Capacity	0.05	0.01	0.03				
Queue Length 95th (ft)	0	1	3				
Control Delay (s)	0.0	1.0	9.1				
Lane LOS			A		A		
Approach Delay (s)	0.0	1.0	9.1				
Approach LOS			A				
Intersection Summary							
Average Delay			1.7				
Intersection Capacity Utilization			22.7%	ICU Level of Service		A	
Analysis Period (min)			15				

10. 2028 Build PM Peak
6: University Blvd & Fritts Crossing

06/18/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	32	513	3	10	434
Future Volume (Veh/h)	48	32	513	3	10	434
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Hourly flow rate (vph)	96	58	626	6	20	523
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1192	629			632	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1192	629			632	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	53	88			98	
cM capacity (veh/h)	202	482			951	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	154	632	20	523		
Volume Left	96	0	20	0		
Volume Right	58	6	0	0		
cSH	259	1700	951	1700		
Volume to Capacity	0.59	0.37	0.02	0.31		
Queue Length 95th (ft)	87	0	2	0		
Control Delay (s)	37.4	0.0	8.9	0.0		
Lane LOS	E		A			
Approach Delay (s)	37.4	0.0	0.3			
Approach LOS	E					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			38.5%	ICU Level of Service	A	
Analysis Period (min)	15					

10. 2028 Build PM Peak





















7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/18/2021

Movement	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (veh/h)	95	0	0	46	265	112	0	291	3	63	0	52
Future Volume (Veh/h)	95	0	0	46	265	112	0	291	3	63	0	52
Sign Control		Stop			Free			Free		Stop		
Grade		0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Hourly flow rate (vph)	103	0	0	82	294	122	0	359	9	210	0	91
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	790	887	208	368			416			674	944	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	790	887	208	368			416			674	944	184
tC, single (s)	7.5	6.5	6.9	4.1			4.1			7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	2.2			2.2			3.5	4.0	3.3
p0 queue free %	56	100	100	93			100			35	100	89
cM capacity (veh/h)	237	262	798	1187			1139			322	243	827
Direction, Lane #	EB 1	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	SW 1				
Volume Total	103	82	196	220	0	239	129	301				
Volume Left	103	82	0	0	0	0	0	210				
Volume Right	0	0	0	122	0	0	9	91				
cSH	237	1187	1700	1700	1700	1700	1700	395				
Volume to Capacity	0.44	0.07	0.12	0.13	0.00	0.14	0.08	0.76				
Queue Length 95th (ft)	51	6	0	0	0	0	0	157				
Control Delay (s)	31.4	8.3	0.0	0.0	0.0	0.0	0.0	38.0				
Lane LOS	D	A						E				
Approach Delay (s)	31.4	1.4			0.0			38.0				
Approach LOS	D							E				
Intersection Summary												
Average Delay			12.1									
Intersection Capacity Utilization			Err%		ICU Level of Service					H		
Analysis Period (min)			15									
















10. 2028 Build PM Peak
8: Strand Loop & University Blvd

06/18/2021

																
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR				
Lane Configurations		 			 											
Traffic Volume (veh/h)	44	54	163	9	106	1	155	0	6	67	92	103				
Future Volume (Veh/h)	44	54	163	9	106	1	155	0	6	67	92	103				
Sign Control		Free			Free			Stop			Stop					
Grade		0%			0%			0%			0%					
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74				
Hourly flow rate (vph)	67	102	192	18	131	3	225	0	8	191	368	139				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)																
Median type		Raised				Raised										
Median storage veh		1				1										
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	134			294			756			502			147	362	596	67
vC1, stage 1 conf vol							332			332			168	168		
vC2, stage 2 conf vol							424			170			193	428		
vCu, unblocked vol	134			294			756			502			147	362	596	67
tC, single (s)	4.1			4.1			7.5			6.5			6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5			5.5			6.5	5.5		
tF (s)	2.2			2.2			3.5			4.0			3.3	3.5	4.0	3.3
p0 queue free %	95			99			0			100			99	68	19	86
cM capacity (veh/h)	1448			1264			151			494			873	593	452	983
Direction, Lane #	SE 1	SE 2	SE 3	NW 1	NW 2	NW 3	NE 1	SW 1								
Volume Total	67	68	226	18	87	47	233	698								
Volume Left	67	0	0	18	0	0	225	191								
Volume Right	0	0	192	0	0	3	8	139								
cSH	1448	1700	1700	1264	1700	1700	155	546								
Volume to Capacity	0.05	0.04	0.13	0.01	0.05	0.03	1.50	1.28								
Queue Length 95th (ft)	4	0	0	1	0	0	385	707								
Control Delay (s)	7.6	0.0	0.0	7.9	0.0	0.0	310.3	162.1								
Lane LOS	A			A			F	F								
Approach Delay (s)	1.4			0.9			310.3	162.1								
Approach LOS							F	F								
Intersection Summary																
Average Delay	128.9															
Intersection Capacity Utilization	42.7%			ICU Level of Service					A							
Analysis Period (min)	15															

10. 2028 Build PM Peak
 9: Sagan Loop & Stieglitz Ave

06/18/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	11	0	6	0	0	0	0	2
Future Volume (Veh/h)	0	0	0	0	11	0	6	0	0	0	0	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Hourly flow rate (vph)	0	0	0	0	19	0	10	0	0	0	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31	22	2	22	23	0	3			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31	22	2	22	23	0	3			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	98	100	99			100		
cM capacity (veh/h)	956	867	1083	986	865	1085	1619			1623		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	19	10	3									
Volume Left	0	10	0									
Volume Right	0	0	3									
cSH	865	1619	1700									
Volume to Capacity	0.02	0.01	0.00									
Queue Length 95th (ft)	2	0	0									
Control Delay (s)	9.3	7.2	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.3	7.2	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization		15.0%		ICU Level of Service						A		
Analysis Period (min)			15									

APPENDIX J

**Turning Movement Counts
for University Blvd and Rio Bravo Blvd
April 28, 2021**

Huitt-Zollars, Inc.

333 Rio Rancho Drive NW, Suite 101

Rio Rancho, NM 87124

ADVANCEDESIGN

Weather: Overcast
 Serial Number: 3083
 Collected By: BTrejo
 Other:

File Name : UNIVERSITY-RIO BRAVO_05042021 BT
 Site Code : 00000000
 Start Date : 4/28/2021
 Page No : 1

Groups Printed- Passenger Vehicles - Trucks

Start Time	UNIVERSITY From North			UNIVERSITY From South			RIO BRAVO From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
06:30 AM	16	4	0	3	9	0	35	64	1	132
06:45 AM	24	8	0	3	35	0	45	61	0	176
Total	40	12	0	6	44	0	80	125	1	308
07:00 AM	16	5	0	5	25	0	35	50	0	136
07:15 AM	17	6	0	4	26	0	53	57	0	163
07:30 AM	15	4	0	7	28	0	46	73	0	173
07:45 AM	19	10	0	8	28	0	46	79	0	190
Total	67	25	0	24	107	0	180	259	0	662
08:00 AM	18	9	0	8	22	0	59	58	0	174
08:15 AM	28	10	0	5	40	0	65	52	0	200
08:30 AM	19	9	0	14	58	0	36	49	0	185
08:45 AM	15	8	0	9	19	0	41	59	0	151
Total	80	36	0	36	139	0	201	218	0	710
09:00 AM	19	10	0	9	30	0	26	43	0	137
09:15 AM	13	8	0	5	18	0	28	31	0	103
*** BREAK ***										
Total	32	18	0	14	48	0	54	74	0	240
*** BREAK ***										
11:00 AM	35	7	0	7	19	0	24	38	0	130
11:15 AM	26	1	0	5	33	0	19	39	0	123
11:30 AM	24	10	0	4	25	0	23	40	0	126
11:45 AM	21	4	0	6	28	0	25	35	0	119
Total	106	22	0	22	105	0	91	152	0	498
12:00 PM	30	4	0	7	34	0	26	33	0	134
12:15 PM	24	12	0	7	18	0	20	45	0	126
12:30 PM	24	5	0	10	25	0	22	41	0	127
12:45 PM	32	7	0	7	29	0	31	36	0	142
Total	110	28	0	31	106	0	99	155	0	529
01:00 PM	26	8	0	6	15	0	27	41	0	123
01:15 PM	23	4	0	5	20	0	33	50	0	135
01:30 PM	32	5	0	6	39	0	25	40	0	147
01:45 PM	25	5	0	9	26	0	26	44	0	135
Total	106	22	0	26	100	0	111	175	0	540
*** BREAK ***										
03:00 PM	50	7	0	4	44	0	29	50	0	184
03:15 PM	43	7	0	6	18	0	25	47	0	146
03:30 PM	52	16	0	14	57	0	19	50	0	208
03:45 PM	43	5	0	11	67	0	19	33	0	178
Total	188	35	0	35	186	0	92	180	0	716

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File Name : UNIVERSITY-RIO BRAVO_05042021 BT

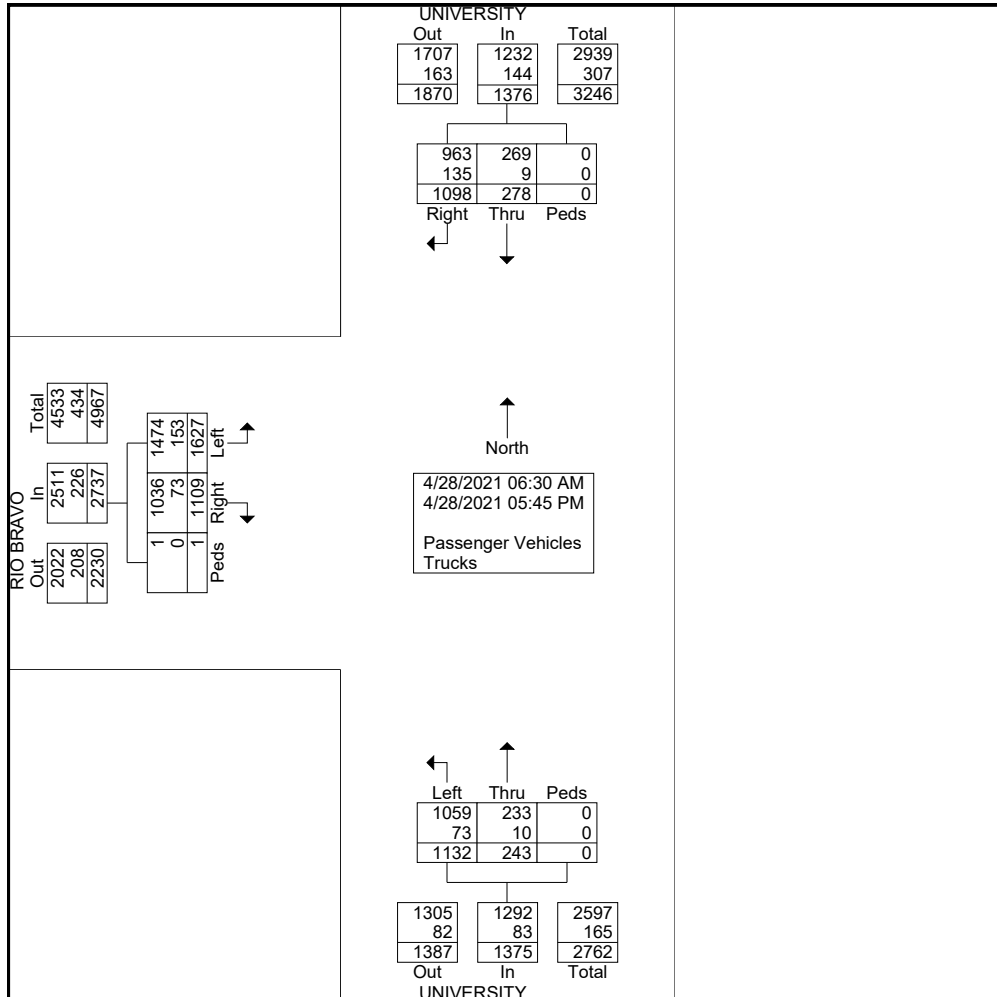
Site Code : 00000000

Start Date : 4/28/2021

Page No : 2

Groups Printed- Passenger Vehicles - Trucks

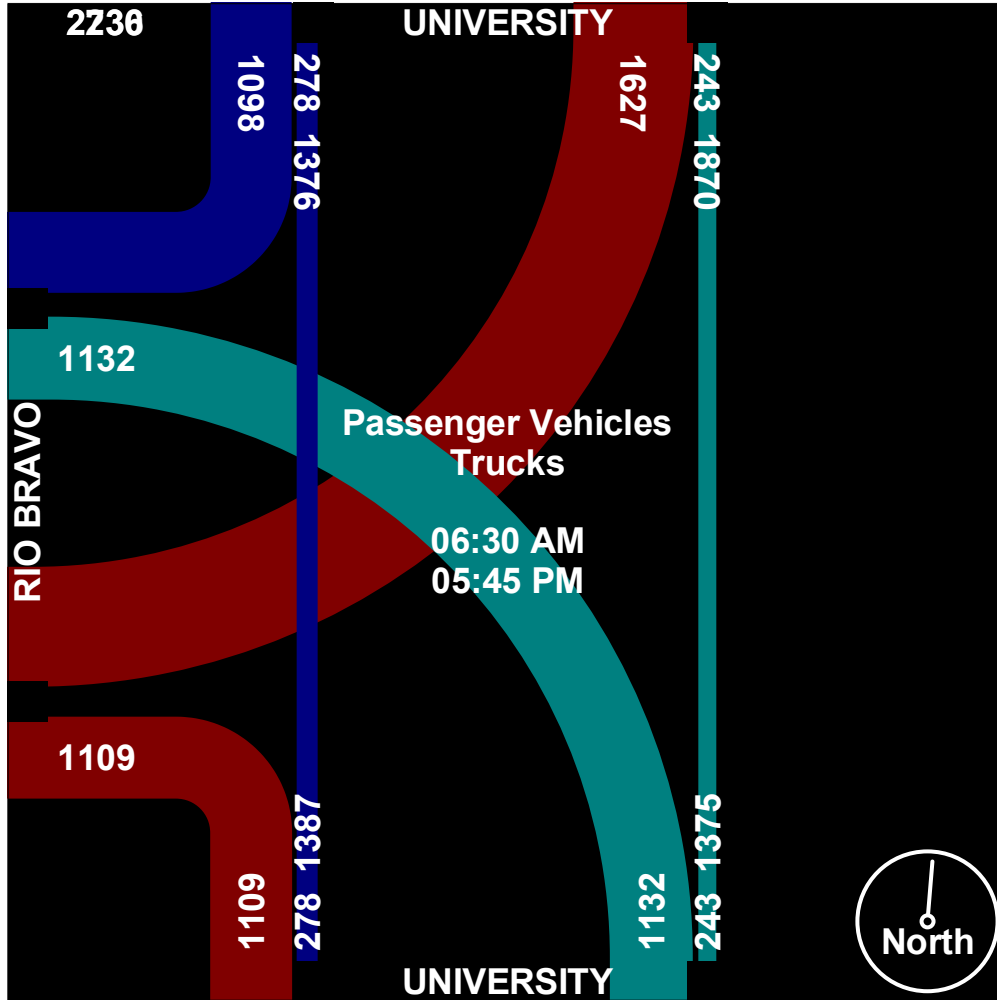
Start Time	UNIVERSITY From North			UNIVERSITY From South			RIO BRAVO From West			Int. Total
	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	
04:00 PM	33	7	0	3	38	0	17	42	0	140
04:15 PM	40	14	0	9	39	0	22	31	0	155
04:30 PM	63	9	0	6	49	0	25	24	0	176
04:45 PM	55	4	0	3	32	0	27	45	0	166
Total	191	34	0	21	158	0	91	142	0	637
05:00 PM	50	16	0	10	54	0	20	41	0	191
05:15 PM	44	10	0	5	32	0	25	33	0	149
05:30 PM	41	12	0	6	26	0	31	29	0	145
05:45 PM	43	8	0	7	27	0	34	44	0	163
Total	178	46	0	28	139	0	110	147	0	648
Grand Total	1098	278	0	243	1132	0	1109	1627	1	5488
Apprch %	79.8	20.2	0	17.7	82.3	0	40.5	59.4	0	
Total %	20	5.1	0	4.4	20.6	0	20.2	29.6	0	
Passenger Vehicles	963	269	0	233	1059	0	1036	1474	1	5035
% Passenger Vehicles	87.7	96.8	0	95.9	93.6	0	93.4	90.6	100	91.7
Trucks	135	9	0	10	73	0	73	153	0	453
% Trucks	12.3	3.2	0	4.1	6.4	0	6.6	9.4	0	8.3



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Start Date : 4/28/2021
Page No : 3

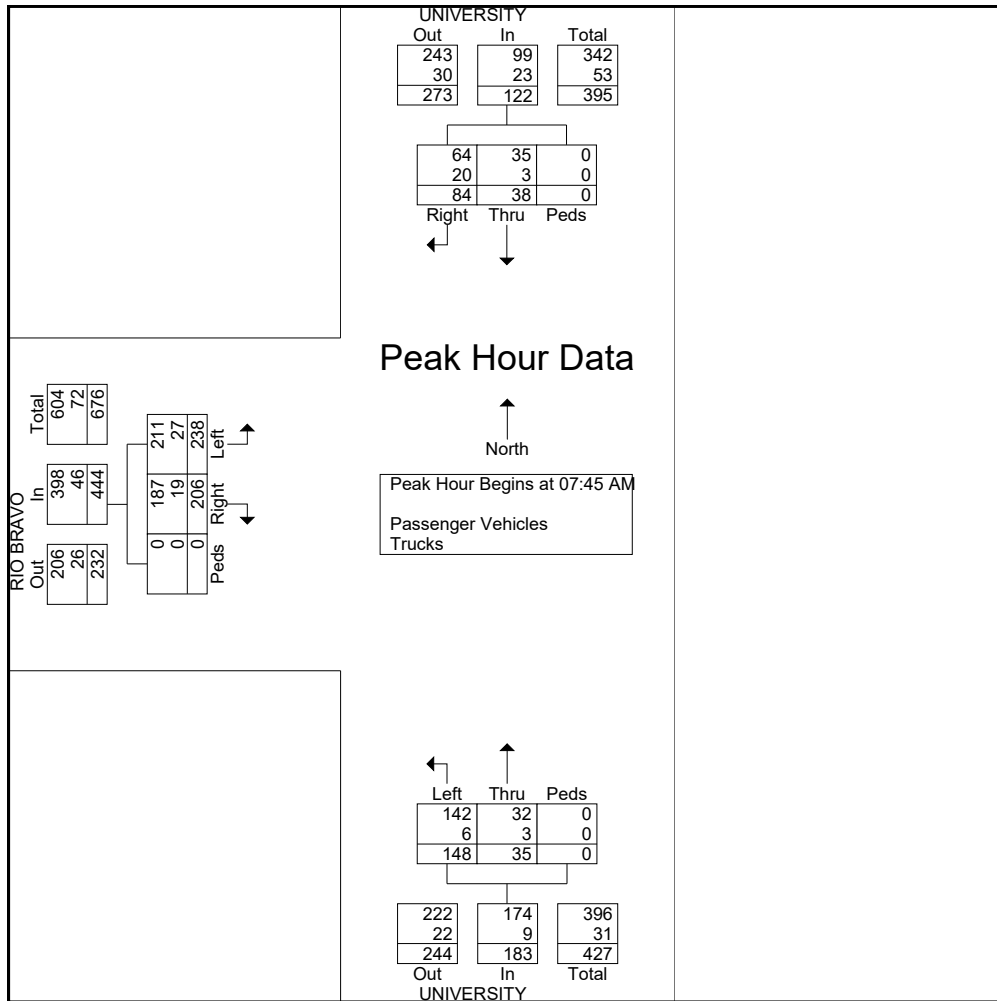


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 ADVANCEDESIGN

File Name : UNIVERSITY-RIO BRAVO_05042021 BT
 Site Code : 00000000
 Start Date : 4/28/2021
 Page No : 4

Start Time	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	19	10	0	29	8	28	0	36	46	79	0	125	190
08:00 AM	18	9	0	27	8	22	0	30	59	58	0	117	174
08:15 AM	28	10	0	38	5	40	0	45	65	52	0	117	200
08:30 AM	19	9	0	28	14	58	0	72	36	49	0	85	185
Total Volume	84	38	0	122	35	148	0	183	206	238	0	444	749
% App. Total	68.9	31.1	0		19.1	80.9	0		46.4	53.6	0		
PHF	.750	.950	.000	.803	.625	.638	.000	.635	.792	.753	.000	.888	.936
Passenger Vehicles	64	35	0	99	32	142	0	174	187	211	0	398	671
% Passenger Vehicles	76.2	92.1	0	81.1	91.4	95.9	0	95.1	90.8	88.7	0	89.6	89.6
Trucks	20	3	0	23	3	6	0	9	19	27	0	46	78
% Trucks	23.8	7.9	0	18.9	8.6	4.1	0	4.9	9.2	11.3	0	10.4	10.4



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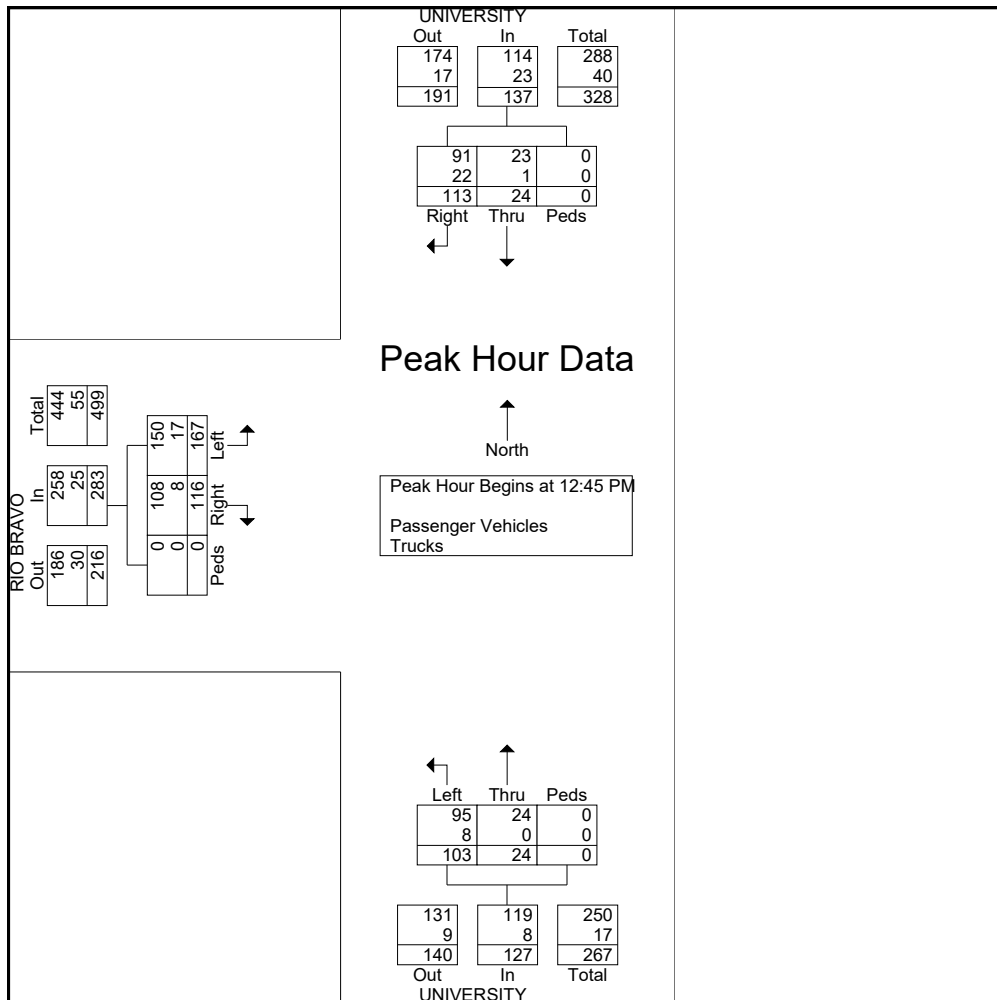
File Name : UNIVERSITY-RIO BRAVO_05042021 BT

Site Code : 00000000

Start Date : 4/28/2021

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Start Time	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:45 PM													
12:45 PM	32	7	0	39	7	29	0	36	31	36	0	67	142
01:00 PM	26	8	0	34	6	15	0	21	27	41	0	68	123
01:15 PM	23	4	0	27	5	20	0	25	33	50	0	83	135
01:30 PM	32	5	0	37	6	39	0	45	25	40	0	65	147
Total Volume	113	24	0	137	24	103	0	127	116	167	0	283	547
% App. Total	82.5	17.5	0		18.9	81.1	0		41	59	0		
PHF	.883	.750	.000	.878	.857	.660	.000	.706	.879	.835	.000	.852	.930
Passenger Vehicles	91	23	0	114	24	95	0	119	108	150	0	258	491
% Passenger Vehicles	80.5	95.8	0	83.2	100	92.2	0	93.7	93.1	89.8	0	91.2	89.8
Trucks	22	1	0	23	0	8	0	8	8	17	0	25	56
% Trucks	19.5	4.2	0	16.8	0	7.8	0	6.3	6.9	10.2	0	8.8	10.2



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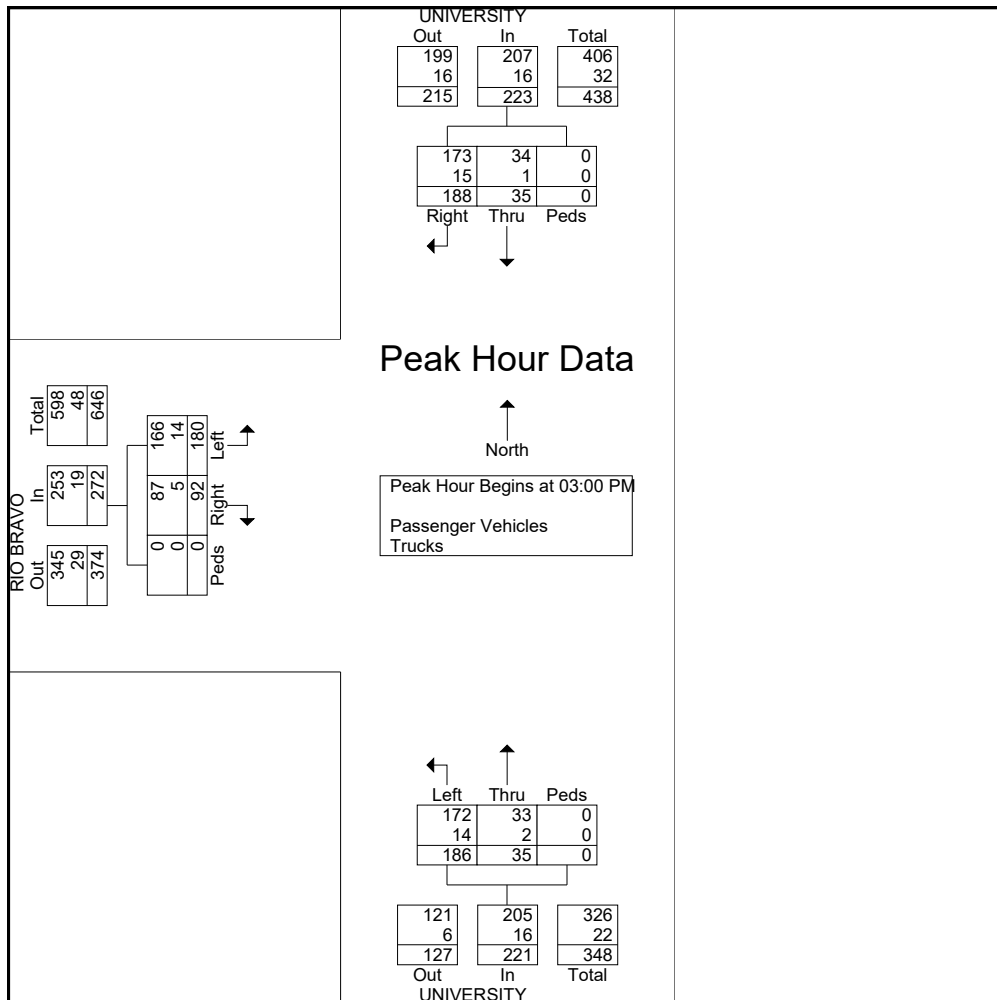
File Name : UNIVERSITY-RIO BRAVO_05042021 BT

Site Code : 00000000

Start Date : 4/28/2021

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Start Time	UNIVERSITY From North				UNIVERSITY From South				RIO BRAVO From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	50	7	0	57	4	44	0	48	29	50	0	79	184
03:15 PM	43	7	0	50	6	18	0	24	25	47	0	72	146
03:30 PM	52	16	0	68	14	57	0	71	19	50	0	69	208
03:45 PM	43	5	0	48	11	67	0	78	19	33	0	52	178
Total Volume	188	35	0	223	35	186	0	221	92	180	0	272	716
% App. Total	84.3	15.7	0		15.8	84.2	0		33.8	66.2	0		
PHF	.904	.547	.000	.820	.625	.694	.000	.708	.793	.900	.000	.861	.861
Passenger Vehicles	173	34	0	207	33	172	0	205	87	166	0	253	665
% Passenger Vehicles	92.0	97.1	0	92.8	94.3	92.5	0	92.8	94.6	92.2	0	93.0	92.9
Trucks	15	1	0	16	2	14	0	16	5	14	0	19	51
% Trucks	8.0	2.9	0	7.2	5.7	7.5	0	7.2	5.4	7.8	0	7.0	7.1



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APPENDIX K

**Synchro Reports:
2023 and 2028 Mitigations
AM and PM Peak Hours**

7. 2023 Build AM Peak AWSC
6: University Blvd & Fritts Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	366	41	26	425
Future Vol, veh/h	0	27	366	41	26	425
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	469	82	35	506
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	9.5	19.6	19.4
HCM LOS	A	C	C

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	90%	0%	0%	100%
Vol Right, %	10%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	407	27	26	425
LT Vol	0	0	26	0
Through Vol	366	0	0	425
RT Vol	41	27	0	0
Lane Flow Rate	551	64	35	506
Geometry Grp	5	2	7	7
Degree of Util (X)	0.729	0.104	0.054	0.721
Departure Headway (Hd)	4.762	5.808	5.631	5.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	621	633	703
Service Time	2.818	3.808	3.392	2.888
HCM Lane V/C Ratio	0.73	0.103	0.055	0.72
HCM Control Delay	19.6	9.5	8.7	20.1
HCM Lane LOS	C	A	A	C
HCM 95th-tile Q	6.4	0.3	0.2	6.2

7. 2023 Build AM Peak AWSC

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	107	262	44	0	178	9	0	0
Future Vol, veh/h	0	0	107	262	44	0	178	9	0	0
Peak Hour Factor	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	249	298	48	0	254	26	0	0
Number of Lanes	1	0	1	2	0	1	2	0	0	1

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	3	3	0
Conflicting Approach Left	SW	EB	NW
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	EB	SW	SE
Conflicting Lanes Right	1	1	3
HCM Control Delay	11.5	10.6	9.8
HCM LOS	B	B	A

Lane	NWLn1	NWLn2	NWLn3	EBLn1	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	0%	0%	0%	100%	100%	0%	0%	0%
Vol Thru, %	100%	100%	87%	0%	0%	100%	66%	0%
Vol Right, %	0%	0%	13%	0%	0%	0%	34%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	119	68	115	107	175	131	44
LT Vol	0	0	0	115	107	0	0	0
Through Vol	0	119	59	0	0	175	87	0
RT Vol	0	0	9	0	0	0	44	44
Lane Flow Rate	0	170	110	125	249	198	147	71
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.282	0.181	0.251	0.422	0.309	0.219	0.122
Departure Headway (Hd)	5.982	5.982	5.888	7.227	6.105	5.6	5.362	6.181
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	600	609	498	590	643	669	579
Service Time	3.72	3.72	3.627	4.97	3.836	3.331	3.094	3.928
HCM Lane V/C Ratio	0	0.283	0.181	0.251	0.422	0.308	0.22	0.123
HCM Control Delay	8.7	11.1	9.9	12.4	13.2	10.8	9.6	9.8
HCM Lane LOS	N	B	A	B	B	B	A	A
HCM 95th-tile Q	0	1.2	0.7	1	2.1	1.3	0.8	0.4

7. 2023 Build AM Peak AWSC
 8: Strand Loop & University Blvd

06/21/2021

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑		↘	↑↑			↑			↑	
Traffic Vol, veh/h	97	51	80	0	17	60	127	82	0	0	0	26
Future Vol, veh/h	97	51	80	0	17	60	127	82	0	0	0	26
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	65	127	0	24	95	202	89	0	0	0	39
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	9.6	9	14.1	8.4
HCM LOS	A	A	B	A

Lane	NELn1	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	61%	0%	0%	0%	100%	0%	0%	0%
Vol Thru, %	39%	100%	100%	9%	0%	100%	18%	0%
Vol Right, %	0%	0%	0%	91%	0%	0%	82%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	0	11	66	97	34	97	26
LT Vol	127	0	0	0	97	0	0	0
Through Vol	82	0	11	6	0	34	17	0
RT Vol	0	0	0	60	0	0	80	26
Lane Flow Rate	291	0	16	103	109	44	149	39
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.482	0	0.026	0.153	0.186	0.068	0.209	0.059
Departure Headway (Hd)	5.971	5.998	5.998	5.347	6.262	5.756	5.171	5.359
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	0	598	672	577	626	698	671
Service Time	3.671	3.72	3.72	3.069	3.962	3.456	2.871	3.072
HCM Lane V/C Ratio	0.479	0	0.027	0.153	0.189	0.07	0.213	0.058
HCM Control Delay	14.1	8.7	8.9	9	10.4	8.9	9.2	8.4
HCM Lane LOS	B	N	A	A	B	A	A	A
HCM 95th-tile Q	2.6	0	0.1	0.5	0.7	0.2	0.8	0.2

8. 2023 Build PM Peak AWSC
6: University Blvd & Fritts Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	27	470	2	9	397
Future Vol, veh/h	48	27	470	2	9	397
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	49	573	4	18	478
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	11.8	29.4	22.7
HCM LOS	B	D	C

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	64%	100%	0%
Vol Thru, %	100%	0%	0%	100%
Vol Right, %	0%	36%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	472	75	9	397
LT Vol	0	48	9	0
Through Vol	470	0	0	397
RT Vol	2	27	0	0
Lane Flow Rate	577	145	18	478
Geometry Grp	5	2	7	7
Degree of Util (X)	0.838	0.261	0.031	0.748
Departure Headway (Hd)	5.227	6.467	6.137	5.63
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	554	584	641
Service Time	3.259	4.518	3.869	3.362
HCM Lane V/C Ratio	0.833	0.262	0.031	0.746
HCM Control Delay	29.4	11.8	9.1	23.2
HCM Lane LOS	D	B	A	C
HCM 95th-tile Q	9.3	1	0.1	6.7

8. 2023 Build PM Peak AWSC

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	39	245	112	0	268	2	53	0
Future Vol, veh/h	0	0	39	245	112	0	268	2	53	0
Peak Hour Factor	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	70	272	122	0	331	6	177	0
Number of Lanes	1	0	1	2	0	1	2	0	0	1

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	3	3	0
Conflicting Approach Left	SW	EB	NW
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	EB	SW	SE
Conflicting Lanes Right	1	1	3
HCM Control Delay	11.9	12.9	15.8
HCM LOS	B	B	C

Lane	NWLn1	NWLn2	NWLn3	EBLn1	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	0%	0%	0%	100%	100%	0%	0%	55%
Vol Thru, %	100%	100%	98%	0%	0%	100%	42%	0%
Vol Right, %	0%	0%	2%	0%	0%	0%	58%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	179	91	95	39	163	194	97
LT Vol	0	0	0	95	39	0	0	53
Through Vol	0	179	89	0	0	163	82	0
RT Vol	0	0	2	0	0	0	112	44
Lane Flow Rate	0	221	116	103	70	181	212	254
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.402	0.211	0.224	0.133	0.322	0.353	0.481
Departure Headway (Hd)	6.558	6.558	6.542	7.819	6.896	6.387	5.974	6.816
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	545	544	462	516	559	597	525
Service Time	4.353	4.353	4.338	5.519	4.686	4.176	3.763	4.604
HCM Lane V/C Ratio	0	0.406	0.213	0.223	0.136	0.324	0.355	0.484
HCM Control Delay	9.4	13.8	11.1	12.8	10.8	12.2	12	15.8
HCM Lane LOS	N	B	B	B	B	B	B	C
HCM 95th-tile Q	0	1.9	0.8	0.8	0.5	1.4	1.6	2.6

8. 2023 Build PM Peak AWSC
8: Strand Loop & University Blvd

06/21/2021

Intersection	
Intersection Delay, s/veh	70.7
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↗↗		↘	↗↗			↗			↗	
Traffic Vol, veh/h	37	45	156	9	95	1	147	0	5	66	92	88
Future Vol, veh/h	37	45	156	9	95	1	147	0	5	66	92	88
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	85	184	18	117	3	213	0	7	189	368	119
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0





Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	13.9	12.5	17	127.4
HCM LOS	B	B	C	F

Lane	NELn1	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	97%	100%	0%	0%	100%	0%	0%	27%
Vol Thru, %	0%	0%	100%	97%	0%	100%	9%	37%
Vol Right, %	3%	0%	0%	3%	0%	0%	91%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	9	63	33	37	30	171	246
LT Vol	147	9	0	0	37	0	0	66
Through Vol	0	0	63	32	0	30	15	92
RT Vol	5	0	0	1	0	0	156	88
Lane Flow Rate	220	18	78	42	56	57	212	675
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.458	0.042	0.169	0.091	0.123	0.116	0.397	1.198
Departure Headway (Hd)	7.836	9.022	8.496	8.473	8.528	8.005	7.337	6.383
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	399	425	425	423	451	494	574
Service Time	5.536	6.722	6.196	6.173	6.228	5.705	5.037	4.099
HCM Lane V/C Ratio	0.474	0.045	0.184	0.099	0.132	0.126	0.429	1.176
HCM Control Delay	17	12.1	12.9	12	12.4	11.8	14.8	127.4
HCM Lane LOS	C	B	B	B	B	B	B	F
HCM 95th-tile Q	2.4	0.1	0.6	0.3	0.4	0.4	1.9	24.3

9. 2028 Build AM Peak AWSC
6: University Blvd & Fritts Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	32	401	41	31	482
Future Vol, veh/h	0	32	401	41	31	482
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	514	82	41	574
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	10	25.6	27.3
HCM LOS	A	D	D

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%
Vol Thru, %	91%	0%	0%	100%
Vol Right, %	9%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	442	32	31	482
LT Vol	0	0	31	0
Through Vol	401	0	0	482
RT Vol	41	32	0	0
Lane Flow Rate	596	76	41	574
Geometry Grp	5	2	7	7
Degree of Util (X)	0.811	0.129	0.066	0.832
Departure Headway (Hd)	4.898	6.078	5.724	5.219
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	594	620	689
Service Time	2.974	4.078	3.508	3.003
HCM Lane V/C Ratio	0.813	0.128	0.066	0.833
HCM Control Delay	25.6	10	8.9	28.6
HCM Lane LOS	D	A	A	D
HCM 95th-tile Q	8.6	0.4	0.2	9.1

9. 2028 Build AM Peak AWSC

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	127	297	44	0	192	10	0	0
Future Vol, veh/h	0	0	127	297	44	0	192	10	0	0
Peak Hour Factor	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	295	338	48	0	274	29	0	0
Number of Lanes	1	0	1	2	0	1	2	0	0	1

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	3	3	0
Conflicting Approach Left	SW	EB	NW
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	EB	SW	SE
Conflicting Lanes Right	1	1	3
HCM Control Delay	12.8	11.2	10.3
HCM LOS	B	B	B

Lane	NWLn1	NWLn2	NWLn3	EBLn1	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	0%	0%	0%	100%	100%	0%	0%	0%
Vol Thru, %	100%	100%	86%	0%	0%	100%	69%	0%
Vol Right, %	0%	0%	14%	0%	0%	0%	31%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	128	74	115	127	198	143	52
LT Vol	0	0	0	115	127	0	0	0
Through Vol	0	128	64	0	0	198	99	0
RT Vol	0	0	10	0	0	0	44	52
Lane Flow Rate	0	183	120	125	295	225	160	84
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.314	0.203	0.26	0.51	0.357	0.245	0.15
Departure Headway (Hd)	6.181	6.181	6.085	7.497	6.222	5.716	5.498	6.431
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	581	589	479	579	630	653	556
Service Time	3.93	3.93	3.834	5.252	3.96	3.454	3.236	4.19
HCM Lane V/C Ratio	0	0.315	0.204	0.261	0.509	0.357	0.245	0.151
HCM Control Delay	8.9	11.8	10.4	12.9	15.3	11.6	10	10.3
HCM Lane LOS	N	B	B	B	C	B	A	B
HCM 95th-tile Q	0	1.3	0.8	1	2.9	1.6	1	0.5

9. 2028 Build AM Peak AWSC
8: Strand Loop & University Blvd

06/21/2021

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑		↘	↑↑			↑			↑	
Traffic Vol, veh/h	114	58	84	0	20	60	132	82	0	0	0	31
Future Vol, veh/h	114	58	84	0	20	60	132	82	0	0	0	31
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	74	133	0	28	95	210	89	0	0	0	47
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0





Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	10	9.3	14.9	8.7
HCM LOS	A	A	B	A

Lane	NELn1	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	62%	0%	0%	0%	100%	0%	0%	0%
Vol Thru, %	38%	100%	100%	10%	0%	100%	19%	0%
Vol Right, %	0%	0%	0%	90%	0%	0%	81%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	0	13	67	114	39	103	31
LT Vol	132	0	0	0	114	0	0	0
Through Vol	82	0	13	7	0	39	19	0
RT Vol	0	0	0	60	0	0	84	31
Lane Flow Rate	299	0	19	104	128	50	158	47
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.505	0	0.032	0.159	0.225	0.08	0.23	0.072
Departure Headway (Hd)	6.088	6.126	6.126	5.484	6.317	5.811	5.234	5.502
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	594	0	585	654	570	617	686	651
Service Time	3.813	3.859	3.859	3.217	4.044	3.538	2.961	3.237
HCM Lane V/C Ratio	0.503	0	0.032	0.159	0.225	0.081	0.23	0.072
HCM Control Delay	14.9	8.9	9.1	9.3	10.9	9	9.5	8.7
HCM Lane LOS	B	N	A	A	B	A	A	A
HCM 95th-tile Q	2.8	0	0.1	0.6	0.9	0.3	0.9	0.2

10. 2028 Build PM Peak AWSC
6: University Blvd & Fritts Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	35.1
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	32	513	3	10	434
Future Vol, veh/h	48	32	513	3	10	434
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	58	626	6	20	523
Number of Lanes	1	0	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	12.4	44.6	30.4
HCM LOS	B	E	D

Lane	NBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	60%	100%	0%
Vol Thru, %	99%	0%	0%	100%
Vol Right, %	1%	40%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	516	80	10	434
LT Vol	0	48	10	0
Through Vol	513	0	0	434
RT Vol	3	32	0	0
Lane Flow Rate	632	154	20	523
Geometry Grp	5	2	7	7
Degree of Util (X)	0.94	0.286	0.035	0.837
Departure Headway (Hd)	5.356	6.684	6.268	5.761
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	535	571	627
Service Time	3.398	4.749	4.011	3.503
HCM Lane V/C Ratio	0.935	0.288	0.035	0.834
HCM Control Delay	44.6	12.4	9.2	31.2
HCM Lane LOS	E	B	A	D
HCM 95th-tile Q	13	1.2	0.1	9

10. 2028 Build PM Peak AWSC

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	46	265	112	0	291	3	63	0
Future Vol, veh/h	0	0	46	265	112	0	291	3	63	0
Peak Hour Factor	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	82	294	122	0	359	9	210	0
Number of Lanes	1	0	1	2	0	1	2	0	0	1

Approach	SE	NW	SW
Opposing Approach	NW	SE	
Opposing Lanes	3	3	0
Conflicting Approach Left	SW	EB	NW
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	EB	SW	SE
Conflicting Lanes Right	1	1	3
HCM Control Delay	13.1	14.4	20
HCM LOS	B	B	C

Lane	NWLn1	NWLn2	NWLn3	EBLn1	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	0%	0%	0%	100%	100%	0%	0%	55%
Vol Thru, %	100%	100%	97%	0%	0%	100%	44%	0%
Vol Right, %	0%	0%	3%	0%	0%	0%	56%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	194	100	95	46	177	200	115
LT Vol	0	0	0	95	46	0	0	63
Through Vol	0	194	97	0	0	177	88	0
RT Vol	0	0	3	0	0	0	112	52
Lane Flow Rate	0	240	128	103	82	196	220	301
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.466	0.249	0.236	0.167	0.371	0.392	0.598
Departure Headway (Hd)	7.003	7.003	6.981	8.234	7.325	6.813	6.413	7.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	515	515	436	490	528	561	506
Service Time	4.744	4.744	4.723	5.983	5.065	4.553	4.152	4.89
HCM Lane V/C Ratio	0	0.466	0.249	0.236	0.167	0.371	0.392	0.595
HCM Control Delay	9.7	15.7	12	13.5	11.5	13.5	13.3	20
HCM Lane LOS	N	C	B	B	B	B	B	C
HCM 95th-tile Q	0	2.4	1	0.9	0.6	1.7	1.9	3.9

10. 2028 Build PM Peak AWSC
8: Strand Loop & University Blvd

06/21/2021

Intersection	
Intersection Delay, s/veh	82.9
Intersection LOS	F











Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↘	↑↑		↘	↑↑			↑			↑	
Traffic Vol, veh/h	44	54	163	9	106	1	155	0	6	67	92	103
Future Vol, veh/h	44	54	163	9	106	1	155	0	6	67	92	103
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	102	192	18	131	3	225	0	8	191	368	139
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	3	3
HCM Control Delay	14.7	13.1	18.5	154.8
HCM LOS	B	B	C	F

Lane	NELn1	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SWLn1
Vol Left, %	96%	100%	0%	0%	100%	0%	0%	26%
Vol Thru, %	0%	0%	100%	97%	0%	100%	10%	35%
Vol Right, %	4%	0%	0%	3%	0%	0%	90%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	9	71	36	44	36	181	262
LT Vol	155	9	0	0	44	0	0	67
Through Vol	0	0	71	35	0	36	18	92
RT Vol	6	0	0	1	0	0	163	103
Lane Flow Rate	233	18	87	47	67	68	226	699
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.495	0.042	0.192	0.103	0.148	0.141	0.43	1.266
Departure Headway (Hd)	8.129	9.328	8.799	8.779	8.769	8.244	7.583	6.525
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	386	410	411	411	437	479	559
Service Time	5.829	7.028	6.499	6.479	6.469	5.944	5.283	4.286
HCM Lane V/C Ratio	0.521	0.047	0.212	0.114	0.163	0.156	0.472	1.25
HCM Control Delay	18.5	12.4	13.6	12.5	13	12.3	15.9	154.8
HCM Lane LOS	C	B	B	B	B	B	C	F
HCM 95th-tile Q	2.7	0.1	0.7	0.3	0.5	0.5	2.1	27.6

7. 2023 Build AM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	27	366	41	26	425
Future Volume (vph)	0	27	366	41	26	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0		0	170	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.980			
Flt Protected					0.950	
Satd. Flow (prot)	1826	0	1825	0	1770	1863
Flt Permitted					0.447	
Satd. Flow (perm)	1826	0	1825	0	833	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	290		23			
Link Speed (mph)	30		35			30
Link Distance (ft)	449		452			307
Travel Time (s)	10.2		8.8			7.0
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Adj. Flow (vph)	0	64	469	82	35	506
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	551	0	35	506
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6

7. 2023 Build AM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

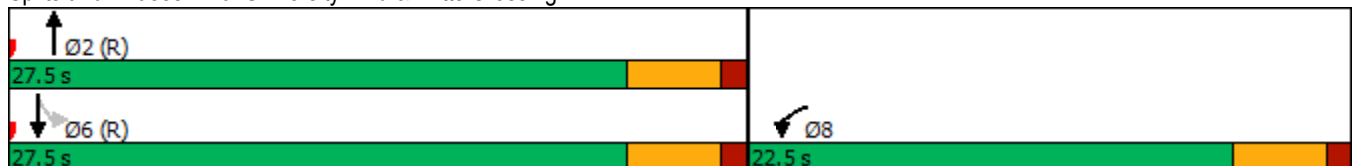


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		27.5		27.5	27.5
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	18.0		23.0		23.0	23.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	5.5		41.3		41.3	41.3
Actuated g/C Ratio	0.11		0.83		0.83	0.83
v/c Ratio	0.14		0.36		0.05	0.33
Control Delay	0.6		3.0		2.3	2.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	0.6		3.0		2.3	2.9
LOS	A		A		A	A
Approach Delay	0.6		3.0			2.9
Approach LOS	A		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 34.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

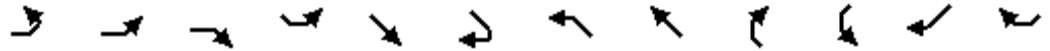
Splits and Phases: 6: University Blvd & Fritts Crossing



7. 2023 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

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Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	115	0	0	107	262	44	0	178	9	0	0	44
Future Volume (vph)	115	0	0	107	262	44	0	178	9	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	100		0	150		0	0	0	
Storage Lanes		1	0	1		0	1		0	1	0	
Taper Length (ft)		25		50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.979			0.986		0.865		
Flt Protected		0.950		0.950								
Satd. Flow (prot)	0	1770	0	1770	3465	0	1863	3490	0	1611	0	0
Flt Permitted		0.950		0.580								
Satd. Flow (perm)	0	1770	0	1080	3465	0	1863	3490	0	1611	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					48			26		607		
Link Speed (mph)		30		30				35		30		
Link Distance (ft)		434		390				588		807		
Travel Time (s)		9.9		8.9				11.5		18.3		
Peak Hour Factor	0.92	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Adj. Flow (vph)	125	0	0	249	298	48	0	254	26	0	0	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	249	346	0	0	280	0	71	0	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	Right	Right
Median Width(ft)		12		24				24		12		
Link Offset(ft)		0		0				0		0		
Crosswalk Width(ft)		16		16				16		16		
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2		1	2		1		
Detector Template	Left	Left		Left	Thru		Left	Thru		Left		
Leading Detector (ft)	20	20		20	100		20	100		20		
Trailing Detector (ft)	0	0		0	0		0	0		0		
Detector 1 Position(ft)	0	0		0	0		0	0		0		
Detector 1 Size(ft)	20	20		20	6		20	6		20		
Detector 1 Type	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		
Detector 1 Queue (s)	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		
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Perm	Prot		Perm	NA		Perm	NA		custom		
Protected Phases		4			6			2				
Permitted Phases	4			6			2					

7. 2023 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

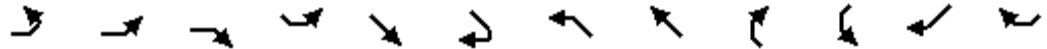
06/21/2021

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	

7. 2023 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

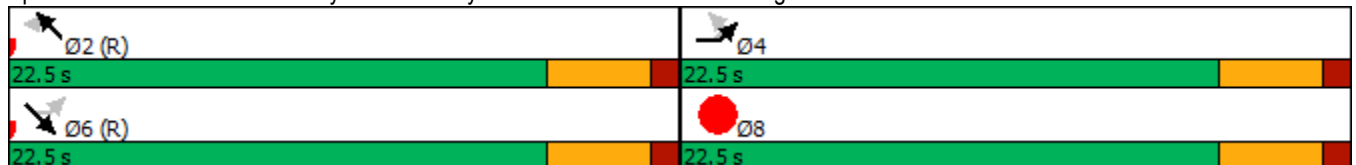


Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Detector Phase	4	4		6	6		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				
All-Red Time (s)	1.0	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)		4.5		4.5	4.5		4.5	4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		C-Min	C-Min		C-Min	C-Min				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		8.5		30.4	30.4			30.4		0.0		
Actuated g/C Ratio		0.19		0.68	0.68			0.68		0.00		
v/c Ratio		0.37		0.34	0.15			0.12		0.12		
Control Delay		18.4		6.8	3.8			3.9		0.4		
Queue Delay		0.0		0.0	0.0			0.0		0.0		
Total Delay		18.4		6.8	3.8			3.9		0.4		
LOS		B		A	A			A		A		
Approach Delay		18.4			5.0			3.9		0.4		
Approach LOS		B			A			A		A		

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 6.0
 Intersection LOS: A
 Intersection Capacity Utilization 37.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: University Blvd & Bobby Foster Rd & Eastman Crossing



7. 2023 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing



















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Lane Group	Ø8
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

7. 2023 Build AM Peak Signalized

8: Strand Loop & University Blvd

06/21/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	97	51	80	0	17	60	127	82	0	0	0	26
Future Volume (vph)	97	51	80	0	17	60	127	82	0	0	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.901			0.880						0.865	
Fl _t Protected	0.950							0.966				
Satd. Flow (prot)	1711	3083	0	1863	3115	0	0	1799	0	0	1611	0
Fl _t Permitted	0.677							0.769				
Satd. Flow (perm)	1219	3083	0	1863	3115	0	0	1432	0	0	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			95						1011	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			335			350			221	
Travel Time (s)		6.7			6.5			8.0			5.0	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Adj. Flow (vph)	109	65	127	0	24	95	202	89	0	0	0	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	192	0	0	119	0	0	291	0	0	39	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)		36			36			0			0	
Link Offset(ft)		0			-5			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2			2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100			100	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	6		20	6		20	6			6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		6			2			4			8	

7. 2023 Build AM Peak Signalized
8: Strand Loop & University Blvd

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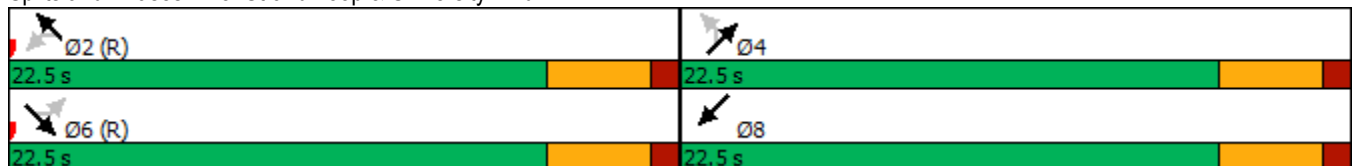


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4					
Detector Phase	6	6		2	2		4	4				8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5				4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None				None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)	22.2	22.2			22.2			13.8				13.8
Actuated g/C Ratio	0.49	0.49			0.49			0.31				0.31
v/c Ratio	0.18	0.12			0.07			0.67				0.03
Control Delay	8.9	3.6			3.4			20.8				0.0
Queue Delay	0.0	0.0			0.0			0.0				0.0
Total Delay	8.9	3.6			3.4			20.8				0.0
LOS	A	A			A			C				A
Approach Delay		5.6			3.4			20.8				
Approach LOS		A			A			C				

Intersection Summary











Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 37.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Strand Loop & University Blvd



8. 2023 Build PM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	27	470	2	9	397
Future Volume (vph)	48	27	470	2	9	397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0		0	170	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954		0.999			
Flt Protected	0.968				0.950	
Satd. Flow (prot)	1950	0	1861	0	1770	1863
Flt Permitted	0.968				0.407	
Satd. Flow (perm)	1950	0	1861	0	758	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	49		1			
Link Speed (mph)	30		35			30
Link Distance (ft)	449		452			307
Travel Time (s)	10.2		8.8			7.0
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Adj. Flow (vph)	96	49	573	4	18	478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	0	577	0	18	478
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6

8. 2023 Build PM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

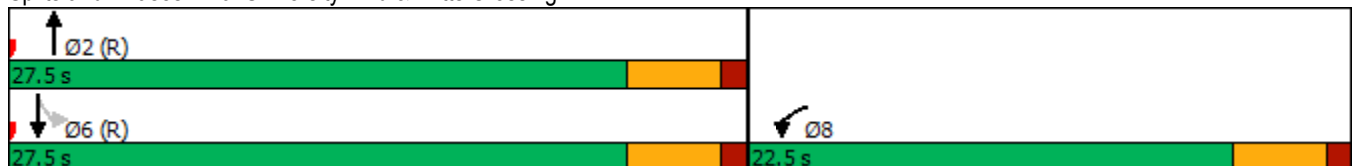


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		27.5		27.5	27.5
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	18.0		23.0		23.0	23.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	8.1		35.8		35.8	35.8
Actuated g/C Ratio	0.16		0.72		0.72	0.72
v/c Ratio	0.41		0.43		0.03	0.36
Control Delay	16.1		5.8		4.0	5.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	16.1		5.8		4.0	5.1
LOS	B		A		A	A
Approach Delay	16.1		5.8			5.1
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 36.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

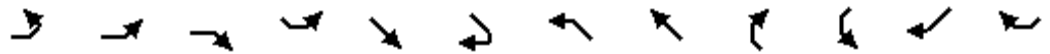
Splits and Phases: 6: University Blvd & Fritts Crossing



8. 2023 Build PM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

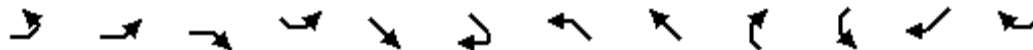


Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	95	0	0	39	245	112	0	268	2	53	0	44
Future Volume (vph)	95	0	0	39	245	112	0	268	2	53	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	100		0	150		0	0	0	
Storage Lanes		1	0	1		0	1		0	1	0	
Taper Length (ft)		25		50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.954			0.997		0.959		
Flt Protected		0.950		0.950						0.966		
Satd. Flow (prot)	0	1770	0	1770	3376	0	1863	3529	0	1726	0	0
Flt Permitted		0.950		0.549						0.966		
Satd. Flow (perm)	0	1770	0	1023	3376	0	1863	3529	0	1726	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					122			5		58		
Link Speed (mph)		30		30				35		30		
Link Distance (ft)		434		390				588		807		
Travel Time (s)		9.9		8.9				11.5		18.3		
Peak Hour Factor	0.92	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Adj. Flow (vph)	103	0	0	70	272	122	0	331	6	177	0	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	70	394	0	0	337	0	254	0	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	Right	Right
Median Width(ft)		12		24				24		12		
Link Offset(ft)		0		0				0		0		
Crosswalk Width(ft)		16		16				16		16		
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2		1	2		1		
Detector Template	Left	Left		Left	Thru		Left	Thru		Left		
Leading Detector (ft)	20	20		20	100		20	100		20		
Trailing Detector (ft)	0	0		0	0		0	0		0		
Detector 1 Position(ft)	0	0		0	0		0	0		0		
Detector 1 Size(ft)	20	20		20	6		20	6		20		
Detector 1 Type	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		
Detector 1 Queue (s)	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		
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Perm	Prot		Perm	NA		Perm	NA		Prot		
Protected Phases		4!			6			2		8!		
Permitted Phases	4			6			2					

8. 2023 Build PM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

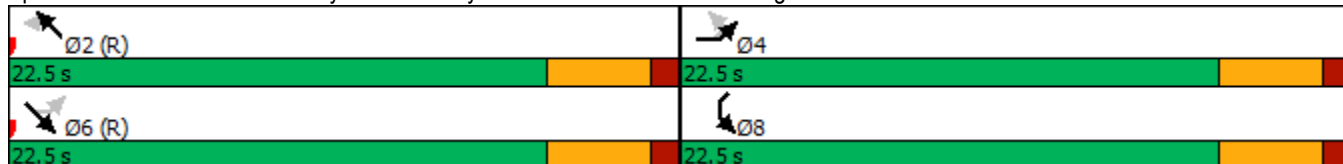


Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Detector Phase	4	4		6	6		2	2		8		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%		
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0		
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5		4.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Min	C-Min		C-Min	C-Min		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		
Act Effect Green (s)		10.5		25.5	25.5			25.5		10.5		
Actuated g/C Ratio		0.23		0.57	0.57			0.57		0.23		
v/c Ratio		0.25		0.12	0.20			0.17		0.57		
Control Delay		14.0		6.7	4.3			5.8		15.9		
Queue Delay		0.0		0.0	0.0			0.0		0.0		
Total Delay		14.0		6.7	4.3			5.8		15.9		
LOS		B		A	A			A		B		
Approach Delay		14.0			4.7			5.8		15.9		
Approach LOS		B			A			A		B		

Intersection Summary



















Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 40.4%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 7: University Blvd & Bobby Foster Rd & Eastman Crossing



8. 2023 Build PM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	37	45	156	9	95	1	147	0	5	66	92	88
Future Volume (vph)	37	45	156	9	95	1	147	0	5	66	92	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.897			0.996			0.996			0.976	
Fl _t Protected	0.950			0.950				0.954			0.986	
Satd. Flow (prot)	1711	3069	0	1770	3525	0	0	1770	0	0	1793	0
Fl _t Permitted	0.676			0.586				0.363			0.842	
Satd. Flow (perm)	1217	3069	0	1092	3525	0	0	673	0	0	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		184			3			27			27	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			335			350			221	
Travel Time (s)		6.7			6.5			8.0			5.0	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Adj. Flow (vph)	56	85	184	18	117	3	213	0	7	189	368	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	269	0	18	120	0	0	220	0	0	676	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)		36			36			0			0	
Link Offset(ft)		0			-5			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
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)	20	6		20	6		20	6		20	6	
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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	

8. 2023 Build PM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

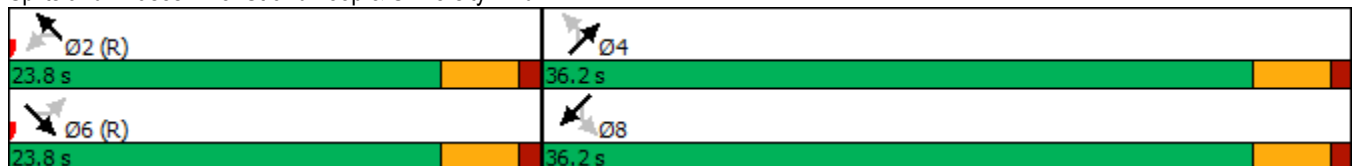


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	23.8	23.8		23.8	23.8		36.2	36.2		36.2	36.2	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Maximum Green (s)	19.3	19.3		19.3	19.3		31.7	31.7		31.7	31.7	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	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)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
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	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	21.6	21.6		21.6	21.6			29.4			29.4	
Actuated g/C Ratio	0.36	0.36		0.36	0.36			0.49			0.49	
v/c Ratio	0.13	0.22		0.05	0.09			0.64			0.89	
Control Delay	15.4	5.9		14.6	14.0			19.2			28.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	15.4	5.9		14.6	14.0			19.2			28.7	
LOS	B	A		B	B			B			C	
Approach Delay		7.5			14.0			19.2			28.7	
Approach LOS		A			B			B			C	

Intersection Summary











Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 20.6
 Intersection LOS: C
 Intersection Capacity Utilization 40.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Strand Loop & University Blvd



9. 2028 Build AM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	32	401	41	31	482
Future Volume (vph)	0	32	401	41	31	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0		0	170	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865		0.981			
Flt Protected					0.950	
Satd. Flow (prot)	1826	0	1827	0	1770	1863
Flt Permitted					0.423	
Satd. Flow (perm)	1826	0	1827	0	788	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	294		21			
Link Speed (mph)	30		35			30
Link Distance (ft)	449		452			307
Travel Time (s)	10.2		8.8			7.0
Peak Hour Factor	0.25	0.42	0.78	0.50	0.75	0.84
Adj. Flow (vph)	0	76	514	82	41	574
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	596	0	41	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6

9. 2028 Build AM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

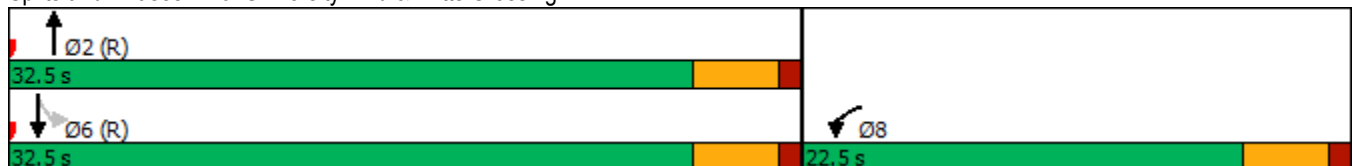


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		32.5		32.5	32.5
Total Split (%)	40.9%		59.1%		59.1%	59.1%
Maximum Green (s)	18.0		28.0		28.0	28.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	5.5		46.3		46.3	46.3
Actuated g/C Ratio	0.10		0.84		0.84	0.84
v/c Ratio	0.17		0.39		0.06	0.37
Control Delay	0.8		2.9		2.2	2.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	0.8		2.9		2.2	2.9
LOS	A		A		A	A
Approach Delay	0.8		2.9			2.8
Approach LOS	A		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 37.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

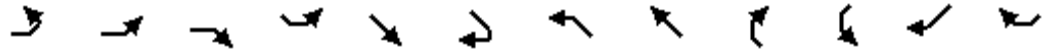
Splits and Phases: 6: University Blvd & Fritts Crossing



9. 2028 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

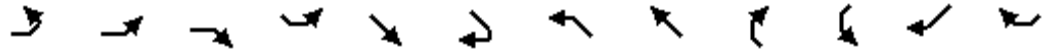


Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	115	0	0	127	297	44	0	192	10	0	0	52
Future Volume (vph)	115	0	0	127	297	44	0	192	10	0	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	100		0	150		0	0	0	
Storage Lanes		1	0	1		0	1		0	1	0	
Taper Length (ft)		25		50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.981			0.986		0.865		
Flt Protected		0.950		0.950								
Satd. Flow (prot)	0	1770	0	1770	3472	0	1863	3490	0	1611	0	0
Flt Permitted		0.950		0.567								
Satd. Flow (perm)	0	1770	0	1056	3472	0	1863	3490	0	1611	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41			29		546		
Link Speed (mph)		30		30				35		30		
Link Distance (ft)		434		390				588		807		
Travel Time (s)		9.9		8.9				11.5		18.3		
Peak Hour Factor	0.92	0.92	0.92	0.43	0.88	0.92	0.92	0.70	0.35	0.63	0.92	0.62
Adj. Flow (vph)	125	0	0	295	338	48	0	274	29	0	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	295	386	0	0	303	0	84	0	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	Right	Right
Median Width(ft)		12			24			24		12		
Link Offset(ft)		0			0			0		0		
Crosswalk Width(ft)		16			16			16		16		
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2		1	2		1		
Detector Template	Left	Left		Left	Thru		Left	Thru		Left		
Leading Detector (ft)	20	20		20	100		20	100		20		
Trailing Detector (ft)	0	0		0	0		0	0		0		
Detector 1 Position(ft)	0	0		0	0		0	0		0		
Detector 1 Size(ft)	20	20		20	6		20	6		20		
Detector 1 Type	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		
Detector 1 Queue (s)	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		
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Perm	Prot		Perm	NA		Perm	NA		Prot		
Protected Phases		4!			6			2		8!		
Permitted Phases	4			6			2					

9. 2028 Build AM Peak Signalized

7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

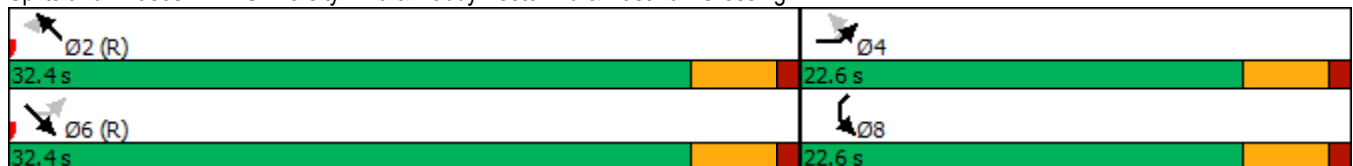


Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Detector Phase	4	4		6	6		2	2		8		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		
Total Split (s)	22.6	22.6		32.4	32.4		32.4	32.4		22.6		
Total Split (%)	41.1%	41.1%		58.9%	58.9%		58.9%	58.9%		41.1%		
Maximum Green (s)	18.1	18.1		27.9	27.9		27.9	27.9		18.1		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0		
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5		4.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Min	C-Min		C-Min	C-Min		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		
Act Effect Green (s)		9.2		39.7	39.7			39.7		9.2		
Actuated g/C Ratio		0.17		0.72	0.72			0.72		0.17		
v/c Ratio		0.42		0.39	0.15			0.12		0.12		
Control Delay		24.1		6.6	3.4			3.4		0.3		
Queue Delay		0.0		0.0	0.0			0.0		0.0		
Total Delay		24.1		6.6	3.4			3.4		0.3		
LOS		C		A	A			A		A		
Approach Delay		24.1			4.8			3.4		0.3		
Approach LOS		C			A			A		A		

Intersection Summary



















Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 6.2
 Intersection LOS: A
 Intersection Capacity Utilization 39.3%
 ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 7: University Blvd & Bobby Foster Rd & Eastman Crossing



9. 2028 Build AM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	114	58	84	0	20	60	132	82	0	0	0	31
Future Volume (vph)	114	58	84	0	20	60	132	82	0	0	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.904			0.884							0.865
Fl _t Protected	0.950							0.966				
Satd. Flow (prot)	1711	3093	0	1863	3129	0	0	1799	0	0	1611	0
Fl _t Permitted	0.674							0.761				
Satd. Flow (perm)	1214	3093	0	1863	3129	0	0	1418	0	0	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		133			95						998	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			335			350			221	
Travel Time (s)		6.7			6.5			8.0			5.0	
Peak Hour Factor	0.89	0.78	0.63	0.92	0.72	0.63	0.63	0.92	0.92	0.31	0.92	0.66
Adj. Flow (vph)	128	74	133	0	28	95	210	89	0	0	0	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	207	0	0	123	0	0	299	0	0	47	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)		36			36			0			0	
Link Offset(ft)		0			-5			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2			2	
Detector Template	Left	Thru		Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100		20	100			100	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	6		20	6		20	6			6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		6			2			4			8	

9. 2028 Build AM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

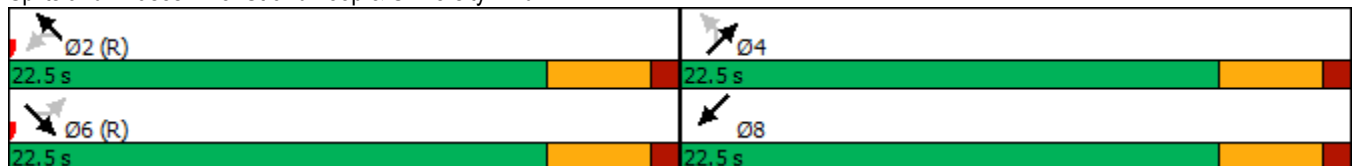


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4					
Detector Phase	6	6		2	2		4	4				8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%				50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0				18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5				3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0				1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0				0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5				4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None				None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)	22.0	22.0			22.0			14.0				14.0
Actuated g/C Ratio	0.49	0.49			0.49			0.31				0.31
v/c Ratio	0.22	0.13			0.08			0.68				0.04
Control Delay	9.4	3.8			3.5			21.0				0.1
Queue Delay	0.0	0.0			0.0			0.0				0.0
Total Delay	9.4	3.8			3.5			21.0				0.1
LOS	A	A			A			C				A
Approach Delay		5.9			3.5			21.0				0.1
Approach LOS		A			A			C				A

Intersection Summary











Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 38.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: Strand Loop & University Blvd



10. 2028 Build PM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	32	513	3	10	434
Future Volume (vph)	48	32	513	3	10	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0		0	170	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.999			
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1943	0	1861	0	1770	1863
Flt Permitted	0.970				0.378	
Satd. Flow (perm)	1943	0	1861	0	704	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	58		1			
Link Speed (mph)	30		35			30
Link Distance (ft)	449		452			307
Travel Time (s)	10.2		8.8			7.0
Peak Hour Factor	0.50	0.55	0.82	0.50	0.50	0.83
Adj. Flow (vph)	96	58	626	6	20	523
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	632	0	20	523
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6

10. 2028 Build PM Peak Signalized
6: University Blvd & Fritts Crossing

06/21/2021

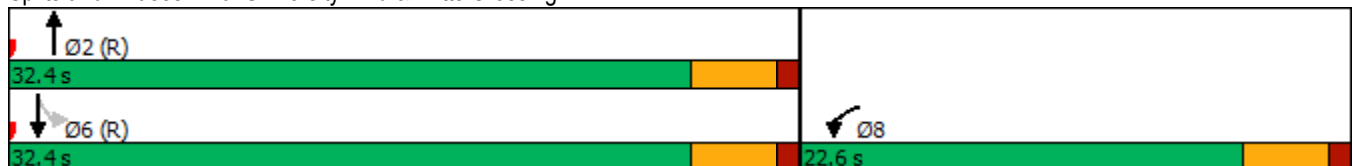


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.6		32.4		32.4	32.4
Total Split (%)	41.1%		58.9%		58.9%	58.9%
Maximum Green (s)	18.1		27.9		27.9	27.9
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	8.3		40.6		40.6	40.6
Actuated g/C Ratio	0.15		0.74		0.74	0.74
v/c Ratio	0.45		0.46		0.04	0.38
Control Delay	17.6		5.8		3.9	5.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	17.6		5.8		3.9	5.0
LOS	B		A		A	A
Approach Delay	17.6		5.8			5.0
Approach LOS	B		A			A

Intersection Summary

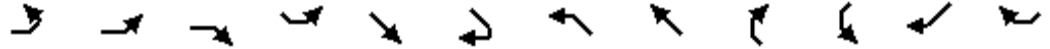
Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 39.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 6: University Blvd & Fritts Crossing



10. 2028 Build PM Peak Signalized
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

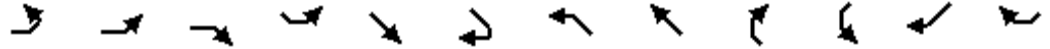
06/21/2021



Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Lane Configurations												
Traffic Volume (vph)	95	0	0	46	265	112	0	291	3	63	0	52
Future Volume (vph)	95	0	0	46	265	112	0	291	3	63	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	100		0	150		0	0	0	
Storage Lanes		1	0	1		0	1		0	1	0	
Taper Length (ft)		25		50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.956			0.996		0.959		
Flt Protected		0.950		0.950						0.966		
Satd. Flow (prot)	0	1770	0	1770	3383	0	1863	3525	0	1726	0	0
Flt Permitted		0.950		0.533						0.966		
Satd. Flow (perm)	0	1770	0	993	3383	0	1863	3525	0	1726	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					122			6		58		
Link Speed (mph)		30		30				35		30		
Link Distance (ft)		434		390				588		807		
Travel Time (s)		9.9		8.9				11.5		18.3		
Peak Hour Factor	0.92	0.92	0.92	0.56	0.90	0.92	0.92	0.81	0.35	0.30	0.92	0.57
Adj. Flow (vph)	103	0	0	82	294	122	0	359	9	210	0	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	82	416	0	0	368	0	301	0	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	Right	Right
Median Width(ft)		12		24				24		12		
Link Offset(ft)		0		0				0		0		
Crosswalk Width(ft)		16		16				16		16		
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	2		1	2		1		
Detector Template	Left	Left		Left	Thru		Left	Thru		Left		
Leading Detector (ft)	20	20		20	100		20	100		20		
Trailing Detector (ft)	0	0		0	0		0	0		0		
Detector 1 Position(ft)	0	0		0	0		0	0		0		
Detector 1 Size(ft)	20	20		20	6		20	6		20		
Detector 1 Type	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		
Detector 1 Queue (s)	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		
Detector 2 Position(ft)					94			94				
Detector 2 Size(ft)					6			6				
Detector 2 Type					Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				
Turn Type	Perm	Prot		Perm	NA		Perm	NA		Prot		
Protected Phases		4!			6			2		8!		
Permitted Phases	4			6			2					

10. 2028 Build PM Peak Signalized
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021



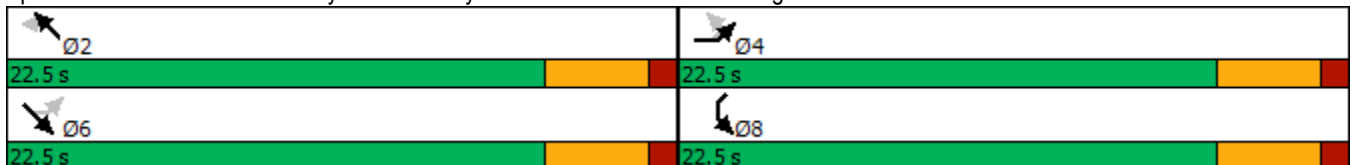
Lane Group	EBL2	EBL	EBR	SEL	SET	SER	NWL	NWT	NWR	SWL	SWR	SWR2
Detector Phase	4	4		6	6		2	2		8		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5		
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%		
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0		
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0		
Total Lost Time (s)		4.5		4.5	4.5		4.5	4.5		4.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		Min	Min		Min	Min		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0		
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		
Act Effct Green (s)		9.8		12.0	12.0			12.0		9.8		
Actuated g/C Ratio		0.31		0.38	0.38			0.38		0.31		
v/c Ratio		0.18		0.21	0.30			0.27		0.52		
Control Delay		8.0		9.2	5.9			7.7		10.0		
Queue Delay		0.0		0.0	0.0			0.0		0.0		
Total Delay		8.0		9.2	5.9			7.7		10.0		
LOS		A		A	A			A		A		
Approach Delay		8.0			6.4			7.7		10.0		
Approach LOS		A			A			A		A		

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	31.2
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	42.0%
ICU Level of Service:	A
Analysis Period (min):	15



















! Phase conflict between lane groups.

Splits and Phases: 7: University Blvd & Bobby Foster Rd & Eastman Crossing



10. 2028 Build PM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	54	163	9	106	1	155	0	6	67	92	103
Future Volume (vph)	44	54	163	9	106	1	155	0	6	67	92	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	150		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.997			0.995			0.973	
Flt Protected	0.950			0.950				0.954			0.987	
Satd. Flow (prot)	1711	3086	0	1770	3529	0	0	1768	0	0	1789	0
Flt Permitted	0.667			0.572				0.358			0.841	
Satd. Flow (perm)	1201	3086	0	1065	3529	0	0	664	0	0	1524	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		192			3			27			33	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		343			335			350			221	
Travel Time (s)		6.7			6.5			8.0			5.0	
Peak Hour Factor	0.66	0.53	0.85	0.50	0.81	0.31	0.69	0.92	0.75	0.35	0.25	0.74
Adj. Flow (vph)	67	102	192	18	131	3	225	0	8	191	368	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	294	0	18	134	0	0	233	0	0	698	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)		36			36			0			0	
Link Offset(ft)		0			-5			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
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)	20	6		20	6		20	6		20	6	
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	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	

10. 2028 Build PM Peak Signalized
8: Strand Loop & University Blvd

06/21/2021

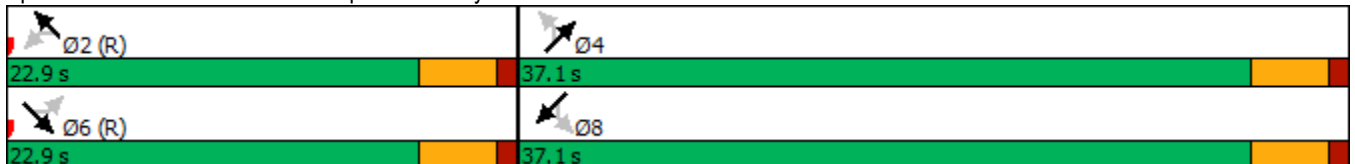


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.9	22.9		22.9	22.9		37.1	37.1		37.1	37.1	
Total Split (%)	38.2%	38.2%		38.2%	38.2%		61.8%	61.8%		61.8%	61.8%	
Maximum Green (s)	18.4	18.4		18.4	18.4		32.6	32.6		32.6	32.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
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	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	20.7	20.7		20.7	20.7			30.3			30.3	
Actuated g/C Ratio	0.34	0.34		0.34	0.34			0.50			0.50	
v/c Ratio	0.16	0.25		0.05	0.11			0.67			0.89	
Control Delay	16.5	6.5		15.3	14.7			20.3			28.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	16.5	6.5		15.3	14.7			20.3			28.1	
LOS	B	A		B	B			C			C	
Approach Delay		8.4			14.8			20.3			28.1	
Approach LOS		A			B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization:	43.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 8: Strand Loop & University Blvd



7. 2023 Build AM Peak Roundabout
6: University Blvd & Fritts Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	6.2			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	2	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	64	551	541	
Demand Flow Rate, veh/h	65	562	552	
Vehicles Circulating, veh/h	478	36	0	
Vehicles Exiting, veh/h	120	516	543	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	5.1	6.9	5.7	
Approach LOS	A	A	A	
Lane	Left	Left	Left	Right
Designated Moves	LR	TR	L	TR
Assumed Moves	LR	TR	L	TR
RT Channelized				
Lane Util	1.000	1.000	0.065	0.935
Follow-Up Headway, s	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544
Entry Flow, veh/h	65	562	36	516
Cap Entry Lane, veh/h	847	1330	1420	1420
Entry HV Adj Factor	0.985	0.980	0.972	0.980
Flow Entry, veh/h	64	551	35	506
Cap Entry, veh/h	834	1303	1381	1392
V/C Ratio	0.077	0.423	0.025	0.363
Control Delay, s/veh	5.1	6.9	2.8	5.9
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	2

7. 2023 Build AM Peak Roundabout
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	SE	NW	SW
Entry Lanes	1	3	3	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	125	0	0	71
Demand Flow Rate, veh/h	128	0	0	72
Vehicles Circulating, veh/h	558	0	381	386
Vehicles Exiting, veh/h	49	458	304	281
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	0.0	0.0	4.6
Approach LOS	A	-	-	A
Lane	Left		Left	
Designated Moves	LR		LR	
Assumed Moves	LR		LR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	128		72	
Cap Entry Lane, veh/h	781		931	
Entry HV Adj Factor	0.980		0.986	
Flow Entry, veh/h	125		71	
Cap Entry, veh/h	766		918	
V/C Ratio	0.164		0.077	
Control Delay, s/veh	6.4		4.6	
LOS	A		A	
95th %tile Queue, veh	1		0	

7. 2023 Build AM Peak Roundabout
 8: Strand Loop & University Blvd

06/21/2021

Intersection				
Intersection Delay, s/veh	5.4			
Intersection LOS	A			
Approach	SE	NW	NE	SW
Entry Lanes	3	3	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	291	39
Demand Flow Rate, veh/h	0	0	297	40
Vehicles Circulating, veh/h	0	408	177	230
Vehicles Exiting, veh/h	270	66	130	299
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	5.6	3.7
Approach LOS	-	-	A	A
Lane	Left		Left	
Designated Moves	LT		TR	
Assumed Moves	LT		TR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	297		40	
Cap Entry Lane, veh/h	1152		1091	
Entry HV Adj Factor	0.981		0.975	
Flow Entry, veh/h	291		39	
Cap Entry, veh/h	1130		1064	
V/C Ratio	0.258		0.037	
Control Delay, s/veh	5.6		3.7	
LOS	A		A	
95th %tile Queue, veh	1		0	

8. 2023 Build PM Peak Roundabout
6: University Blvd & Fritts Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	6.7			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	2	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	145	577	496	
Demand Flow Rate, veh/h	148	588	506	
Vehicles Circulating, veh/h	584	18	98	
Vehicles Exiting, veh/h	22	586	634	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	7.0	6.9	6.3	
Approach LOS	A	A	A	
Lane	Left	Left	Left	Right
Designated Moves	LR	TR	L	TR
Assumed Moves	LR	TR	L	TR
RT Channelized				
Lane Util	1.000	1.000	0.036	0.964
Follow-Up Headway, s	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544
Entry Flow, veh/h	148	588	18	488
Cap Entry Lane, veh/h	761	1355	1299	1299
Entry HV Adj Factor	0.980	0.981	1.000	0.980
Flow Entry, veh/h	145	577	18	478
Cap Entry, veh/h	745	1328	1299	1273
V/C Ratio	0.195	0.434	0.014	0.376
Control Delay, s/veh	7.0	6.9	2.9	6.4
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	2

8. 2023 Build PM Peak Roundabout
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	7.0			
Intersection LOS	A			
Approach	EB	SE	NW	SW
Entry Lanes	1	3	3	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	103	0	0	254
Demand Flow Rate, veh/h	105	0	0	260
Vehicles Circulating, veh/h	529	181	176	443
Vehicles Exiting, veh/h	124	522	458	77
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	0.0	0.0	7.4
Approach LOS	A	-	-	A
Lane	Left		Left	
Designated Moves	LR		LR	
Assumed Moves	LR		LR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	105		260	
Cap Entry Lane, veh/h	804		878	
Entry HV Adj Factor	0.980		0.977	
Flow Entry, veh/h	103		254	
Cap Entry, veh/h	789		858	
V/C Ratio	0.131		0.296	
Control Delay, s/veh	5.9		7.4	
LOS	A		A	
95th %tile Queue, veh	0		1	

8. 2023 Build PM Peak Roundabout
 8: Strand Loop & University Blvd

06/21/2021

Intersection				
Intersection Delay, s/veh	13.9			
Intersection LOS	B			
Approach	SE	NW	NE	SW
Entry Lanes	3	3	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	220	676
Demand Flow Rate, veh/h	0	0	224	689
Vehicles Circulating, veh/h	586	274	337	354
Vehicles Exiting, veh/h	457	287	581	60
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	6.0	16.4
Approach LOS	-	-	A	C
Lane	Left		Left	
Designated Moves	LTR		LTR	
Assumed Moves	LTR		LTR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	224		689	
Cap Entry Lane, veh/h	979		962	
Entry HV Adj Factor	0.982		0.981	
Flow Entry, veh/h	220		676	
Cap Entry, veh/h	961		943	
V/C Ratio	0.229		0.716	
Control Delay, s/veh	6.0		16.4	
LOS	A		C	
95th %tile Queue, veh	1		6	

9. 2028 Build AM Peak Roundabout
6: University Blvd & Fritts Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	6.7			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	2	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	76	596	615	
Demand Flow Rate, veh/h	78	608	627	
Vehicles Circulating, veh/h	524	42	0	
Vehicles Exiting, veh/h	126	585	602	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	5.5	7.4	6.2	
Approach LOS	A	A	A	
Lane	Left	Left	Left	Right
Designated Moves	LR	TR	L	TR
Assumed Moves	LR	TR	L	TR
RT Channelized				
Lane Util	1.000	1.000	0.067	0.933
Follow-Up Headway, s	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544
Entry Flow, veh/h	78	608	42	585
Cap Entry Lane, veh/h	809	1322	1420	1420
Entry HV Adj Factor	0.974	0.980	0.976	0.980
Flow Entry, veh/h	76	596	41	574
Cap Entry, veh/h	788	1295	1386	1392
V/C Ratio	0.096	0.460	0.030	0.412
Control Delay, s/veh	5.5	7.4	2.8	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	2

9. 2028 Build AM Peak Roundabout
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	SE	NW	SW
Entry Lanes	1	3	3	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	125	0	0	84
Demand Flow Rate, veh/h	128	0	0	86
Vehicles Circulating, veh/h	646	0	428	406
Vehicles Exiting, veh/h	49	492	345	331
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.2	0.0	0.0	4.9
Approach LOS	A	-	-	A
Lane	Left		Left	
Designated Moves	LR		LR	
Assumed Moves	LR		LR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	128		86	
Cap Entry Lane, veh/h	714		912	
Entry HV Adj Factor	0.980		0.977	
Flow Entry, veh/h	125		84	
Cap Entry, veh/h	700		891	
V/C Ratio	0.179		0.094	
Control Delay, s/veh	7.2		4.9	
LOS	A		A	
95th %tile Queue, veh	1		0	

9. 2028 Build AM Peak Roundabout
8: Strand Loop & University Blvd

06/21/2021

Intersection				
Intersection Delay, s/veh	5.6			
Intersection LOS	A			
Approach	SE	NW	NE	SW
Entry Lanes	3	3	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	299	47
Demand Flow Rate, veh/h	0	0	305	48
Vehicles Circulating, veh/h	0	436	206	243
Vehicles Exiting, veh/h	291	75	136	319
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	5.9	3.8
Approach LOS	-	-	A	A
Lane	Left		Left	
Designated Moves	LT		TR	
Assumed Moves	LT		TR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	305		48	
Cap Entry Lane, veh/h	1118		1077	
Entry HV Adj Factor	0.981		0.979	
Flow Entry, veh/h	299		47	
Cap Entry, veh/h	1097		1055	
V/C Ratio	0.273		0.045	
Control Delay, s/veh	5.9		3.8	
LOS	A		A	
95th %tile Queue, veh	1		0	

10. 2028 Build PM Peak Roundabout
6: University Blvd & Fritts Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	7.2			
Intersection LOS	A			
Approach	WB	NB	SB	
Entry Lanes	1	1	2	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	154	632	543	
Demand Flow Rate, veh/h	157	645	553	
Vehicles Circulating, veh/h	639	20	98	
Vehicles Exiting, veh/h	26	631	698	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	7.6	7.6	6.7	
Approach LOS	A	A	A	
Lane	Left	Left	Left	Right
Designated Moves	LR	TR	L	TR
Assumed Moves	LR	TR	L	TR
RT Channelized				
Lane Util	1.000	1.000	0.036	0.964
Follow-Up Headway, s	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544
Entry Flow, veh/h	157	645	20	533
Cap Entry Lane, veh/h	719	1352	1299	1299
Entry HV Adj Factor	0.981	0.981	1.000	0.980
Flow Entry, veh/h	154	632	20	523
Cap Entry, veh/h	705	1326	1299	1273
V/C Ratio	0.218	0.477	0.015	0.410
Control Delay, s/veh	7.6	7.6	2.9	6.8
LOS	A	A	A	A
95th %tile Queue, veh	1	3	0	2

10. 2028 Build PM Peak Roundabout
 7: University Blvd & Bobby Foster Rd & Eastman Crossing

06/21/2021

Intersection				
Intersection Delay, s/veh	8.0			
Intersection LOS	A			
Approach	EB	SE	NW	SW
Entry Lanes	1	3	3	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	103	0	0	301
Demand Flow Rate, veh/h	105	0	0	307
Vehicles Circulating, veh/h	598	214	189	471
Vehicles Exiting, veh/h	124	564	514	93
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	0.0	0.0	8.5
Approach LOS	A	-	-	A
Lane	Left		Left	
Designated Moves	LR		LR	
Assumed Moves	LR		LR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	105		307	
Cap Entry Lane, veh/h	750		854	
Entry HV Adj Factor	0.980		0.980	
Flow Entry, veh/h	103		301	
Cap Entry, veh/h	735		837	
V/C Ratio	0.140		0.360	
Control Delay, s/veh	6.4		8.5	
LOS	A		A	
95th %tile Queue, veh	0		2	

10. 2028 Build PM Peak Roundabout
 8: Strand Loop & University Blvd

06/21/2021

Intersection				
Intersection Delay, s/veh	15.9			
Intersection LOS	C			
Approach	SE	NW	NE	SW
Entry Lanes	3	3	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	0	233	698
Demand Flow Rate, veh/h	0	0	238	712
Vehicles Circulating, veh/h	588	297	367	381
Vehicles Exiting, veh/h	505	307	589	71
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	6.4	19.0
Approach LOS	-	-	A	C
Lane	Left		Left	
Designated Moves	LTR		LTR	
Assumed Moves	LTR		LTR	
RT Channelized				
Lane Util	1.000		1.000	
Follow-Up Headway, s	2.609		2.609	
Critical Headway, s	4.976		4.976	
Entry Flow, veh/h	238		712	
Cap Entry Lane, veh/h	949		936	
Entry HV Adj Factor	0.979		0.980	
Flow Entry, veh/h	233		698	
Cap Entry, veh/h	929		917	
V/C Ratio	0.251		0.761	
Control Delay, s/veh	6.4		19.0	
LOS	A		C	
95th %tile Queue, veh	1		7	



**MONTAGE UNIT 6 DEVELOPMENT
DRAINAGE STUDY**

CITY OF ALBUQUERQUE

PREPARED FOR:



PREPARED BY:

HUITT-ZOLIARS

**333 RIO RANCHO BLVD., SUITE 101
RIO RANCHO, NEW MEXICO 87124**

JUNE 2021

HZI Project No. R312703.01



Montage Unit 6 Development Drainage Study

I, Kevin K. Banks, being first duly sworn upon my oath, state that I am a registered professional engineer, qualified in civil engineering and that the accompanying report was prepared by me or under my supervision and is true and correct to the best of my knowledge and belief.





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INTRODUCTION

This drainage report addresses the proposed infrastructure required to convey the storm water runoff from the proposed development of Montage 6 located south west of the Bobby Foster Road and University Boulevard intersection. This project will create a residential development in sub basin V as shown on Exhibit 1 (Appendix C). Existing and proposed conditions have been analyzed to determine infrastructure requirements for the proposed development see Exhibit 2 (Appendix C).

FLOOD HAZARD ZONE

The proposed site does not lie within a flood zone as shown on Flood Insurance Rate Map Number 35001C0555H, dated August 16, 2012. See Appendix A for the FEMA Flood Insurance Rate Map Firmette.

RELATED REPORTS

This report references the [Drainage Report for Mesa del Sol Residential Montage Unit 1 and 2](#) by Bohannon Huston, Inc., dated January 14, 2011 ([MDS](#)). That report provided analysis for this project site and the surrounding area. All hydrology calculations were completed for the 100-year, 6-hour storm.

JURISDICTIONS OF PUBLIC AGENCIES

This project is located entirely within the City of Albuquerque (CoA) Municipal Limits and is therefore within their jurisdiction and must comply with the City's development requirements.

METHODOLOGY

This drainage report follows procedures outlined in the Development Process Manual, by City of Albuquerque (DPM). This report will utilize AHYMO for hydrology modeling to match modeling from the [MDS](#) report. See Appendix B for the AHYMO input and output files. The precipitation data has been updated according to NOAA Atlas Point Precipitation Frequency Estimates (Appendix B).

EXISTING CONDITIONS

The project site is currently undeveloped and generally slopes from northwest to southeast towards an existing playa. A portion of Bobby Foster Road drains toward the project site. University Boulevard drains south towards the playa. Refer to the Proposed Conditions Basin Map in Appendix C for existing and proposed flow patterns.

A series of retention ponds exists at the eastern boundary of this project site to capture flows from the west. A series of detention ponds exists within the project site to capture developed flows from an existing residential subdivision and the proposed developments of this project.



PROPOSED CONDITIONS

The project site is proposed for residential development. Please refer to the Basin Map in Appendix C and Appendix B for basin characteristics including land treatment percentages, type of development, inlet capacity calculations and peak flow amounts.

This project is also located in MDS Basin V and proposed to be a single-family residential development which will drain west towards an existing retention pond that is sized to accept developed runoff from Basin V.

Refer to the table below for the flowrate for this proposed development in MDS sub basin V. Because the proposed flowrate, table below (See Appendix B) from this basin does not exceed the allowable flowrate, the existing retention ponds are not required to be revised with this project.

Basin ID	Allowable Q per <u>MDS</u> (CFS)	Actual Q (CFS)
V	71.7	69.2
	Allowable Volume per <u>MDS</u> (AC-FT)	Actual V (AC-FT)
	2.41	2.4

STORMWATER QUALITY

As part of compliance with the stormwater quality program implemented by the City of Albuquerque in cooperation with the EPA, the existing and proposed detention and retention ponds will serve as a dual use stormwater quality management and flood control device. With the utilization of the ponds, the stormwater released within the project limits will be effectively treated.

CONCLUSION

This report provides a conceptual design and analysis of proposed improvements to safely manage stormwater generated within the project site. In addition to stormwater management, this project will integrate techniques to improve stormwater quality. For a detailed design, please refer to the construction plans to be completed in conjunction with this drainage study.

APPENDIX A
FEMA FLOOD INSURANCE RATE MAP

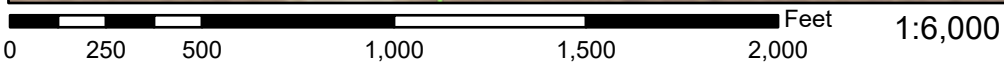
National Flood Hazard Layer FIRMette



106°37'41"W 34°59'36"N



USGS The National Map: Orthoimagery. Data refreshed October, 2020.



106°37'4"W 34°59'7"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
		Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
		Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
		Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **10/19/2020 at 5:51 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX B
NOAA Atlas Point Precipitation Frequency Estimates
And
AHYMO Files



NOAA Atlas 14, Volume 1, Version 5
 Location name: Albuquerque, New Mexico,
 USA*

Latitude: 34.9913°, Longitude: -106.6213°
 Elevation: 5302.6 ft**

* source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.179 (0.155-0.207)	0.232 (0.200-0.268)	0.310 (0.267-0.358)	0.370 (0.318-0.426)	0.453 (0.387-0.520)	0.516 (0.439-0.593)	0.583 (0.493-0.670)	0.654 (0.548-0.750)	0.748 (0.621-0.860)	0.823 (0.679-0.946)
10-min	0.272 (0.236-0.315)	0.352 (0.304-0.408)	0.472 (0.406-0.545)	0.563 (0.484-0.648)	0.689 (0.589-0.791)	0.786 (0.668-0.903)	0.888 (0.750-1.02)	0.995 (0.833-1.14)	1.14 (0.945-1.31)	1.25 (1.03-1.44)
15-min	0.338 (0.293-0.390)	0.437 (0.377-0.506)	0.585 (0.503-0.675)	0.698 (0.599-0.803)	0.854 (0.730-0.981)	0.974 (0.829-1.12)	1.10 (0.929-1.26)	1.23 (1.03-1.41)	1.41 (1.17-1.62)	1.55 (1.28-1.79)
30-min	0.455 (0.394-0.525)	0.589 (0.508-0.681)	0.787 (0.678-0.909)	0.940 (0.807-1.08)	1.15 (0.983-1.32)	1.31 (1.12-1.51)	1.48 (1.25-1.70)	1.66 (1.39-1.90)	1.90 (1.58-2.19)	2.09 (1.72-2.40)
60-min	0.563 (0.488-0.650)	0.729 (0.629-0.842)	0.974 (0.839-1.13)	1.16 (0.999-1.34)	1.42 (1.22-1.64)	1.62 (1.38-1.86)	1.83 (1.55-2.11)	2.06 (1.72-2.36)	2.35 (1.95-2.70)	2.59 (2.13-2.98)
2-hr	0.640 (0.553-0.753)	0.819 (0.705-0.964)	1.08 (0.930-1.27)	1.29 (1.11-1.51)	1.58 (1.34-1.84)	1.82 (1.53-2.11)	2.06 (1.73-2.40)	2.32 (1.93-2.69)	2.68 (2.20-3.11)	2.97 (2.42-3.45)
3-hr	0.678 (0.591-0.794)	0.862 (0.749-1.01)	1.13 (0.980-1.32)	1.34 (1.16-1.56)	1.63 (1.40-1.90)	1.87 (1.59-2.16)	2.12 (1.79-2.45)	2.38 (2.00-2.76)	2.75 (2.28-3.18)	3.05 (2.50-3.53)
6-hr	0.788 (0.688-0.915)	0.991 (0.868-1.15)	1.27 (1.12-1.48)	1.50 (1.31-1.73)	1.80 (1.56-2.08)	2.04 (1.76-2.35)	2.29 (1.96-2.64)	2.55 (2.17-2.93)	2.91 (2.45-3.35)	3.20 (2.67-3.69)
12-hr	0.875 (0.771-0.994)	1.10 (0.973-1.25)	1.39 (1.23-1.58)	1.62 (1.42-1.84)	1.93 (1.69-2.19)	2.17 (1.89-2.45)	2.42 (2.09-2.73)	2.67 (2.29-3.02)	3.01 (2.56-3.42)	3.29 (2.77-3.74)
24-hr	0.985 (0.879-1.11)	1.23 (1.10-1.39)	1.54 (1.37-1.74)	1.79 (1.59-2.01)	2.12 (1.88-2.38)	2.37 (2.09-2.66)	2.63 (2.32-2.95)	2.90 (2.54-3.24)	3.25 (2.83-3.65)	3.53 (3.06-3.96)
2-day	1.05 (0.938-1.17)	1.31 (1.18-1.46)	1.63 (1.46-1.82)	1.88 (1.69-2.09)	2.22 (1.98-2.47)	2.48 (2.21-2.76)	2.75 (2.44-3.05)	3.02 (2.67-3.35)	3.38 (2.97-3.76)	3.65 (3.20-4.07)
3-day	1.13 (1.03-1.24)	1.41 (1.28-1.55)	1.74 (1.58-1.91)	2.00 (1.82-2.19)	2.34 (2.13-2.57)	2.61 (2.36-2.86)	2.88 (2.60-3.15)	3.15 (2.83-3.45)	3.50 (3.14-3.84)	3.77 (3.37-4.14)
4-day	1.22 (1.12-1.32)	1.51 (1.39-1.64)	1.84 (1.70-2.00)	2.11 (1.95-2.28)	2.47 (2.27-2.67)	2.74 (2.52-2.96)	3.01 (2.76-3.25)	3.27 (2.99-3.54)	3.63 (3.31-3.92)	3.89 (3.54-4.22)
7-day	1.40 (1.30-1.52)	1.74 (1.61-1.88)	2.11 (1.95-2.28)	2.40 (2.22-2.59)	2.78 (2.57-2.99)	3.07 (2.83-3.30)	3.35 (3.08-3.60)	3.61 (3.33-3.89)	3.96 (3.64-4.26)	4.21 (3.85-4.54)
10-day	1.54 (1.43-1.67)	1.92 (1.77-2.07)	2.34 (2.17-2.52)	2.67 (2.48-2.87)	3.11 (2.88-3.34)	3.43 (3.17-3.69)	3.76 (3.47-4.03)	4.08 (3.75-4.38)	4.49 (4.12-4.83)	4.80 (4.38-5.16)
20-day	1.96 (1.81-2.12)	2.43 (2.25-2.63)	2.95 (2.73-3.18)	3.34 (3.10-3.59)	3.84 (3.55-4.12)	4.19 (3.88-4.50)	4.54 (4.19-4.87)	4.86 (4.48-5.21)	5.27 (4.85-5.65)	5.55 (5.11-5.96)
30-day	2.34 (2.17-2.52)	2.90 (2.69-3.12)	3.49 (3.24-3.74)	3.92 (3.64-4.20)	4.46 (4.13-4.77)	4.85 (4.48-5.18)	5.21 (4.82-5.57)	5.55 (5.12-5.93)	5.95 (5.49-6.36)	6.23 (5.74-6.66)
45-day	2.84 (2.64-3.04)	3.51 (3.27-3.76)	4.18 (3.90-4.47)	4.65 (4.34-4.97)	5.22 (4.88-5.58)	5.61 (5.24-5.99)	5.96 (5.57-6.35)	6.27 (5.85-6.67)	6.60 (6.17-7.02)	6.79 (6.37-7.22)
60-day	3.28 (3.06-3.53)	4.06 (3.78-4.36)	4.84 (4.51-5.18)	5.39 (5.03-5.77)	6.05 (5.64-6.47)	6.50 (6.07-6.95)	6.91 (6.45-7.39)	7.28 (6.79-7.78)	7.68 (7.18-8.21)	7.94 (7.43-8.48)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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MONTAGE UNIT 6 AHYHO INPUT FILE

```

START                TIME=0.0 CODE 0 LINES -6
LOCATION              Bernalillo
*S
*S   Montage Unit 6
*S
*S   HYMO PER JAN 1997 DPM REVISIONS
*S*****
RAINFALL            TYPE=-1 RAIN QUAR=0.0 RAIN ONE=1.83
                   RAIN SIX=2.29 RAIN DAY=2.63 DT=0.0
*S*****
*S*****
*S
*S   Montage Unit 6 Proposed Conditions
*S
*S*****
*S*****
*S-----
*S Fully Developed Site Therefore no Sediment Bulking
*S-----
*S COMPUTE Developed BASIN 10
COMPUTE NM HYD      ID=1 HYD=B10 AREA=0.0042 SQ MI
                   %A=0 %B=26 %C=26 %D=48 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=1 CODE=1
*S-----
*S COMPUTE Developed BASIN 30
COMPUTE NM HYD      ID=3 HYD=B30 AREA=0.0004 SQ MI
                   %A=0 %B=0 %C=0 %D=100 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=3 CODE=1
*S-----
*S Add Basins 10 and 30
ADD HYD             ID=5 HYD=SUM1 IDi=1 IDii=3
PRINT HYD           ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 100
COMPUTE NM HYD      ID=4 HYD=B100 AREA=0.0015 SQ MI
                   %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=4 CODE=1
*S-----
*S Add Basin 100 and SUM 1
ADD HYD             ID=5 HYD=SUM2 IDi=5 IDii=4
PRINT HYD           ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 40
COMPUTE NM HYD      ID=2 HYD=B40 AREA=0.0057 SQ MI
                   %A=0 %B=22 %C=22 %D=56 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=2 CODE=1
*S-----
*S Add Basins 40 to SUM 2
ADD HYD             ID=5 HYD=SUM3 IDi=2 IDii=5
PRINT HYD           ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 50
COMPUTE NM HYD      ID=2 HYD=B50 AREA=0.0007 SQ MI
                   %A=0 %B=29% C=0% D=71% TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=2 CODE=1
*S-----
*S Add Basins 50 to SUM 3
ADD HYD             ID=5 HYD=SUM4 IDi=2 IDii=5
PRINT HYD           ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 80
COMPUTE NM HYD      ID=8 HYD=B80 AREA=0.0018 SQ MI
                   %A=0 %B=21 %C=21 %D=58 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=8 CODE=1
*S-----
*S Add Basin 80 to SUM 4
ADD HYD             ID=5 HYD=SUM5 IDi=8 IDii=5
PRINT HYD           ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 110
COMPUTE NM HYD      ID=1 HYD=B110 AREA=0.0025 SQ MI
                   %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
                   MASS RAINFALL=-1
PRINT HYD           ID=1 CODE=1
*S-----

```

MONTAGE UNIT 6 AHYHO INPUT FILE

```
*S
*S Total Flows to Inlet 2
*S
*S-----
*S Add Basin 110 to SUM 5
ADD HYD          ID=5 HYD=INL2 IDi=1 IDii=5
PRINT HYD        ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 120
COMPUTE NM HYD   ID=1 HYD=B120 AREA=0.0014 SQ MI
                 %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
                 MASS RAINFALL=-1
PRINT HYD        ID=1 CODE=1
*S-----
*S COMPUTE Developed BASIN 70
COMPUTE NM HYD   ID=2 HYD=70 AREA=0.0065 SQ MI
                 %A=0 %B=25 %C=25 %D=50 TP=-.1333 HR
                 MASS RAINFALL=-1
PRINT HYD        ID=2 CODE=1
*S-----
*S
*S Total Flows to Inlet 1
*S
*S-----
*S Add Basin 120 to Basin 70
ADD HYD          ID=6 HYD=INL1 IDi=1 IDii=2
PRINT HYD        ID=6 CODE=1
*S-----
*S COMPUTE Developed BASIN 20
COMPUTE NM HYD   ID=1 HYD=B20 AREA=0.0029 SQ MI
                 %A=0 %B=28 %C=28 %D=44 TP=-.1333 HR
                 MASS RAINFALL=-1
PRINT HYD        ID=1 CODE=1
*S-----
*S COMPUTE Developed BASIN 60
COMPUTE NM HYD   ID=2 HYD=B20 AREA=0.0007 SQ MI
                 %A=0 %B=29 %C=0 %D=71 TP=-.1333 HR
                 MASS RAINFALL=-1
PRINT HYD        ID=2 CODE=1
*S-----
*S Add Basin 20 to Basin 60
ADD HYD          ID=5 HYD=SUM10 IDi=1 IDii=2
PRINT HYD        ID=5 CODE=1
*S-----
*S COMPUTE Developed BASIN 90
COMPUTE NM HYD   ID=1 HYD=B90 AREA=0.0015 SQ MI
                 %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
                 MASS RAINFALL=-1
PRINT HYD        ID=1 CODE=1
*S-----
*S Add Basins 20 and 60 Basin 90
ADD HYD          ID=5 HYD=INL3 IDi=5 IDii=1
PRINT HYD        ID=5 CODE=1
*S-----
FINISH
```


MONTAGE UNIT 6 AHYMO OUTPUT FILE

□(s16.67h8.5v0T□&l8D

AHYMO PROGRAM (AHYMO-S4) - Version: S4.01a - Rel: 01a
 RUN DATE (MON/DAY/YR) = 06/24/2021
 START TIME (HR:MIN:SEC) = 10:12:08 USER NO.= AHYMO_Temp_User:20122010
 INPUT FILE = 6 Engineering\05 Design\05.13 Hydro\05.13.2 Hydrology\AHYMO\Montage 6
 input.txt

START TIME=0.0 CODE 0 LINES -6
 LOCATION Bernalillo
 Soil infiltration values (LAND FACTORS) for this location are not available.
 The following default values were used.

Land Treatment	Initial Abstr.(in)	Unif. Infiltr.(in/hour)
A	0.65	1.67
B	0.50	1.25
C	0.35	0.83
D	0.10	0.04

*S
 *S Montage Unit 6
 *S
 *S HYMO PER JAN 1997 DPM REVISIONS
 *S*****
 RAINFALL TYPE=-1 RAIN QUAR=0.0 RAIN ONE=1.83
 RAIN SIX=2.29 RAIN DAY=2.63 DT=0.0

6-HOUR RAINFALL DIST. - BASED ON NOAA ATLAS 14 FOR CONVECTIVE AREAS (NM & AZ)
 - D1

DT = 0.005000 HOURS END TIME = 6.000000 HOURS
 *S*****
 *S*****
 *S
 *S Montage Unit 6 Proposed Conditions
 *S
 *S*****
 *S*****
 *S-----
 *S Fully Developed Site Therefore no Sediment Bulking
 *S-----
 *S COMPUTE Developed BASIN 10
 COMPUTE NM HYD ID=1 HYD=B10 AREA=0.0042 SQ MI
 %A=0 %B=26 %C=26 %D=48 TP=-.1333 HR
 MASS RAINFALL=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
 UNIT PEAK = 7.9593 CFS UNIT VOLUME = 0.9984 B = 526.28 P60 = 1.8300
 AREA = 0.002016 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR TP = 0.133300HR K/TP RATIO = 0.889390 SHAPE CONSTANT, N = 3.98779
 UNIT PEAK = 5.8059 CFS UNIT VOLUME = 0.9975 B = 354.36 P60 = 1.8300
 AREA = 0.002184 SQ MI IA = 0.42500 INCHES INF = 1.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=1 CODE=1

HYDROGRAPH FROM AREA B10

RUNOFF VOLUME = 1.46852 INCHES = 0.3289 ACRE-FEET
 PEAK DISCHARGE RATE = 9.64 CFS AT 1.530 HOURS BASIN AREA = 0.0042 SQ. MI.

*S-----
 *S COMPUTE Developed BASIN 30
 COMPUTE NM HYD ID=3 HYD=B30 AREA=0.0004 SQ MI
 %A=0 %B=0 %C=0 %D=100 TP=-.1333 HR
 MASS RAINFALL=-1

MONTAGE UNIT 6 AHYMO OUTPUT FILE

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
 UNIT PEAK = 1.5792 CFS UNIT VOLUME = 0.9917 B = 526.28 P60 = 1.8300
 AREA = 0.000400 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=3 CODE=1

HYDROGRAPH FROM AREA B30

RUNOFF VOLUME = 2.03725 INCHES = 0.0435 ACRE-FEET
 PEAK DISCHARGE RATE = 1.15 CFS AT 1.525 HOURS BASIN AREA = 0.0004 SQ. MI.

*S-----
 *S Add Basins 10 and 30
 ADD HYD ID=5 HYD=SUM1 IDi=1 IDii=3
 PRINT HYD ID=5 CODE=1

HYDROGRAPH FROM AREA SUM1

RUNOFF VOLUME = 1.51786 INCHES = 0.3724 ACRE-FEET
 PEAK DISCHARGE RATE = 10.79 CFS AT 1.530 HOURS BASIN AREA = 0.0046 SQ. MI.

*S-----
 *S COMPUTE Developed BASIN 100
 COMPUTE NM HYD ID=4 HYD=B100 AREA=0.0015 SQ MI
 %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
 MASS RAINFALL=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
 UNIT PEAK = 2.4873 CFS UNIT VOLUME = 0.9948 B = 526.28 P60 = 1.8300
 AREA = 0.000630 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR TP = 0.133300HR K/TP RATIO = 0.889390 SHAPE CONSTANT, N = 3.987797
 UNIT PEAK = 2.3128 CFS UNIT VOLUME = 0.9938 B = 354.36 P60 = 1.8300
 AREA = 0.000870 SQ MI IA = 0.42500 INCHES INF = 1.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=4 CODE=1

HYDROGRAPH FROM AREA B100

RUNOFF VOLUME = 1.40290 INCHES = 0.1122 ACRE-FEET
 PEAK DISCHARGE RATE = 3.36 CFS AT 1.535 HOURS BASIN AREA = 0.0015 SQ. MI.

*S-----
 *S Add Basin 100 and SUM 1
 ADD HYD ID=5 HYD=SUM2 IDi=5 IDii=4
 PRINT HYD ID=5 CODE=1

HYDROGRAPH FROM AREA SUM2

RUNOFF VOLUME = 1.48954 INCHES = 0.4846 ACRE-FEET
 PEAK DISCHARGE RATE = 14.15 CFS AT 1.530 HOURS BASIN AREA = 0.0061 SQ. MI.

*S-----
 *S COMPUTE Developed BASIN 40

MONTAGE UNIT 6 AHYMO OUTPUT FILE

```

COMPUTE NM HYD          ID=2 HYD=B40 AREA=0.0057 SQ MI
                        %A=0 %B=22 %C=22 %D=56 TP=-.1333 HR
                        MASS RAINFALL=-1

K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 12.602    CFS    UNIT VOLUME = 0.9990    B = 526.28    P60 = 1.8300
    AREA = 0.003192 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
    RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR    TP = 0.133300HR    K/TP RATIO = 0.889390    SHAPE CONSTANT, N = 3.987797
UNIT PEAK = 6.6672    CFS    UNIT VOLUME = 0.9978    B = 354.36    P60 = 1.8300
    AREA = 0.002508 SQ MI    IA = 0.42500 INCHES    INF = 1.04000 INCHES PER HOUR
    RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
    
```

PRINT HYD ID=2 CODE=1

HYDROGRAPH FROM AREA B40

RUNOFF VOLUME = 1.55602 INCHES = 0.4730 ACRE-FEET
 PEAK DISCHARGE RATE = 13.57 CFS AT 1.530 HOURS BASIN AREA = 0.0057 SQ. MI.

```

*S-----
*S Add Basins 40 to SUM 2
ADD HYD          ID=5 HYD=SUM3 IDi=2 IDii=5
PRINT HYD        ID=5 CODE=1
    
```

HYDROGRAPH FROM AREA SUM3

RUNOFF VOLUME = 1.52163 INCHES = 0.9576 ACRE-FEET
 PEAK DISCHARGE RATE = 27.73 CFS AT 1.530 HOURS BASIN AREA = 0.0118 SQ. MI.

```

*S-----
*S COMPUTE Developed BASIN 50
COMPUTE NM HYD          ID=2 HYD=B50 AREA=0.0007 SQ MI
                        %A=0 %B=29% C=0% D=71% TP=-.1333 HR
                        MASS RAINFALL=-1

K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 1.9622    CFS    UNIT VOLUME = 0.9934    B = 526.28    P60 = 1.8300
    AREA = 0.000497 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
    RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.131696HR    TP = 0.133300HR    K/TP RATIO = 0.987965    SHAPE CONSTANT, N = 3.573747
UNIT PEAK = 0.49597    CFS    UNIT VOLUME = 0.9704    B = 325.68    P60 = 1.8300
    AREA = 0.000203 SQ MI    IA = 0.50000 INCHES    INF = 1.25000 INCHES PER HOUR
    RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
    
```

PRINT HYD ID=2 CODE=1

HYDROGRAPH FROM AREA B50

RUNOFF VOLUME = 1.68801 INCHES = 0.0630 ACRE-FEET
 PEAK DISCHARGE RATE = 1.75 CFS AT 1.530 HOURS BASIN AREA = 0.0007 SQ. MI.

```

*S-----
*S Add Basins 50 to SUM 3
ADD HYD          ID=5 HYD=SUM4 IDi=2 IDii=5
PRINT HYD        ID=5 CODE=1
    
```

HYDROGRAPH FROM AREA SUM4

MONTAGE UNIT 6 AHYMO OUTPUT FILE

RUNOFF VOLUME = 1.53093 INCHES = 1.0206 ACRE-FEET
 PEAK DISCHARGE RATE = 29.48 CFS AT 1.530 HOURS BASIN AREA = 0.0125 SQ. MI.

*S-----

*S COMPUTE Developed BASIN 80
 COMPUTE NM HYD ID=8 HYD=B80 AREA=0.0018 SQ MI
 %A=0 %B=21 %C=21 %D=58 TP=-.1333 HR
 MASS RAINFALL=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
 UNIT PEAK = 4.1218 CFS UNIT VOLUME = 0.9969 B = 526.28 P60 = 1.8300
 AREA = 0.001044 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR TP = 0.133300HR K/TP RATIO = 0.889390 SHAPE CONSTANT, N = 3.987797
 UNIT PEAK = 2.0097 CFS UNIT VOLUME = 0.9928 B = 354.36 P60 = 1.8300
 AREA = 0.000756 SQ MI IA = 0.42500 INCHES INF = 1.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=8 CODE=1

HYDROGRAPH FROM AREA B80

RUNOFF VOLUME = 1.57789 INCHES = 0.1515 ACRE-FEET
 PEAK DISCHARGE RATE = 4.34 CFS AT 1.530 HOURS BASIN AREA = 0.0018 SQ. MI.

*S-----

*S Add Basin 80 to SUM 4
 ADD HYD ID=5 HYD=SUM5 IDi=8 IDii=5
 PRINT HYD ID=5 CODE=1

HYDROGRAPH FROM AREA SUM5

RUNOFF VOLUME = 1.53682 INCHES = 1.1721 ACRE-FEET
 PEAK DISCHARGE RATE = 33.82 CFS AT 1.530 HOURS BASIN AREA = 0.0143 SQ. MI.

*S-----

*S COMPUTE Developed BASIN 110
 COMPUTE NM HYD ID=1 HYD=B110 AREA=0.0025 SQ MI
 %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
 MASS RAINFALL=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
 UNIT PEAK = 4.1455 CFS UNIT VOLUME = 0.9969 B = 526.28 P60 = 1.8300
 AREA = 0.001050 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR TP = 0.133300HR K/TP RATIO = 0.889390 SHAPE CONSTANT, N = 3.987797
 UNIT PEAK = 3.8546 CFS UNIT VOLUME = 0.9962 B = 354.36 P60 = 1.8300
 AREA = 0.001450 SQ MI IA = 0.42500 INCHES INF = 1.04000 INCHES PER HOUR
 RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=1 CODE=1

HYDROGRAPH FROM AREA B110

RUNOFF VOLUME = 1.40290 INCHES = 0.1871 ACRE-FEET
 PEAK DISCHARGE RATE = 5.59 CFS AT 1.535 HOURS BASIN AREA = 0.0025 SQ. MI.

MONTAGE UNIT 6 AHYMO OUTPUT FILE

```
*S-----
*S
*S Total Flows to Inlet 2
*S
*S-----
*S Add Basin 110 to SUM 5
ADD HYD          ID=5 HYD=INL2 IDi=1 IDii=5
PRINT HYD        ID=5 CODE=1
```

HYDROGRAPH FROM AREA INL2

```
RUNOFF VOLUME =      1.51687 INCHES      =      1.3591 ACRE-FEET
PEAK DISCHARGE RATE =      39.40 CFS AT  1.530 HOURS  BASIN AREA =  0.0168 SQ. MI.
```

```
*S-----
*S COMPUTE Developed BASIN 120
COMPUTE NM HYD   ID=1 HYD=B120 AREA=0.0014 SQ MI
                 %A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
                 MASS RAINFALL=-1
```

```
K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 2.3215 CFS    UNIT VOLUME = 0.9944    B = 526.28    P60 = 1.8300
AREA = 0.000588 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
K = 0.118556HR    TP = 0.133300HR    K/TP RATIO = 0.889390    SHAPE CONSTANT, N = 3.987797
UNIT PEAK = 2.1586 CFS    UNIT VOLUME = 0.9933    B = 354.36    P60 = 1.8300
AREA = 0.000812 SQ MI    IA = 0.42500 INCHES    INF = 1.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
PRINT HYD          ID=1 CODE=1
```

HYDROGRAPH FROM AREA B120

```
RUNOFF VOLUME =      1.40290 INCHES      =      0.1047 ACRE-FEET
PEAK DISCHARGE RATE =      3.14 CFS AT  1.535 HOURS  BASIN AREA =  0.0014 SQ. MI.
```

```
*S-----
*S COMPUTE Developed BASIN 70
COMPUTE NM HYD   ID=2 HYD=70 AREA=0.0065 SQ MI
                 %A=0 %B=25 %C=25 %D=50 TP=-.1333 HR
                 MASS RAINFALL=-1
```

```
K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 12.831 CFS    UNIT VOLUME = 0.9990    B = 526.28    P60 = 1.8300
AREA = 0.003250 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
K = 0.118556HR    TP = 0.133300HR    K/TP RATIO = 0.889390    SHAPE CONSTANT, N = 3.987797
UNIT PEAK = 8.6397 CFS    UNIT VOLUME = 0.9983    B = 354.36    P60 = 1.8300
AREA = 0.003250 SQ MI    IA = 0.42500 INCHES    INF = 1.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
PRINT HYD          ID=2 CODE=1
```

OUTFLOW HYDROGRAPH REACH 70.00

```
RUNOFF VOLUME =      1.49040 INCHES      =      0.5167 ACRE-FEET
PEAK DISCHARGE RATE =      15.05 CFS AT  1.530 HOURS  BASIN AREA =  0.0065 SQ. MI.
```

MONTAGE UNIT 6 AHYMO OUTPUT FILE

```
*S-----
*S
*S Total Flows to Inlet 1
*S
*S-----
*S Add Basin 120 to Basin 70
ADD HYD          ID=6 HYD=INL1 IDi=1 IDii=2
PRINT HYD        ID=6 CODE=1
```

HYDROGRAPH FROM AREA INL1

```
RUNOFF VOLUME =      1.47482 INCHES      =      0.6214 ACRE-FEET
PEAK DISCHARGE RATE =      18.19 CFS AT  1.530 HOURS  BASIN AREA =  0.0079 SQ. MI.
```

```
*S-----
*S COMPUTE Developed BASIN 20
COMPUTE NM HYD   ID=1 HYD=B20 AREA=0.0029 SQ MI
                  %A=0 %B=28 %C=28 %D=44 TP=-.1333 HR
                  MASS RAINFALL=-1
```

```
K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 5.0377 CFS    UNIT VOLUME = 0.9974    B = 526.28    P60 = 1.8300
AREA = 0.001276 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
K = 0.118556HR    TP = 0.133300HR    K/TP RATIO = 0.889390    SHAPE CONSTANT, N = 3.987797
UNIT PEAK = 4.3172 CFS    UNIT VOLUME = 0.9966    B = 354.36    P60 =
1.8300
AREA = 0.001624 SQ MI    IA = 0.42500 INCHES    INF = 1.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
PRINT HYD          ID=1 CODE=1
```

HYDROGRAPH FROM AREA B20

```
RUNOFF VOLUME =      1.42477 INCHES      =      0.2204 ACRE-FEET
PEAK DISCHARGE RATE =      6.54 CFS AT  1.530 HOURS  BASIN AREA =  0.0029 SQ. MI.
```

```
*S-----
*S COMPUTE Developed BASIN 60
COMPUTE NM HYD   ID=2 HYD=B20 AREA=0.0007 SQ MI
                  %A=0 %B=29 %C=0 %D=71 TP=-.1333 HR
                  MASS RAINFALL=-1
```

```
K = 0.072649HR    TP = 0.133300HR    K/TP RATIO = 0.545000    SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 1.9622 CFS    UNIT VOLUME = 0.9934    B = 526.28    P60 = 1.8300
AREA = 0.000497 SQ MI    IA = 0.10000 INCHES    INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
K = 0.131696HR    TP = 0.133300HR    K/TP RATIO = 0.987965    SHAPE CONSTANT, N = 3.573747
UNIT PEAK = 0.49597 CFS    UNIT VOLUME = 0.9704    B = 325.68    P60 = 1.8300
AREA = 0.000203 SQ MI    IA = 0.50000 INCHES    INF = 1.25000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000
```

```
PRINT HYD          ID=2 CODE=1
```

HYDROGRAPH FROM AREA B20

```
RUNOFF VOLUME =      1.68801 INCHES      =      0.0630 ACRE-FEET
```


MONTAGE UNIT 6 AHYMO OUTPUT FILE

PEAK DISCHARGE RATE = 1.75 CFS AT 1.530 HOURS BASIN AREA = 0.0007 SQ. MI.

*S-----
*S Add Basin 20 to Basin 60
ADD HYD ID=5 HYD=SUM10 IDi=1 IDii=2
PRINT HYD ID=5 CODE=1

HYDROGRAPH FROM AREA SUM10

RUNOFF VOLUME = 1.47580 INCHES = 0.2834 ACRE-FEET
PEAK DISCHARGE RATE = 8.29 CFS AT 1.530 HOURS BASIN AREA = 0.0036 SQ. MI.

*S-----
*S COMPUTE Developed BASIN 90
COMPUTE NM HYD ID=1 HYD=B90 AREA=0.0015 SQ MI
%A=0 %B=29 %C=29 %D=42 TP=-.1333 HR
MASS RAINFALL=-1

K = 0.072649HR TP = 0.133300HR K/TP RATIO = 0.545000 SHAPE CONSTANT, N = 7.106428
UNIT PEAK = 2.4873 CFS UNIT VOLUME = 0.9948 B = 526.28 P60 = 1.8300
AREA = 0.000630 SQ MI IA = 0.10000 INCHES INF = 0.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

K = 0.118556HR TP = 0.133300HR K/TP RATIO = 0.889390 SHAPE CONSTANT, N = 3.987797
UNIT PEAK = 2.3128 CFS UNIT VOLUME = 0.9938 B = 354.36 P60 = 1.8300
AREA = 0.000870 SQ MI IA = 0.42500 INCHES INF = 1.04000 INCHES PER HOUR
RUNOFF COMPUTED BY INITIAL ABSTRACTION/INFILTRATION NUMBER METHOD - DT = 0.005000

PRINT HYD ID=1 CODE=1

HYDROGRAPH FROM AREA B90

RUNOFF VOLUME = 1.40290 INCHES = 0.1122 ACRE-FEET
PEAK DISCHARGE RATE = 3.36 CFS AT 1.535 HOURS BASIN AREA = 0.0015 SQ. MI.

*S-----
*S Add Basins 20 and 60 Basin 90
ADD HYD ID=5 HYD=INL3 IDi=5 IDii=1
PRINT HYD ID=5 CODE=1

HYDROGRAPH FROM AREA INL3

RUNOFF VOLUME = 1.45431 INCHES = 0.3956 ACRE-FEET
PEAK DISCHARGE RATE = 11.65 CFS AT 1.530 HOURS BASIN AREA = 0.0051 SQ. MI.

*S-----
FINISH

NORMAL PROGRAM FINISH END TIME (HR:MIN:SEC) = 10:12:08
(s0p10h4099Tl6D

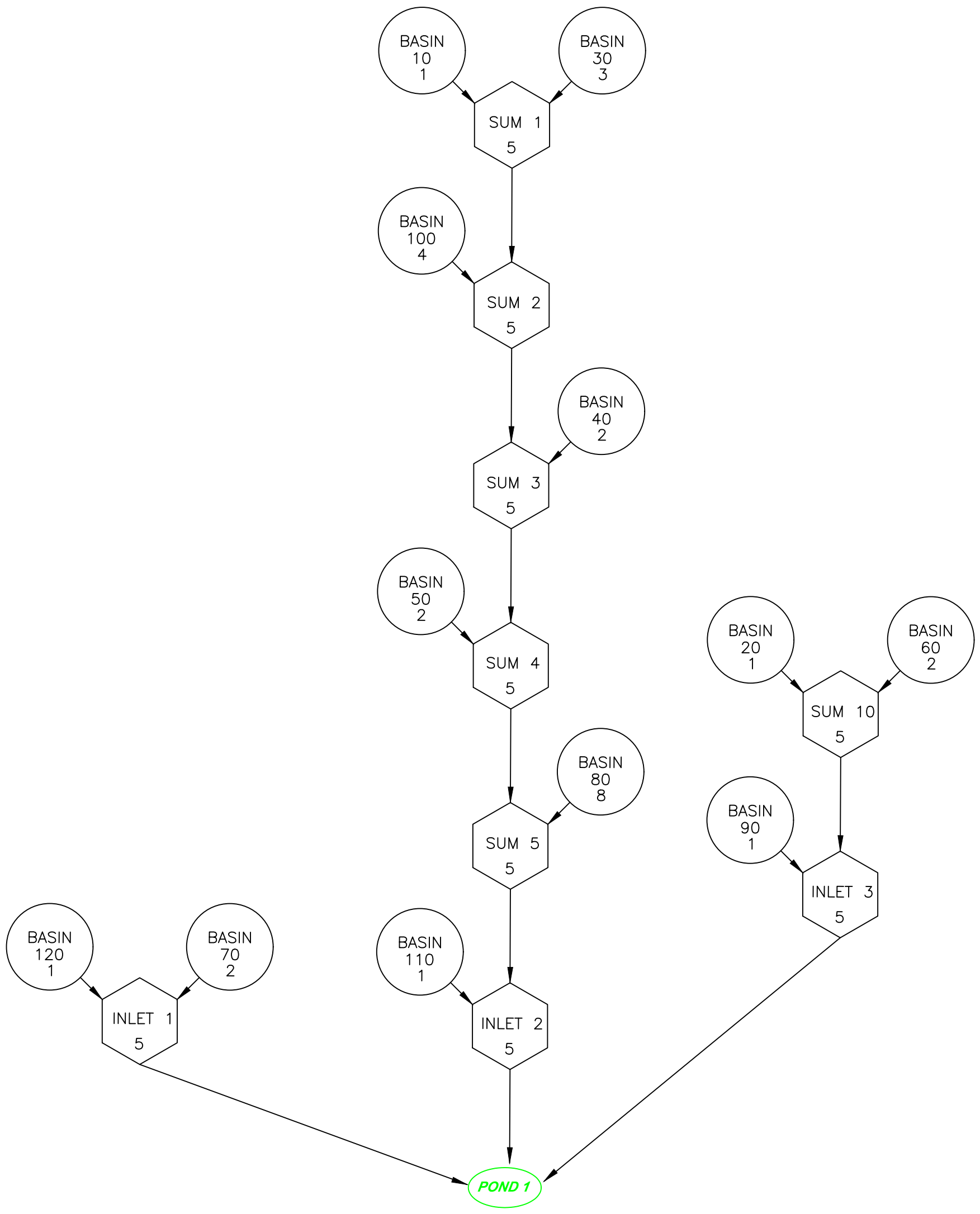
MONTAGE UNIT 6 AHYHO SUMMARY FILE

(s16.67h8.5v0T&l8D
 AHYMO PROGRAM SUMMARY TABLE (AHYMO-S4) - Ver. S4.01a, Rel: 01a RUN DATE (MON/DAY/YR) =06/23/2021
 INPUT FILE = ngineering\05 Design\05.13 Hydro\05.13.2 Hydrology\AHYMO\Montage 6 input.txt USER NO.= AHYMO_Temp_User:20122010

COMMAND	HYDROGRAPH IDENTIFICATION	FROM ID NO.	TO ID NO.	AREA (SQ MI)	PEAK DISCHARGE (CFS)	RUNOFF VOLUME (AC-FT)	RUNOFF (INCHES)	TIME TO PEAK (HOURS)	CFS PER ACRE	PAGE = 1	NOTATION
START											TIME= 0.00
LOCATION			DEFAULT								
*S	Montage Unit 6										
*S	HYMO PER JAN 1997 DPM REVISIONS										
*S	*****										
RAINFALL	TYPE= 1 NOAA 14										RAIN6= 2.290
*S	*****										
*S	*****										
*S	Montage Unit 6 Proposed Conditions										
*S	*****										
*S	*****										
*S	-----										
*S	Fully Developed Site Therefore no Sediment Bulking										
*S	-----										
*S	COMPUTE Developed BASIN 10										
COMPUTE NM HYD	B10	-	1	0.00420	9.64	0.329	1.46852	1.530	3.588	PER IMP=	48.00
*S	-----										
*S	COMPUTE Developed BASIN 30										
COMPUTE NM HYD	B30	-	3	0.00040	1.15	0.043	2.03725	1.525	4.497	PER IMP=	100.00
*S	-----										
*S	Add Basins 10 and 30										
ADD HYD	SUM1	1& 3	5	0.00460	10.79	0.372	1.51786	1.530	3.667		
*S	-----										
*S	COMPUTE Developed BASIN 100										
COMPUTE NM HYD	B100	-	4	0.00150	3.36	0.112	1.40290	1.535	3.499	PER IMP=	42.00
*S	-----										
*S	Add Basin 100 and SUM 1										
ADD HYD	SUM2	5& 4	5	0.00610	14.15	0.485	1.48954	1.530	3.625		
*S	-----										
*S	COMPUTE Developed BASIN 40										
COMPUTE NM HYD	B40	-	2	0.00570	13.57	0.473	1.55602	1.530	3.721	PER IMP=	56.00
*S	-----										
*S	Add Basins 40 to SUM 2										
ADD HYD	SUM3	2& 5	5	0.01180	27.73	0.958	1.52163	1.530	3.671		
*S	-----										
*S	COMPUTE Developed BASIN 50										
COMPUTE NM HYD	B50	-	2	0.00070	1.75	0.063	1.68801	1.530	3.913	PER IMP=	71.00
*S	-----										
*S	Add Basins 50 to SUM 3										
ADD HYD	SUM4	2& 5	5	0.01250	29.48	1.021	1.53093	1.530	3.685		
*S	-----										
*S	COMPUTE Developed BASIN 80										
COMPUTE NM HYD	B80	-	8	0.00180	4.34	0.151	1.57789	1.530	3.766	PER IMP=	58.00
*S	-----										
*S	Add Basin 80 to SUM 4										
ADD HYD	SUM5	8& 5	5	0.01430	33.82	1.172	1.53682	1.530	3.695		
*S	-----										
*S	COMPUTE Developed BASIN 110										
COMPUTE NM HYD	B110	-	1	0.00250	5.59	0.187	1.40290	1.535	3.492	PER IMP=	42.00
*S	-----										
*S	Total Flows to Inlet 2										
*S	-----										
*S	Add Basin 110 to SUM 5										
ADD HYD	INL2	1& 5	5	0.01680	39.40	1.359	1.51687	1.530	3.665		
*S	-----										
*S	COMPUTE Developed BASIN 120										
COMPUTE NM HYD	B120	-	1	0.00140	3.14	0.105	1.40290	1.535	3.501	PER IMP=	42.00
*S	-----										
*S	COMPUTE Developed BASIN 70										
COMPUTE NM HYD	70.00	-	2	0.00650	15.05	0.517	1.49040	1.530	3.619	PER IMP=	50.00
*S	-----										
*S	Total Flows to Inlet 1										
*S	-----										

MONTAGE UNIT 6 AHYHO SUMMARY FILE

COMMAND	HYDROGRAPH IDENTIFICATION	FROM ID NO.	TO ID NO.	AREA (SQ MI)	PEAK DISCHARGE (CFS)	RUNOFF VOLUME (AC-FT)	RUNOFF (INCHES)	TIME TO PEAK (HOURS)	CFS PER ACRE	PAGE = 2 NOTATION
*S-----										
*S Add Basin 120 to Basin 70										
ADD HYD	INL1	1& 2	6	0.00790	18.19	0.621	1.47482	1.530	3.598	
*S-----										
*S COMPUTE Developed BASIN 20										
COMPUTE NM HYD	B20	-	1	0.00290	6.54	0.220	1.42477	1.530	3.523 PER IMP=	44.00
*S-----										
*S COMPUTE Developed BASIN 60										
COMPUTE NM HYD	B20	-	2	0.00070	1.75	0.063	1.68801	1.530	3.913 PER IMP=	71.00
*S-----										
*S Add Basin 20 to Basin 60										
ADD HYD	SUM10	1& 2	5	0.00360	8.29	0.283	1.47580	1.530	3.599	
*S-----										
*S COMPUTE Developed BASIN 90										
COMPUTE NM HYD	B90	-	1	0.00150	3.36	0.112	1.40290	1.535	3.499 PER IMP=	42.00
*S-----										
*S Add Basins 20 and 60 Basin 90										
ADD HYD	INL3	5& 1	5	0.00510	11.65	0.396	1.45431	1.530	3.570	
*S-----										
FINISH										
(s0p10h4099T&l6D										



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Designed For:
TWILIGHT HOMES

MONTAGE 6
 AHYMO SCHEMATIC

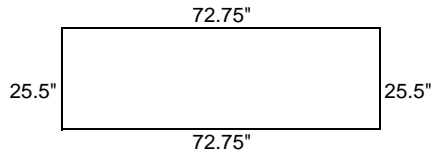
Designed By:
HUITT-ZOLIARS
 Huitt-Zollars, Inc. Rio Rancho
 333 Rio Rancho DR NE, Suite 101
 Rio Rancho, New Mexico 87124
 Phone (505) 892-5141 Fax (505) 892-3259

Montage 6 Development Basin Summary - Developed Conditions												
Basin	Area (Acre)	Area (SQ MI)	Type of Development	Number of Lots	N (units/acre)	%A	%B	%C	%D	100-Year V (AC-FT)	100-Year Q (CFS)	
10	2.7	0.0042	Single-Family Residential	13	4.9	0	26	26	49	0.33	9.6	
20	1.9	0.0029	Single-Family Residential	8	4.2	0	28	28	44	0.22	6.5	
30	0.3	0.0004	Single-Family Residential	1	N/A	0	0	0	100	0.04	1.2	
40	3.6	0.0057	Single-Family Residential	21	5.8	0	22	22	55	0.47	13.6	
50	0.4	0.0007	Park Parcel	1	0.0	0	29	0	71	0.06	1.8	
60	0.4	0.0007	Park Parcel	1	2.3	0	42	0	58	0.06	1.8	
70	4.2	0.0065	Single-Family Residential	19	4.5	0	27	27	46	0.52	15.1	
80	1.2	0.0018	Single-Family Residential	7	6.0	0	21	21	57	0.15	4.3	
90	1.0	0.0015	Single-Family Residential	4	4.2	0	29	29	42	0.11	3.4	
100	0.9	0.0015	Single-Family Res. W/Park	9	9.6	0	29	29	42	0.11	3.4	
110	1.6	0.0025	Single-Family Residential	8	4.9	0	29	29	42	0.19	5.6	
120	0.9	0.0014	Single-Family Residential	4	4.4	0	29	29	42	0.11	3.1	
19.1		0.0298							Total Inflow to Pond 1 =		2.38	69.2

Inlet Worksheet Double 'D'

Objective : Analyze capacity of a Double D Inlet

Grate Dimensions



**Net dimensions of open area of a single grate.
(Total Area less Area of Bars)

Weir Perimeter - Double 'D' = $2 \times 25.5" + 2 \times 72.75" = 16.375$ ft
 Area of Orifice - Double 'D' = $25.5" \times (72.75") = 12.88$ sq ft

Calculate Orifice and Weir Flow into Grate at Design Depth (0.9 ft)

Orifice Equation	Weir Equation
$Q = 0.6 \times A \times (2 \times g \times h)^{1/2}$ Where A = 12.880 sq. ft. g = 32.2 ft ² /sec h = 0.9 ft Therefore Q = 58.83439634 cfs	$Q = 2.65 \times P \times H^{1/2}$ Where P = 16.375 ft H = 0.9 ft Therefore Q = 41 cfs

Weir Equation controls

Double "D" Inlet flow @ .1 below edge of pavement = 41 cfs

Apply 25% Clogging Factor to determine allowable design flow into inlet





$$41 \times 0.75 = 31 \text{ cfs}$$

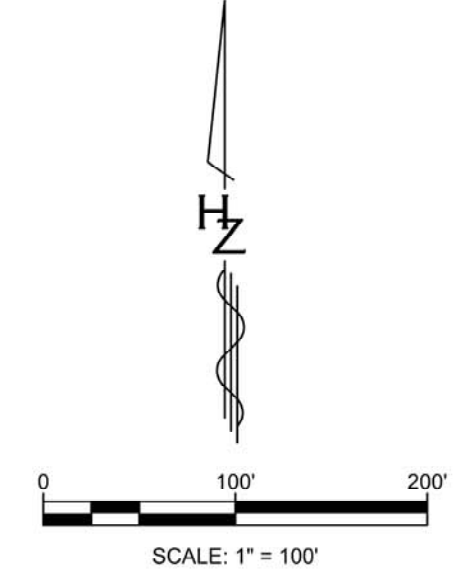
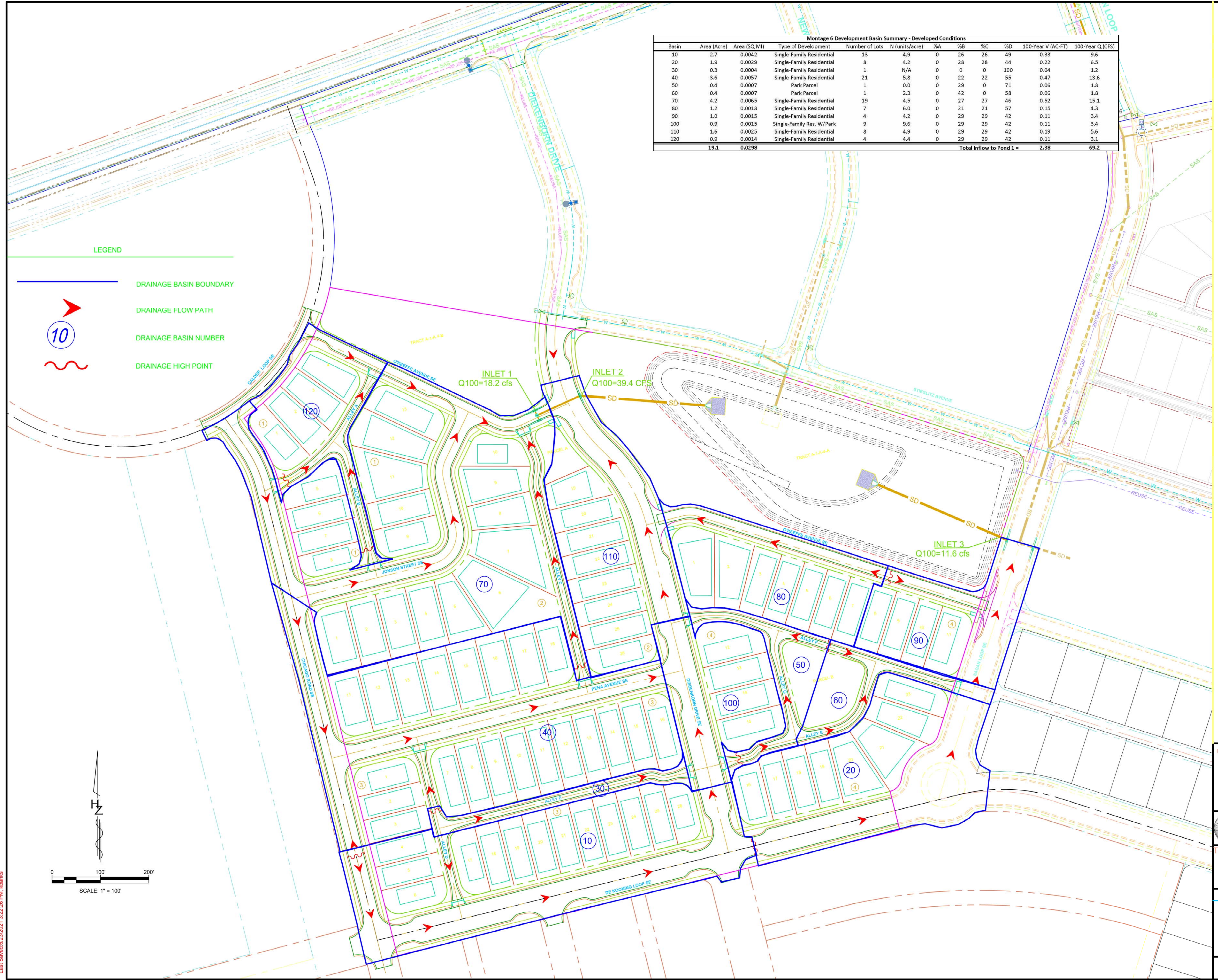
Therefore Capacity of Double 'D' = 31 cfs.

APPENDIX C
BASIN MAPS

Montage 6 Development Basin Summary - Developed Conditions											
Basin	Area (Acres)	Area (SQ. MI)	Type of Development	Number of Lots	N (units/acre)	%A	%B	%C	%D	100-Year V (AC-FT)	100-Year Q (CFS)
10	2.7	0.0042	Single-Family Residential	13	4.9	0	26	26	49	0.33	9.6
20	1.9	0.0029	Single-Family Residential	8	4.2	0	28	28	44	0.22	6.5
30	0.3	0.0004	Single-Family Residential	1	N/A	0	0	0	100	0.04	1.2
40	3.6	0.0057	Single-Family Residential	21	5.8	0	22	22	55	0.47	13.6
50	0.4	0.0007	Park Parcel	1	0.0	0	29	0	71	0.06	1.8
60	0.4	0.0007	Park Parcel	1	2.3	0	42	0	58	0.06	1.8
70	4.2	0.0065	Single-Family Residential	19	4.5	0	27	27	46	0.52	15.1
80	1.2	0.0018	Single-Family Residential	7	6.0	0	21	21	57	0.15	4.3
90	1.0	0.0015	Single-Family Residential	4	4.2	0	29	29	42	0.11	3.4
100	0.9	0.0015	Single-Family Res. w/Park	9	9.6	0	29	29	42	0.11	3.4
110	1.6	0.0025	Single-Family Residential	8	4.9	0	29	29	42	0.19	5.6
120	0.9	0.0014	Single-Family Residential	4	4.4	0	29	29	42	0.11	3.1
Total Inflow to Pond 1 =										2.38	69.2

LEGEND

-  DRAINAGE BASIN BOUNDARY
-  DRAINAGE FLOW PATH
-  DRAINAGE BASIN NUMBER
-  DRAINAGE HIGH POINT



Plotted: 6/23/2021 3:23:19 PM By: Banks, Kevin
 File: C:\Users\kbanke\OneDrive\Documents\Montage 6 Engineering\GIS Design\05.13 Hydro\05.13.2 Hydrology\PROPOSED CONDITIONS
 Last Saved: 6/23/2021 3:22:26 PM, kbanke



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SC³ DEVELOPMENT
 4020 Vassar Drive NE Suite I
PROPOSED CONDITIONS BASIN MAP
MONTAGE UNIT 6

Design Review Committee	City Engineer	Mr. [Name]	Mr. [Name]
City Project No. 3935.81	Zone Map No. R-15-Z, R-16-Z	Sheet [Number]	Of [Number]
		EXHIBIT 2	

AS BUILT INFORMATION	
CONTRACTOR	DATE
STARTED BY	DATE
INSPECTOR'S HOLD PRICES BY	DATE
VERIFICATION BY	DATE
CONNECTED BY	DATE
RECORDED BY	DATE
NO.	DATE

BENCH MARKS	
FOUND MONUMENT	15-012 1987
STANDARD 3 1/4" ALUMINUM DISC	
NEW MEXICO STATE PLANE COORDINATES (CENTRAL ZONE N.A.D. 83)	
E=1487.534.543	
S=1511.214.742	
SLEW=966.627 (NAD 83)	
GROUND TO GRID FACTOR=0.9995538	
MAPPING ANGLE=071433.77	

SURVEY INFORMATION	
FIELD NOTES	DATE
BY	DATE
NO.	DATE

ENGINEER'S SEAL	
NO.	DATE
REVISIONS	REMARKS
DESIGN	DATE: May 17, 2021
	DATE: May 17, 2021
	DRAWN BY: LRT
	DWG NAME: PROPOSED CONDITIONS BASE MAP (APPROJ. #: R3 12703.01)
	CHECKED BY: SAE
	DATE: May 17, 2021