Amaré Rio Rancho – Rio Rancho

(Black Arroyo Blvd. / 19th St.)

Traffic Impact Study

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DRAFT





Presented to:
City of Rio Rancho
&
City of Albuquerque

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Amaré Rio Rancho – Rio Rancho, NM
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Traffic Impact Study

Executive Summary

The purpose of this Traffic Impact Study (TIS) is to evaluate transportation conditions before and after the implementation of the proposed Amaré Rio Rancho Subdivision, in order to determine the project's impact on the adjacent transportation system and to recommend measures when necessary to mitigate the impact of the development. The study will examine three scenarios: **NO BUILD**, **BUILD with Existing Geometry**, and **BUILD with Pavilion Way**. A left-in movement at the intersection of Unser Blvd. and Black Arroyo Blvd. was also evaluated to assess its potential to improve traffic circulation and overall network performance. This report has been prepared in accordance with the requirements of the City of Rio Rancho Development Services Department and the City of Albuquerque Transportation Planning Division of the Planning Department.

The proposed Amaré Rio Rancho Development is located within the City of Rio Rancho, New Mexico along the north side of Black Arroyo Blvd. and west of Unser Blvd. Following is the vicinity map:

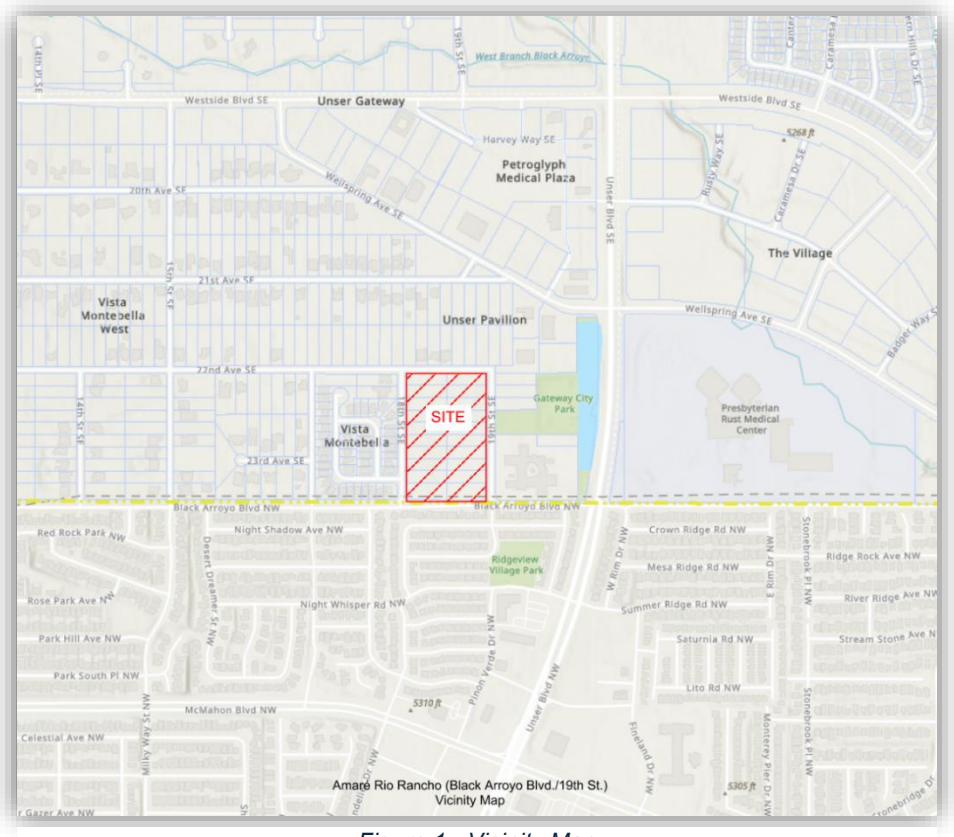


Figure 1 - Vicinity Map

A more detailed vicinity map is on Pages A - 1 and A - 2 in Appendix of the report.

The study area is comprised of one signalized and eighteen unsignalized intersections.

1. Wellspring Ave. / Unser Blvd. (Signalized - Full Access)
2. 22nd Ave. / 15th St. (Unsignalized – Two-Way Stop)
3. Westside Blvd. / 15th St. (Unsignalized – One-Way Stop)
4. Wellspring Ave. / Westside Blvd. (Unsignalized – One-Way Stop)
5. 20th St. / Wellspring Ave. (Unsignalized – One-Way Stop)
6. Wellspring Ave. / Eye Associated Optical Driveway (Unsignalized – One-Way Stop)
7. 22nd Ave. / Pavilion Way (Unsignalized – One-Way Stop)
8. Driveway "A" / 19th St. (Unsignalized – One-Way Stop)
9. Black Arroyo Blvd. / Unser Blvd. (Unsignalized - Right-In, Right-Out)
10. Night Whisper Rd. (Summer Ridge Rd.) / Unser Blvd. (Unsignalized – Two-Way Stop)
11. McMahon Blvd. / Pinon Verde Rd. (Unsignalized – Two-Way Stop)
12. McMahon Blvd. / Bandelier Dr. (Unsignalized – Two-Way Stop)
13. McMahon Blvd. / Sweet Dreams Dr. (Unsignalized – One-Way Stop)
14. McMahon Blvd. / Milky Way St. (Unsignalized – Two-Way Stop)
15. Black Arroyo Blvd. / Milky Way St.& 15th St. (Unsignalized – Two-Way Stop)
16. Black Arroyo Blvd. / Sweet Dreams Dr. (Unsignalized – Two-Way Stop)
17. Black Arroyo Blvd. / Dreamy Way Dr. (Unsignalized – One-Way Stop)
18. Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. (Unsignalized – Two-Way Stop)
19. Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway (Unsignalized – Two-Way Stop)

The Amaré Rio Rancho Subdivision is to be developed as an approximately 128-unit homes for rent community containing both Single-Family attached and detached homes. The ITE Trip Generation Manual's definition of Single-Family Detached Housing (ITE Land Use 210) is "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." The ITE Trip Generation Manual's definition of Single-Family Attached Housing (ITE Land Use 215) is "Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space." The anticipated implementation year for this project is 2028 and the horizon year is 2038. A summary of the calculated trip generation rate projected for this project is as follows:

Amaré Rio Rancho (Black Arroyo Blvd. / 19th St.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Single-Family Detached Housing (210)	78	736	15	45	50	29
	Single-Family Attached Housing (215)	50	331	6	14	15	11
	TOTAL	**128**	**1,067**	**21**	**59**	**65**	**40**

The Amaré Rio Rancho Subdivision is to be accessed via one full access driveway along 19th St. The following is the site plan for the project showing the proposed access intersection (see Appendix Page A-3 for full site plan):

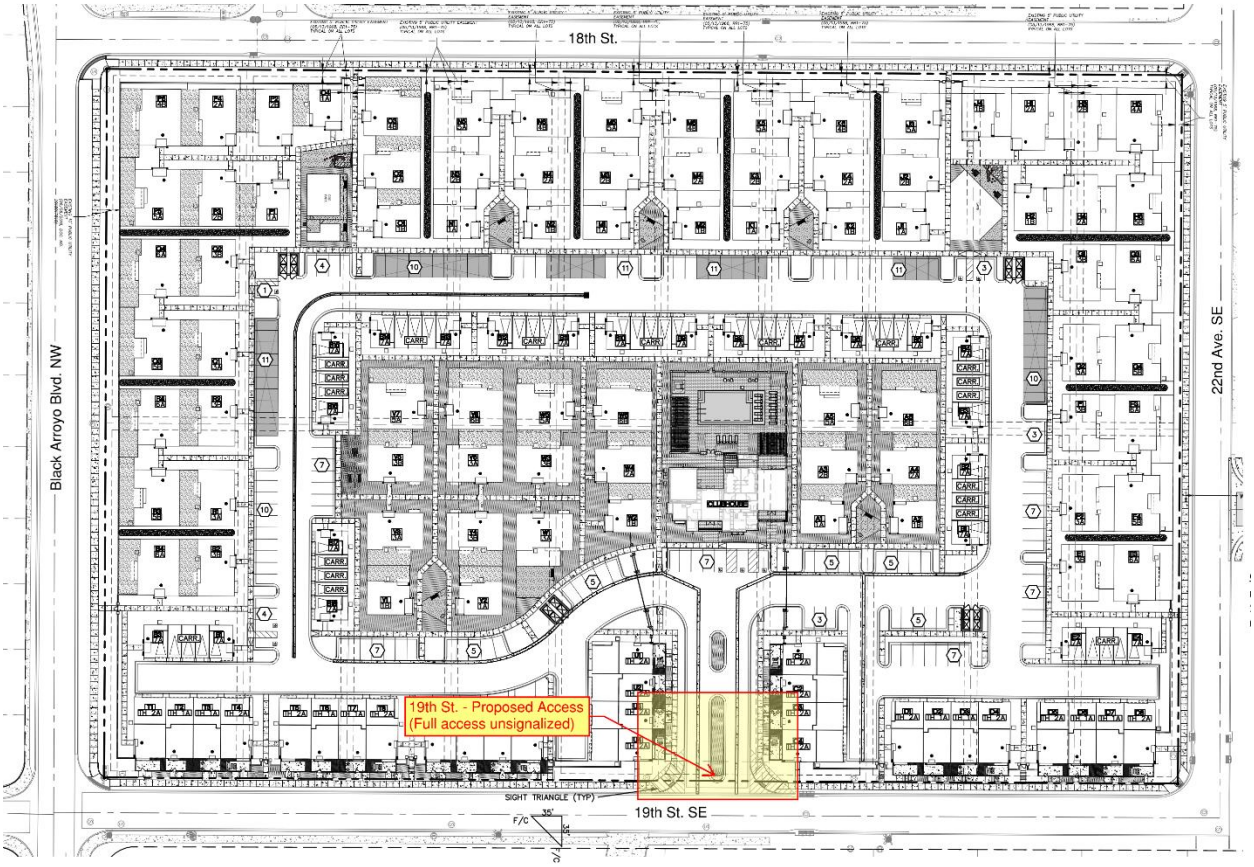


Figure 2 - Proposed Site Plan

A sight distance evaluation at the proposed full access intersection (19th St. and Driveway "A") was performed to support the access for the project (one full access). It was determined that the sight distances available at the one access point were sufficient to allow the driveway to operate as full access unsignalized driveway. The posted speed limit on 19th St., west of Black Arroyo Blvd. is 25 MPH. Table 18.F-2 (Required Sight Distance for Vehicles Entering and / or Crossing a Highway – Ft.) in the New Mexico Department of Transportation's (NMDOT) *State Access Management Manual* establishes a requirement of 76 feet of sight distance associated with the ultimate 2-lane with no median with a 25 MPH speed limit. The proposed site plan provides an approximate sight distance of 464 feet to the south and 359 feet to the north.

The development proposes to construct a new roadway, referred to as Pavilion Way. Pavilion Way will be located north of the Amare Rio Rancho Subdivision and will connect 22nd Avenue and Wellspring Avenue. The Amended Unser Pavilion Master Plan (approved by the City of Rio Rancho on January 9, 2019) stipulates that Pavilion Way is ultimately to be constructed as a

north-south oriented residential roadway. The developers associated with the amended master plan and the Amare Rio Rancho development plan to construct of Pavilion Way in a single phase.

A Trip Generation table was created for the Unser Pavilion West lot to determine the percentage of contribution that Amaré Rio Rancho and Unser pavilion West will have on the proposed roadway. As a result of the analysis, 82% of construction costs for Pavilion Way will qualify for impact fee credits. Summary of the trip generation are shown below:

Pavilion Way

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE) DESCRIPTION		24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT	% used of Total Trips to Pavilion Way
	Existing Traffic Summary Sheet	Units						
CoRR	Single-Family Detached Housing (210)	107	172	3	10	11	7	17%
CoRR U10, Blk 82, Tr 1A	Nursing Home (620)	48.0	162	10	3	6	9	50%
CoA	Single-Family Detached Housing (210)	394	372	7	20	23	13	10%
CoA TR A PLAT OF TRS A & B	Convenience Store / Gas Station - GFA 4-5.5K (945)	16	411	22	22	18	18	10%
CoA TR E-1 PLAT OF TRACT E-1	Shopping Center > 150K - Linear (820)	28.0	104	28	1	5	5	10%
Amare Rio Rancho	Single-Family Detached Housing (210)/ Single-Family Attached Housing (215)	128	245	5	14	15	9	23%
	Subtotal		**1,466**		**145**		**139**	
	Proposed Traffic Summary Sheet	Units						
West	Furniture Store (890)	20.8	66	2	1	3	3	50%
West	Medical-Dental Office Building (720)	12.5	215	16	4	8	17	50%
	Subtotal		**281**		**23**		**31**	
	Total Trips		**1,747**		**168**		**170**	
	Unser Pavilion West % of Contribution				14%		***18%***	

Determination of Percentage of Contribution of Unser Pavilion West Towards Pavilion Way

Determination of Trips Generated on Pavilion Way

	AM	PM	% AM	% PM
Trips Gen by Exist. CoRR Res.	13	18	9%	11%
Trips Gen by Exist. CoRR Nursing	13	15	9%	9%
Trips Gen by Exist. ABQ Res.	27	36	19%	21%
Trips Gen by Exist. ABQ Com	47	46	33%	27%
Trips Gen by Amare	19	24	13%	14%
Trips Gen by Unser Pavilion West	23	31	16%	**18%** ←
	142	170		

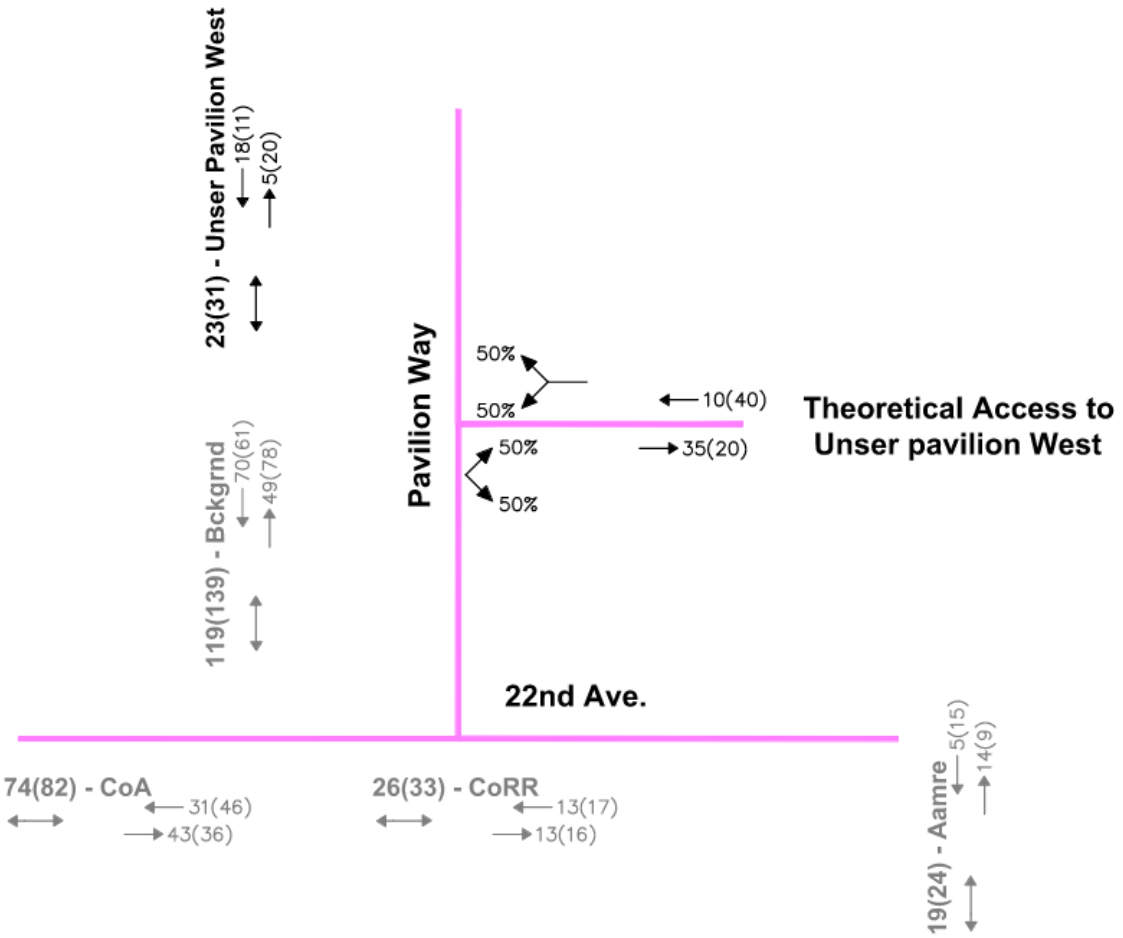


Figure 3 - Pavilion Way Impact Fee Eligibility

The Amaré Rio Rancho Subdivision will require infrastructure improvements on the north side of Black Arroyo Blvd., between 19th St. and 18th St., which falls within the jurisdiction of CoA. The proposed improvements include installation of curb and gutter, sidewalks, and ADA-accessible ramps. All improvements will be constructed in accordance with CoA standards as outlined in the Development Process Manual. As a result of the improvement requirement, an Infrastructure Improvement Agreement will be required and is included on Appendix Pages A – 443 and A – 444.

As requested by CoRR, Tierra West LLC analyzed whether an access break at Black Arroyo Blvd. / Unser Blvd. is warranted. The evaluation included a review of the 2038 PM Peak Hour operational performance for the intersections of Wellspring Ave. / Unser Blvd., Black Arroyo Blvd. / Unser Blvd., and Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. The analysis indicates that these intersections are projected to operate at a non-desirable LOS “E” or lower. Based on the results, the improvements are marginal and do not justify any mitigation recommendations. The complete analysis is provided on pages 81 and 89 of this report.
Reporting in this Traffic Impact Study are the HCM7 (Highway Capacity Manual, 7th Edition) results from Synchro 12 software’s HCM7 reports. Results of the analysis of the project’s transportation study area are summarized in the following table:

Executive Summary Results Table

	Intersection No. / Name	Intersection Operation	Case Evaluation	Implementation Year (2028) Conditions		Horizon Year (2038) Conditions	
				AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)	AM Peak LOS - Delay (s)	PM Peak LOS - Delay (s)
1	Wellspring Ave. / Unser Blvd	Signalized	No Build *(Exist. Geo.)*	C- 27.8	D - 37.6	D - 36.1	F - 85.2
			Build *(Exist. Geo.)*	C - 28.0	D - 38.0	D - 36.2	F - 87.1
			Build *(W/ Pavilion Way)*	C - 28.0	D - 38.0	D - 36.2	F - 87.4
			Build (W/ Pavilion Way & NB Unser Left Turn)				F - 85.7
2	22nd Ave. / 15th St.	Unsignalized	No Build *(Exist. Geo.)*	B - 10.8	B - 10.7	B - 12.1	B - 11.7
			Build *(Exist. Geo.)*	B - 11.1	B - 11.1	B - 12.3	B - 12.2
			Build *(W/ Pavilion Way)*	B - 10.9	B - 10.7	B - 12.1	B - 11.7
3	Wellspring Ave. / Westside	Unsignalized	No Build *(Exist. Geo.)*	A - 9.6	B - 10.4	B - 10.2	B - 11.7
			Build *(Exist. Geo.)*	A - 9.7	B - 10.5	B - 10.3	B - 11.8
			Build *(W/ Pavilion Way)*	A - 9.6	B - 10.5	B - 10.3	B - 11.8
4	Wellspring Ave. / Westside Blvd.	Unsignalized	No Build *(Exist. Geo.)*	B - 13.0	B - 14.3	C - 15.7	C - 18.2
			Build *(Exist. Geo.)*	B - 13.0	B - 14.3	C - 15.7	C - 18.2
			Build *(W/ Pavilion Way)*	B - 13.0	B - 14.3	C - 15.7	C - 18.3
5	20th St. / Wellspring Ave.	Unsignalized	No Build *(Exist. Geo.)*	A - 8.7	A - 8.7	A - 8.9	A - 8.8
			Build *(Exist. Geo.)*	A - 8.7	A - 8.7	A - 8.9	A - 8.8
			Build *(W/ Pavilion Way)*	A - 8.8	A - 8.7	A - 8.9	A - 8.8
6	Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way	Unsignalized	No Build *(Exist. Geo.)*	B - 10.2	B - 10.2	B - 11.1	B - 11.0
			Build *(Exist. Geo.)*	B - 10.2	B - 10.2	B - 11.1	B - 11.0
			Build *(W/ Pavilion Way)*	B - 10.7	B - 10.8	B - 11.7	B - 12.1
7	22nd Ave. / Pavilion Way	Unsignalized	No Build *(Exist. Geo.)*	N/A	N/A	N/A	N/A
			Build *(Exist. Geo.)*	N/A	N/A	N/A	N/A
			Build *(W/ Pavilion Way)*	A - 8.7	A - 8.7	A - 8.7	A - 8.8
8	Driveway "A" / 19th St.	Unsignalized	No Build *(Exist. Geo.)*	N/A	N/A	N/A	N/A
			Build *(Exist. Geo.)*	A - 8.6	A - 8.7	A - 8.6	A - 8.6
			Build *(W/ Pavilion Way)*	A - 8.6	A - 8.7	A - 8.6	A - 8.7
9	Black Arroyo Blvd. / Unser Blvd.	Unsignalized	No Build *(Exist. Geo.)*	B - 12.3	B - 12.8	C - 18.3	C - 21.6
			Build *(Exist. Geo.)*	B - 13.1	B - 13.3	C - 20.9	C - 24.3
			Build (W/ Pavilion Way)	B - 13.1	B - 13.3	C - 20.9	C - 24.3
			Build *(W/ Pavilion Way & NB Unser Left Turn)*				F - 70.2
10	Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd.	Unsignalized	No Build *(Exist. Geo.)*	D - 27.8	C - 21.0	F - 204.8	E - 40.1
			Build *(Exist. Geo.)*	D - 29.7	C - 23.0	F - 258.9	E - 49.7
			Build (W/ Pavilion Way)	D - 29.7	C - 23.0	F - 258.9	E - 49.7
			Build (W/ Pavilion Way & NB Unser Left Turn)				E - 39.7
11	McMahon Blvd. / Pinon Verde Rd.	Unsignalized	No Build *(Exist. Geo.)*	B - 10.3	C - 17.6	B - 11.2	D - 30.8
			Build *(Exist. Geo.)*	B - 10.3	C - 17.6	B - 11.2	D - 31.8
			Build *(W/ Pavilion Way)*	B - 10.3	C - 17.6	B - 11.2	D - 31.6
12	McMahon Blvd. / Bandelier Dr.	Unsignalized	No Build *(Exist. Geo.)*	C - 24.0	C - 20.8	E - 40.7	E - 36.2
			Build *(Exist. Geo.)*	C - 24.0	C - 20.8	E - 40.7	E - 36.3
			Build *(W/ Pavilion Way)*	C - 24.0	C - 20.8	E - 40.7	E - 36.3
13	McMahon Blvd. / Sweet Dreams Dr.	Unsignalized	No Build *(Exist. Geo.)*	B - 13.2	B - 14.2	C - 15.7	C - 19.1
			Build *(Exist. Geo.)*	B - 13.2	B - 14.2	C - 15.7	C - 19.1
			Build *(W/ Pavilion Way)*	B - 13.2	B - 14.2	C - 15.7	C - 19.1
14	McMahon Blvd. / Milky Way St.	Unsignalized	No Build *(Exist. Geo.)*	C - 18.3	C - 23.0	D - 25.5	F - 76.2
			Build *(Exist. Geo.)*	C - 15.7	C - 23.1	D - 25.1	F - 76.7
			Build *(W/ Pavilion Way)*	C - 15.7	C - 23.1	D - 25.1	F - 76.7
15	Black Arroyo Blvd. / Milky Way St.& 15th St.	Unsignalized	No Build *(Exist. Geo.)*	B - 11.8	B - 10.9	B - 13.4	B - 12.2
			Build *(Exist. Geo.)*	B - 11.8	B - 10.9	B - 13.4	B - 12.2
			Build *(W/ Pavilion Way)*	B - 11.8	B - 10.9	B - 13.4	B - 12.2
16	Black Arroyo Blvd. / Sweet Dreams	Unsignalized	No Build *(Exist. Geo.)*	A - 9.5	B - 10.4	B - 9.9	B - 11.0
			Build *(Exist. Geo.)*	A - 9.5	B - 10.4	B - 9.9	B - 11.0
			Build *(W/ Pavilion Way)*	A - 9.5	B - 10.4	B - 9.9	B - 11.0
17	Black Arroyo Blvd. / Dreamy Way	Unsignalized	No Build *(Exist. Geo.)*	A- 9.3	A - 9.8	A - 9.6	B - 10.3
			Build *(Exist. Geo.)*	A - 9.3	A - 9.8	A - 9.6	B - 10.1
			Build *(W/ Pavilion Way)*	A - 9.3	A - 9.8	A - 9.6	B - 10.2
18	Black Arroyo Blvd. / 19th St. & Pinon Altos Rd.	Unsignalized	No Build *(Exist. Geo.)*	A - 9.5	A - 9..3	A - 9.2	A - 9.7
			Build *(Exist. Geo.)*	B - 10.0	B - 10.7	A - 10.6	B - 11.7
			Build *(W/ Pavilion Way)*	B - 10.0	B - 10.7	A - 10.6	B - 11.6
19	Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway	Unsignalized	No Build *(Exist. Geo.)*	B - 10.1	A - 9.8	B - 10.7	B - 10.4
			Build *(Exist. Geo.)*	B - 10.5	B - 10.1	B - 11.2	B - 10.7
			Build *(W/ Pavilion Way)*	B - 10.5	B - 10.1	B - 11.2	B - 10.7

The proposed Amaré Rio Rancho Subdivision is not expected to have a significant adverse impact on the adjacent transportation system in either the 2028 Implementation Year or the 2038 Horizon Year, for both the BUILD with Existing Geometry and the BUILD with Pavilion Way scenarios. Traffic analysis indicates that the Level of Service (LOS) at intersections within the study area will meet or exceed the acceptable LOS "D" threshold, as defined in Section 2.4.1.7 of the City of Rio Rancho Development Process Manual – Volume II, and Table 7.5.88 of the City of Albuquerque Development Process Manual, with the exception of turning movements at intersections that are already operating below LOS "D." In those cases, it was determined that either the impact of the proposed Amaré Rio Rancho Subdivision was not significant, or that measures were recommended to mitigate the impact.

The analysis further concludes that an access break at the intersection of Black Arroyo Blvd. and Unser Blvd. is not warranted.

In conclusion, the construction of Pavilion Way is not required to support the proposed development, as the development is expected to function effectively on its own.

Based on the analysis provided in this Traffic Impact Study, the following are the recommendations for improvements to the adjacent transportation system in the study area for this project:

City Of Rio Rancho

- Design and construction of project access off of 19th St. shall maintain adequate sight distances to the degree possible. That is, no landscaping improvements or structures are permitted which will restrict sufficient sight distance of vehicles exiting the driveway.
- Access to the Amaré Rio Rancho Subdivision should be via the following intersections:
    - Driveway "A" / 19th St. – full access unsignalized intersection. Driveway "A" may be designed to include one entering lane and one exiting lane minimum.
- The northbound and southbound approach on Pavilion Way. should be designed and constructed per CoRR residential roadway standards.

City Of Albuquerque

- No recommendations are made.

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Amaré Rio Rancho – Rio Rancho, NM
(Black Arroyo Blvd. / 19th St.)
Traffic Impact Study

Introduction

The purpose of this Traffic Impact Study (TIS) is to evaluate transportation conditions before and after the implementation of the proposed Amaré Rio Rancho Subdivision, in order to determine the project's impact on the adjacent transportation system and to recommend mitigation measures where necessary. The study will examine three scenarios: **NO BUILD**, **BUILD with Existing Geometry**, and **BUILD with Pavilion Way**. This report has been prepared in accordance with the requirements of the City of Rio Rancho City of Albuquerque Traffic Engineering Department.

The following abbreviations will be utilized in this Study:

HCM – Highway Capacity Manual
HCS – Highway Capacity Software (developed by McTrans)
LOS – level-of-service – a means of measuring the performance of a turning movement and / or a lane group and / or an intersection. Level-of-service is expresses as "A" thru "F" based on calculated average control delay and, in some cases, v/c ratio.
v/c ratio – volume / capacity ratio or a turning movement / lane group / intersection.
ITE – Institute of Transportation Engineers
NMDOT – New Mexico Department of Transportation
CoRR – City of Rio Rancho
CoA – City of Albuquerque
AWDT – Average Weekday Traffic

Description of Proposed Development

The proposed Amaré Rio Rancho Subdivision is located within the City of Rio Rancho, New Mexico along the north side of Black Arroyo Blvd. and west of Unser Blvd. See Following vicinity map (Figure 1) on Page i in the Executive Summary of this report: A more detailed vicinity map is on Pages A-1 and A-2 in the Appendix of this report.

The study area is comprised of one signalized and eighteen unsignalized intersections.

1. Wellspring Ave. / Unser Blvd. (Signalized - Full Access)
2. 22nd Ave. / 15th St. (Unsignalized – Two-Way Stop)
3. Westside Blvd. / 15th St. (Unsignalized – One-Way Stop)
4. Wellspring Ave. / Westside Blvd. (Unsignalized – One-Way Stop)

5. 20th St. / Wellspring Ave. (Unsignalized – One-Way Stop)
6. Wellspring Ave. / Eye Associated Optical Driveway (Unsignalized – One-Way Stop)
7. 22nd Ave. / Pavilion Way (Unsignalized – One-Way Stop)
8. Driveway "A" / 19th St. (Unsignalized – One-Way Stop)
9. Black Arroyo Blvd. / Unser Blvd. (Unsignalized - Right-In, Right-Out)
10. Night Whisper Rd. (Summer Ridge Rd.) / Unser Blvd. (Unsignalized – Two-Way Stop)
11. McMahon Blvd. / Pinon Verde Rd. (Unsignalized – Two-Way Stop)
12. McMahon Blvd. / Bandelier Dr. (Unsignalized – Two-Way Stop)
13. McMahon Blvd. / Sweet Dreams Dr. (Unsignalized – One-Way Stop)
14. McMahon Blvd. / Milky Way St. (Unsignalized – Two-Way Stop)
15. Black Arroyo Blvd. / Milky Way St.& 15th St. (Unsignalized – Two-Way Stop)
16. Black Arroyo Blvd. / Sweet Dreams Dr. (Unsignalized – Two-Way Stop)
17. Black Arroyo Blvd. / Dreamy Way Dr. (Unsignalized – One-Way Stop)
18. Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. (Unsignalized – Two-Way Stop)
19. Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway (Unsignalized – Two-Way Stop)

The Amaré Rio Rancho Development is to be developed as an approximately 128-unit homes for rent community containing both Single-Family attached and detached homes. The ITE Trip Generation Manual's definition of Single-Family Detached Housing (ITE Land Use 210) is "A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision." The ITE Trip Generation Manual's definition of Single-Family Attached Housing (ITE Land Use 215) is "Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space." The anticipated implementation year for this project is 2028 and the horizon year is 2038. A summary of the calculated trip generation rate projected for this project is as follows:

Table 1 - Trip Generation Data

Amaré Rio Rancho (Black Arroyo Blvd. / 19th St.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		*GROSS*	*ENTER*	*EXIT*	*ENTER*	*EXIT*
	Summary Sheet	Units					
	Single-Family Detached Housing (210)	78	736	15	45	50	29
	Single-Family Attached Housing (215)	50	331	6	14	15	11
	TOTAL	**128**	**1,067**	**21**	**59**	**65**	**40**

The Amare Rio Rancho Development is to be access via one full access intersection along 19th St. The following is the site plan for the project showing the proposed access intersection (see Appendix Page A-3 for full site plan):

A sight distance evaluation at the proposed full access intersection (19th St. and Driveway "A") was performed to support the access for the project (one full access). It was determined that the sight distances available at the one access point were sufficient to allow the driveway to operate as full access unsignalized driveway. The posted speed limit on 19th St., west of Black Arroyo Blvd. is 25 MPH. Table 18.F-2 (Required Sight Distance for Vehicles Entering and / or Crossing a Highway – Ft.) in the New Mexico Department of Transportation's (NMDOT) *State Access Management Manual* establishes a requirement of 76 feet of sight distance associated with the ultimate 2-lane with no median. The proposed site plan provides an approximate sight distance of 464 feet to the south and 359 feet to the north.

Study Area Condition

A TIS Scoping Meeting was held online on January 14, 2025, at 10:00 AM. Attendees included Curtis Cherne with CoA; David Serrano, Jesse Guillam, and Travis Johnson with CORR; and Ronald R. Bohannan, Jimeia Roberts, Jacob Liberman, and Terry Brown with Tierra West. At the Scoping Meeting, it was determined that the study area for the TIS would include the intersections listed in the section above. The characteristics of the study area are as follows:

- The TIS will be required to meet the standards of the CoRR and CoA Traffic Engineers.
- The TIS will assume development of the Amaré Rio Rancho Subdivision having a total of 78 single-family detached housing and 50 single-family attached housing. The project will be developed in one phase.
- There are other known land development projects in the area that need to be incorporated into the background traffic model for this study. Those projects are:
    - The Village Development: This project consists of both residential and commercial development, assuming 2/3 of which are implemented and generating traffic. Therefore, it is assumed that the traffic turning into and out of Black Arroyo Blvd. and Unser Blvd. consist of 2/3 of that development. Additional trips were assigned to the intersection to account for future development of the remaining 1/3 that have yet to be implemented.
    - Los Diamantes Development: This project consists of retail developments, assuming 0% of which are implemented and generating traffic. Therefore, it is assumed that the traffic turning onto Wellspring Ave. / Unser Blvd. consists of 0% of that development. Additional trips were assigned to that intersection to account for future development of the remaining 100% that have yet to be implemented.
- Acquire Cut-Thru Study conducted by CoA Traffic Engineering Division for Milky Way St.
- Analysis of the signalized and unsignalized intersections in the study area will be performed using Trafficware's Synchro 12 software (version 12.2.4.32).
- Pavilion Way will be built to contain 13 feet wide lanes and no medians per CoRR *Typical Street Section Residential Street (TS-01).*

The signed scoping letter can be found on Pages A-439 through A-442 in the Appendix of this report.

Existing Roadways

Unser Blvd. and **McMahon Blvd.** are classified as a *Regional Principal Arterial*, per the Long-Range Roadway System Map (see Appendix Page A-10), with a posted speed limit of 40 MPH. Both roadways are generally a 4-lane urban roadway with curb and gutter, sidewalks, and a raised median. Construction is underway to add an additional northbound and southbound left-turn-only lane at the intersection of Wellspring Ave. and Unser Blvd., according to the Unser Boulevard Infrastructure Improvement Plans (January 2, 2024). Completion of construction is currently undetermined.

Westside Blvd. is classified as a *Community Principal Arterial*, per the Long-Range Roadway System Map (see Appendix Page A-10), with a posted speed limit of 45 MPH. It is generally a 4-lane urban roadway with curb and gutter, sidewalks, and a raised median. Construction is underway to add a westbound right-turn-only lane at the intersection of Wellspring Ave. and Unser Blvd., according to the Unser Boulevard Infrastructure Improvement Plans (January 2, 2024). Completion of construction is currently undetermined.

Wellspring Ave. and **Black Arroyo Blvd.** are classified as *Major Collectors*, per the Long-Range Roadway System Map (see Appendix Page A-10). The posted speed limit on Wellspring Ave. is 35 MPH, and on Black Arroyo Blvd., it is 30 MPH. Wellspring Ave. is generally a 4-lane urban roadway with curb and gutter, sidewalks, and a raised median. Black Arroyo Blvd. is generally a 2-lane urban roadway with curb and gutter, sidewalks, and no median. As development occurs, curb and gutter and sidewalks will be constructed on the north side of the proposed site.

Remaining Roadways are classified as *residential or local* with a posted speed limit of 25 MPH. They are generally a 2-lane local roadway with curb and gutter, sidewalks, and no median. As development occurs, sidewalks will be constructed on the south, east, and west side of the proposed site.

Desired Level of Services Per Reviewing Agency

According to the CoRR Development Process Manual – Vol. II section 2.1, the desired Level of Service (LOS) designations for each Urban roadway section are:

- Urban Arterials: Desired LOS “D”
- Urban Minor Arterials: Desired LOS “D”
- Urban Collector Roads: Desired LOS “C” (major collector) and LOS “B” (minor collector)
- Urban Local Roads: LOS “A:

The CoRR Development Manual – Vol. II section 2.4.1.7 states that that’s LOS “D” is considered acceptable for most situations, however if development in the surrounding area is sparse, the city may require that intersections function more efficiently in the near future to allow for later growth.

The desired LOS for CoA , according to the CoA Development Process manual – Table 7.5.88, is shown blow:

TABLE 7.5.88 **Desired LOS by Location and Corridor Type**

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

Analysis of Existing Conditions

Since the implementation year is only three years in the future, no existing conditions analysis was performed. However, existing traffic volumes (turning movement counts) were collected at the intersection targeted for analysis in this study in February 2025 (while school was still in session) and are included on Appendix Pages A – 421 through A - 438. The 2028 NO BUILD conditions analyses are assumed to closely approximate the existing conditions.

Analysis of Implementation Year and Horizon Year Conditions

Traffic Projections

Background base traffic volumes were calculated by applying the annual background traffic growth rate to the existing traffic volumes. The annual background growth rate for the implementation year and horizon year was determined by analyzing the Average Annual Weekday Traffic (AAWDT) volumes from the Mid-Region Council of Governments Annual Traffic Flow Maps from 2013 through 2022. The trendline resulting from analysis of those data points shows that the annual background traffic growth rate should be 3.7%.

The trips were distributed based on Mid-Region Council of Governments' Socioeconomic Data (2016-2040 Data Set). Residential trips were distributed proportional to employment data regionally (the entire Mid-Region Council of Governments' jurisdiction) inversely proportional to

the distance of the project from the subarea. The Trip Distribution map and Trip Assignments Maps for both BUILD with and without Pavilion Way can be found in the Appendix on Pages A – 17 through A – 19 and A – 105 through A – 107. Trip Distribution map and Trip Assignments Maps are also found on the following pages.

Due to high delays at Intersection #10 – Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. during the 2038 PM Peak Hour and given that the project-specific trips are residential and expected to involve drivers familiar with the area, it was assumed that these drivers would avoid the intersection and take an alternate route. A note was added to Figure 5 and Figure 8.

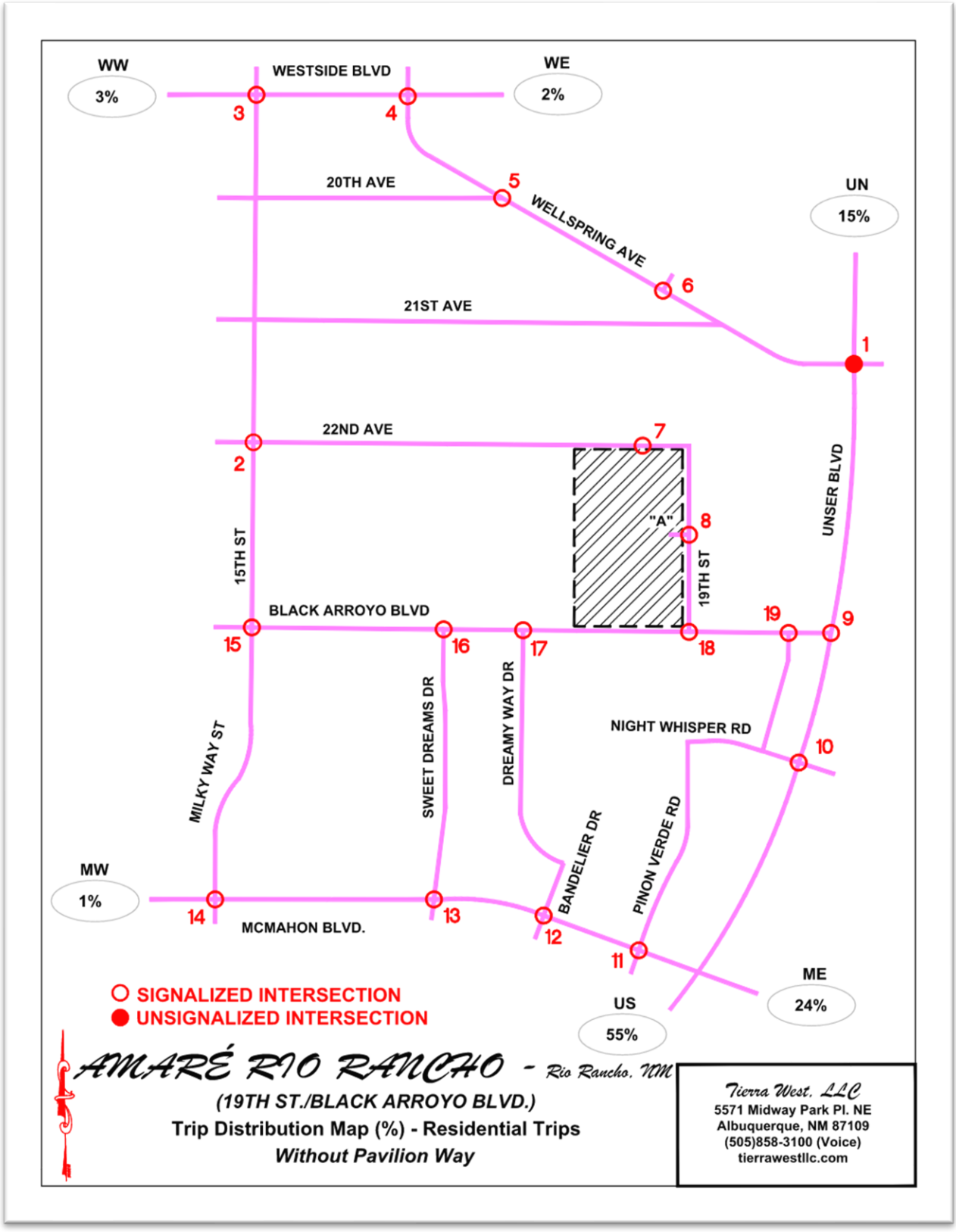


Figure 4 - Trip Distribution Map (%) – Without Pavilion Way

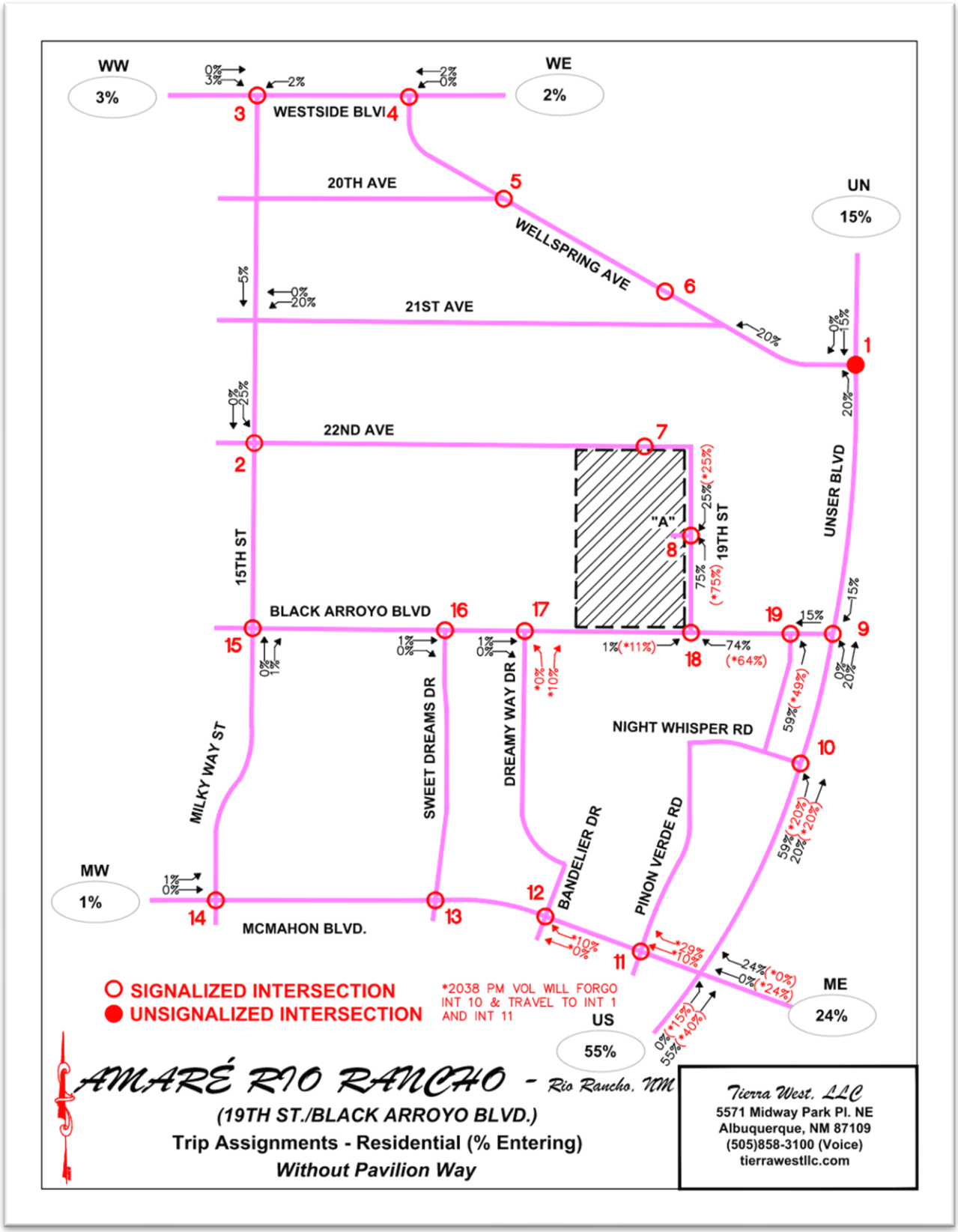


Figure 5 - Trip Assignments (% Entering) – Without Pavilion Way

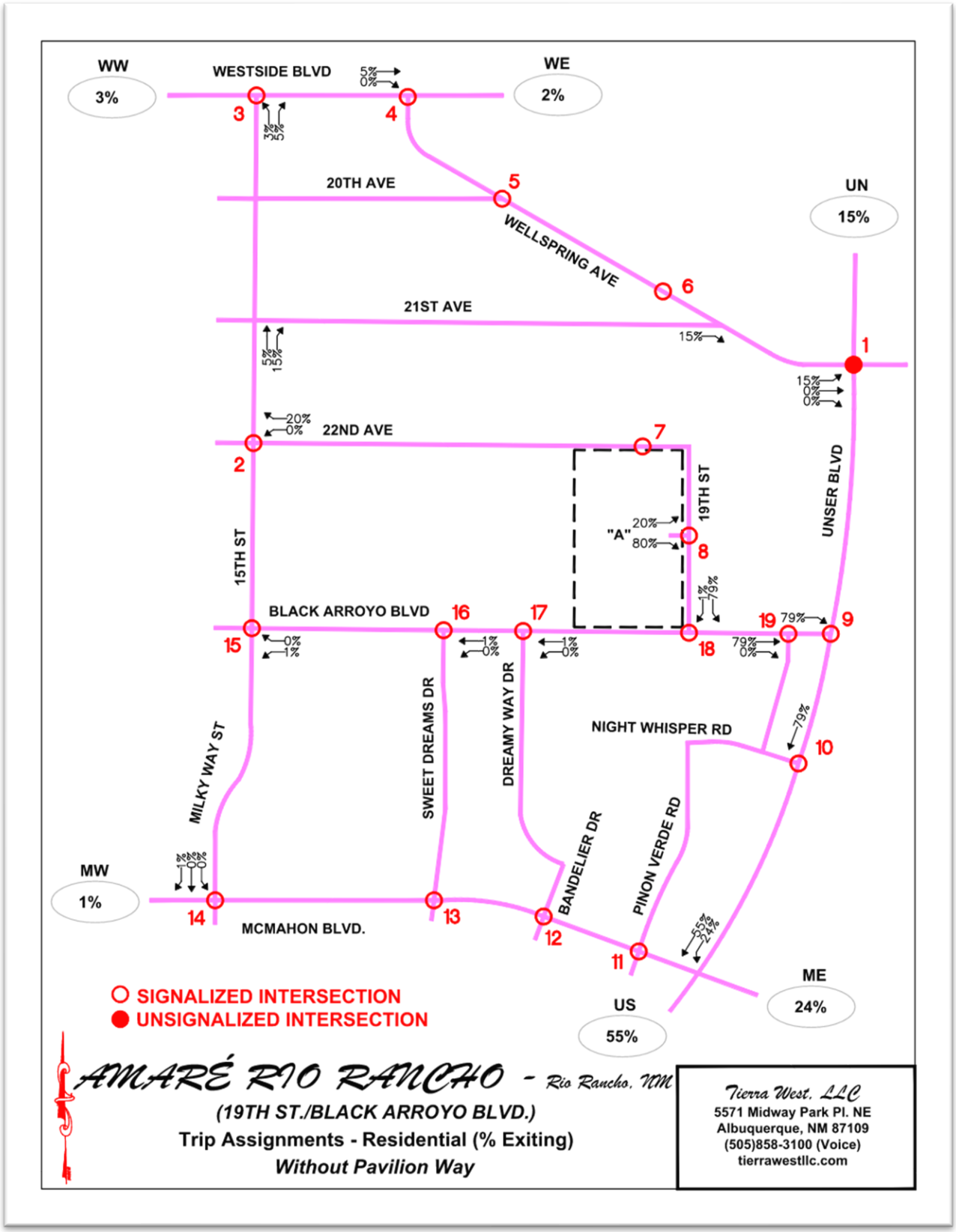


Figure 6 - Trip Assignments (% Exiting) – Without Pavilion Way

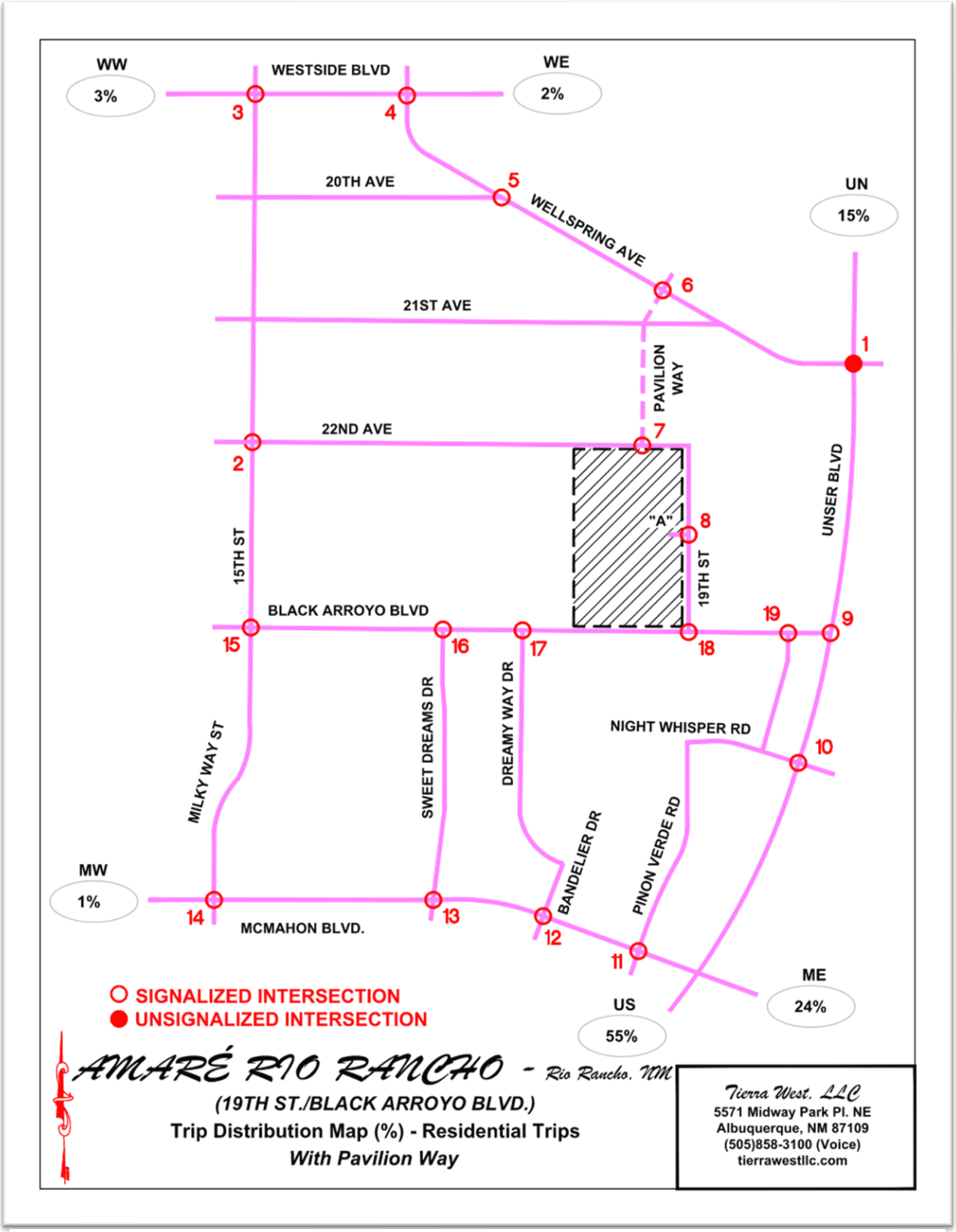


Figure 7 - Trip Distribution Map (%) - With Pavilion Way

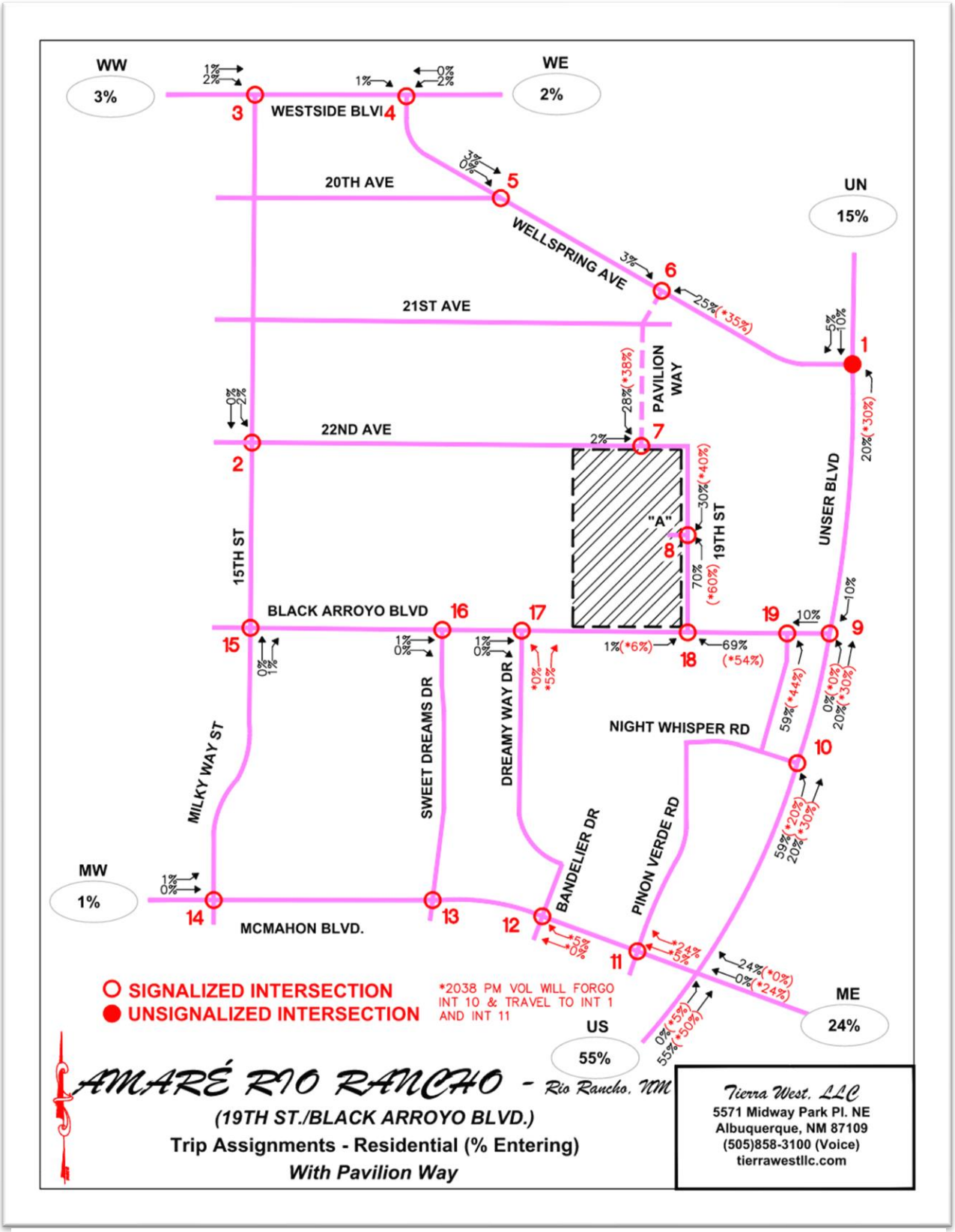


Figure 8 - Trip Assignments (% Entering) – With Pavilion Way

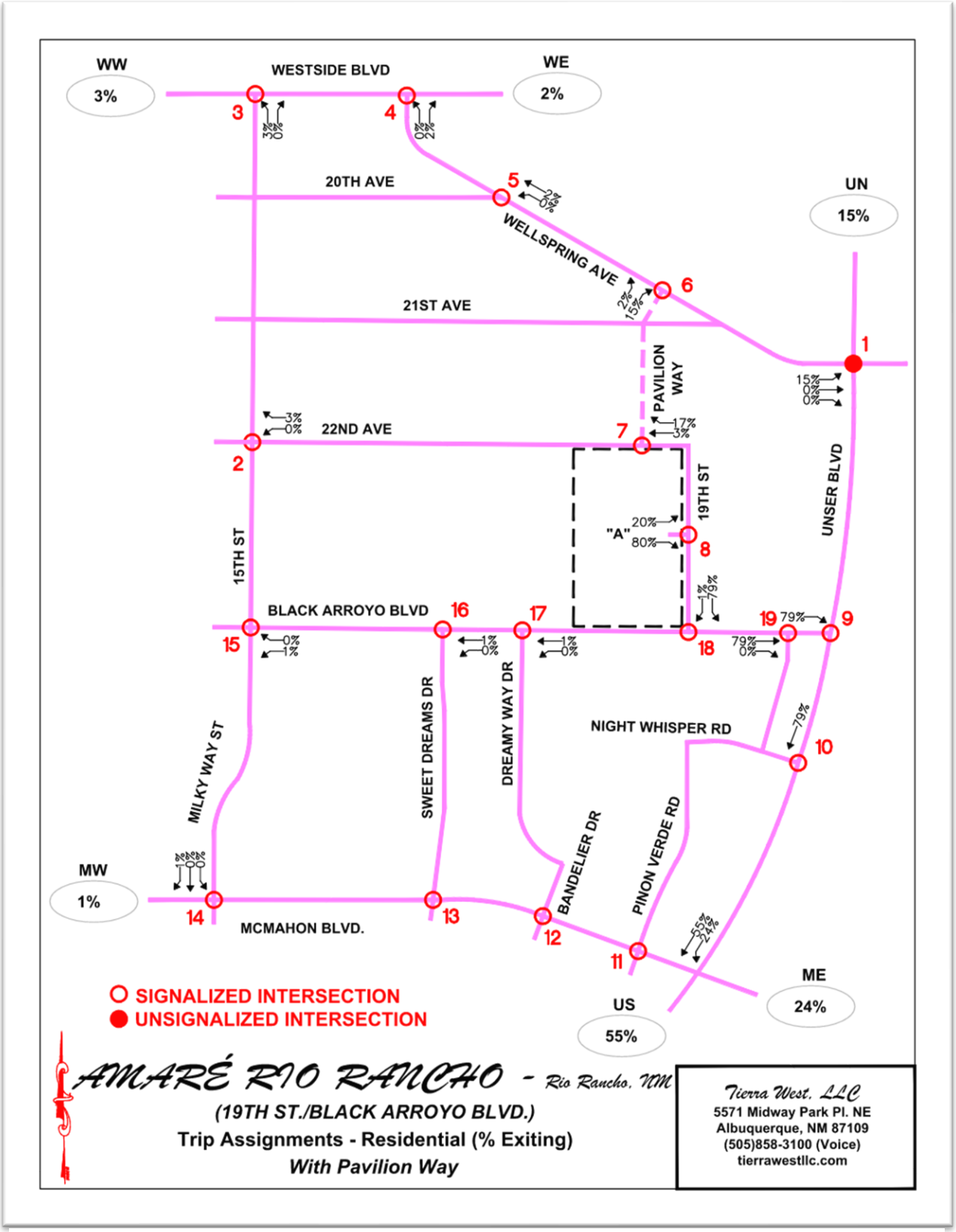


Figure 9 - Trip Assignments (% Exiting) – With Pavilion Way

The 2028 and 2038 AM and PM Peak Hour, NO BUILD, and both BUILD traffic volumes were calculated for each turning movement at each intersection in the study area for eight 15-minute periods. Peak hour volumes were calculated by multiplying the peak 15-minute period by four. NO BUILD volumes were generated by adjusting the traffic count volumes with the background traffic growth. BUILD volumes were calculated by increasing the NO BUILD volumes by the trips generated by the project. See Appendix Pages A-20 through A-104 and A-108 through A-193.

Traffic Analysis

A capacity analysis was conducted for the following NO BUILD and both BUILD conditions:

1. Implementation Year – 2028
2. Horizon Year – 2038

Synchro 12 (12.2.4.32) by Trafficware was used for the signalized and unsignalized intersections. The Lanes / Volume Analysis Maps for the unsignalized intersections are below.

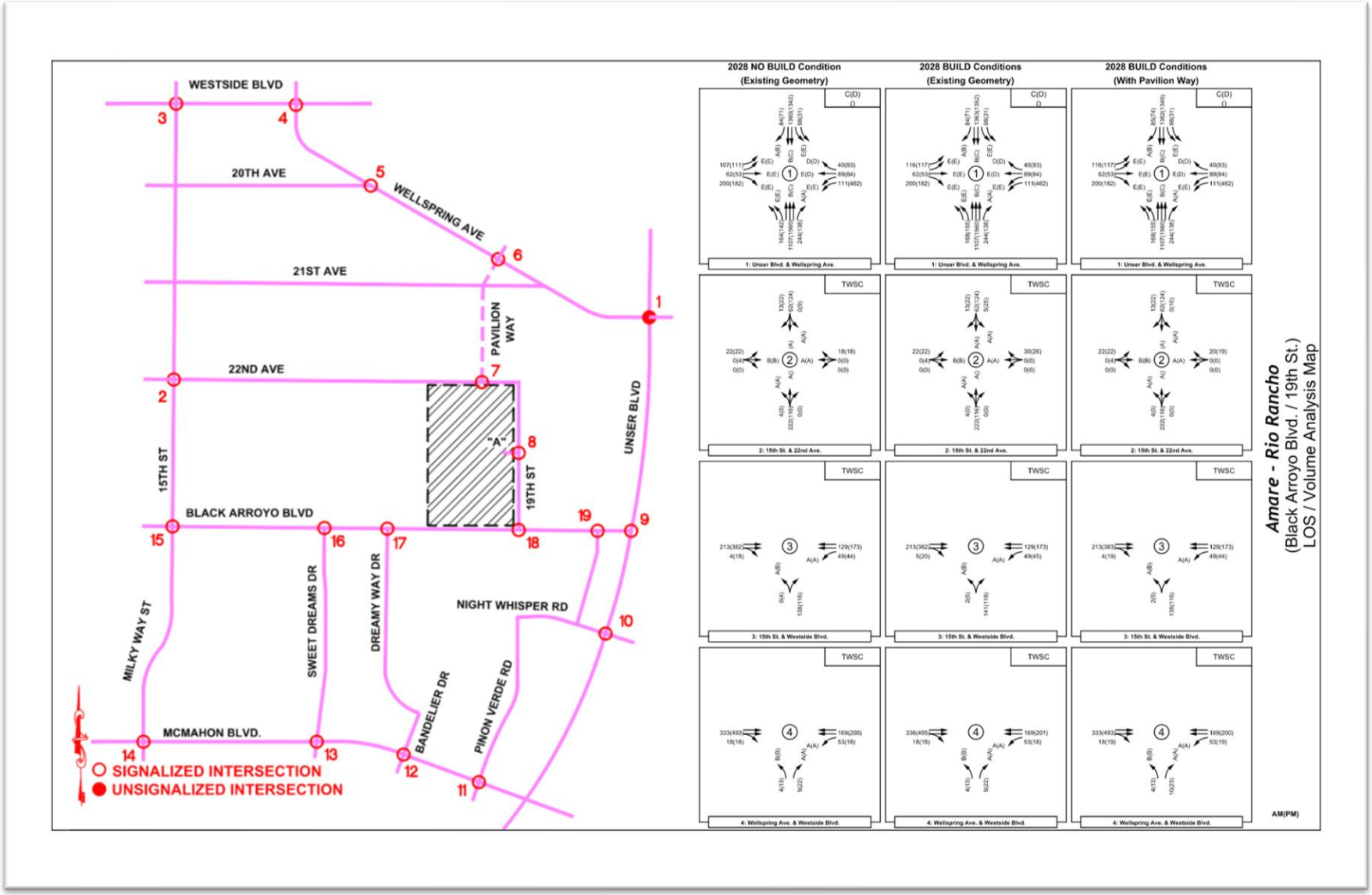


Figure 10 – 2028 Lanes / Volume Analysis Maps: Intersections 1 - 4

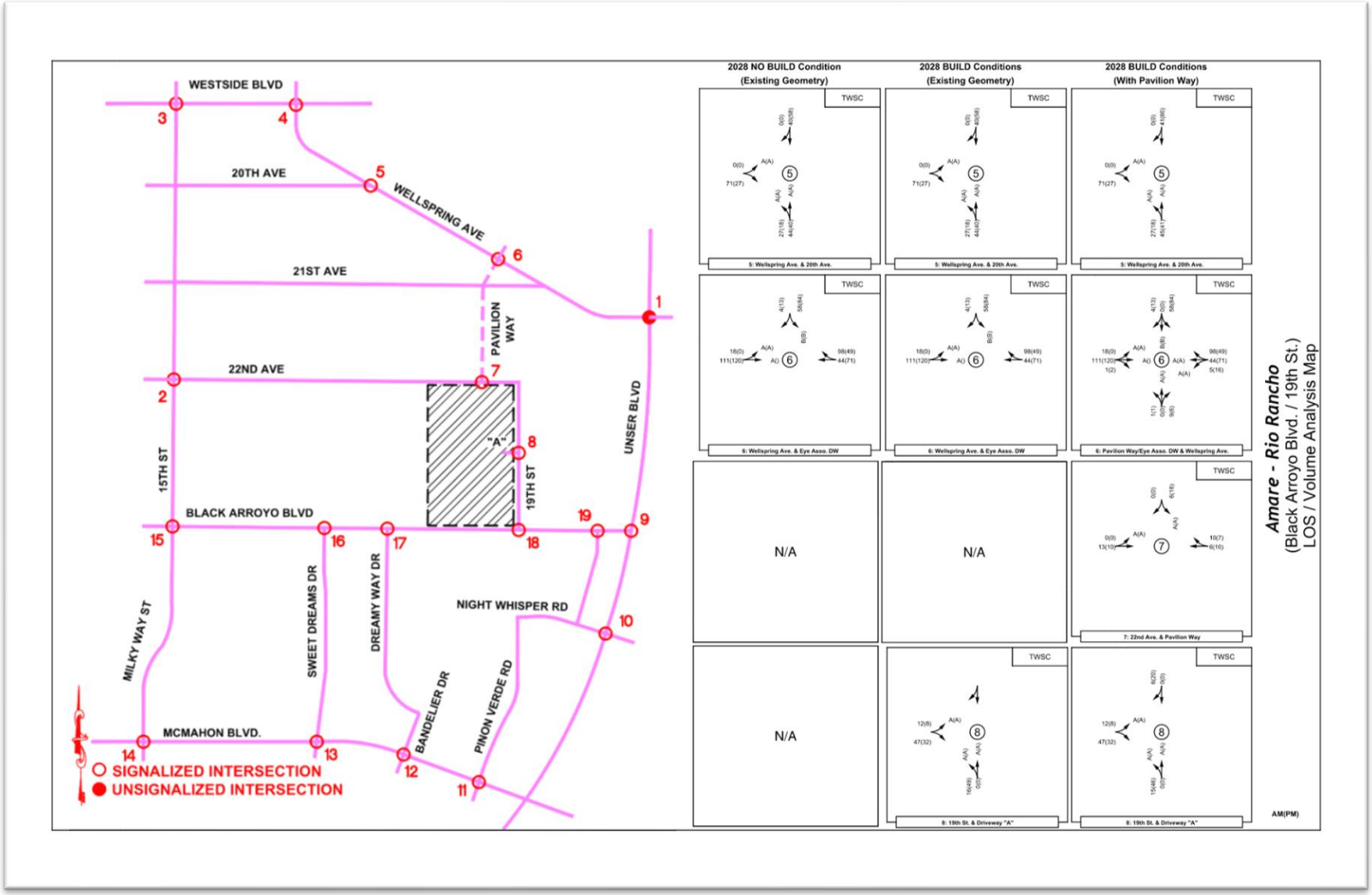


Figure 11 - 2028 Lanes / Volume Analysis Maps: Intersections 5 - 8

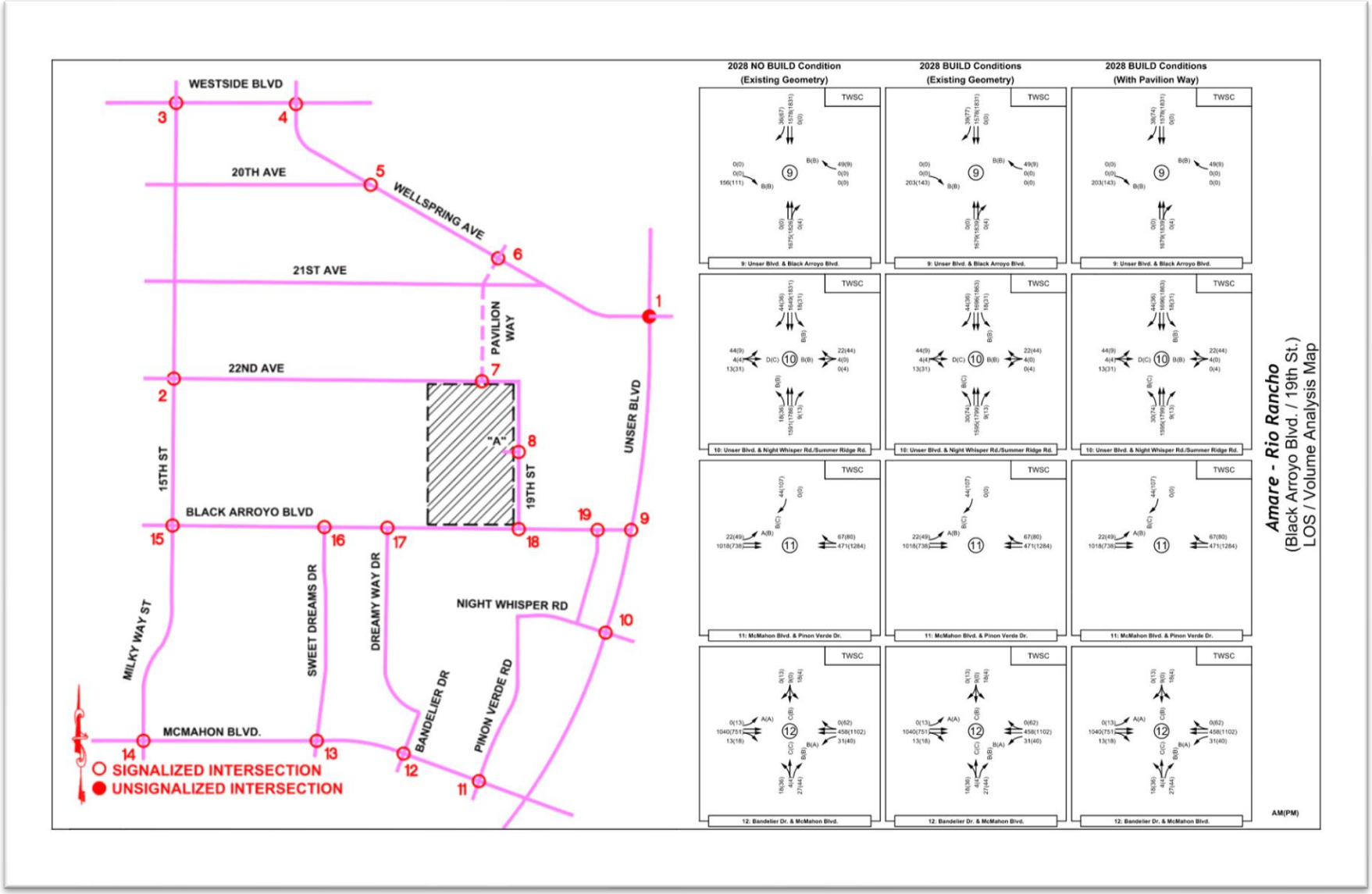


Figure 12 - 2028 Lanes / Volume Analysis Maps: Intersections 9 - 12

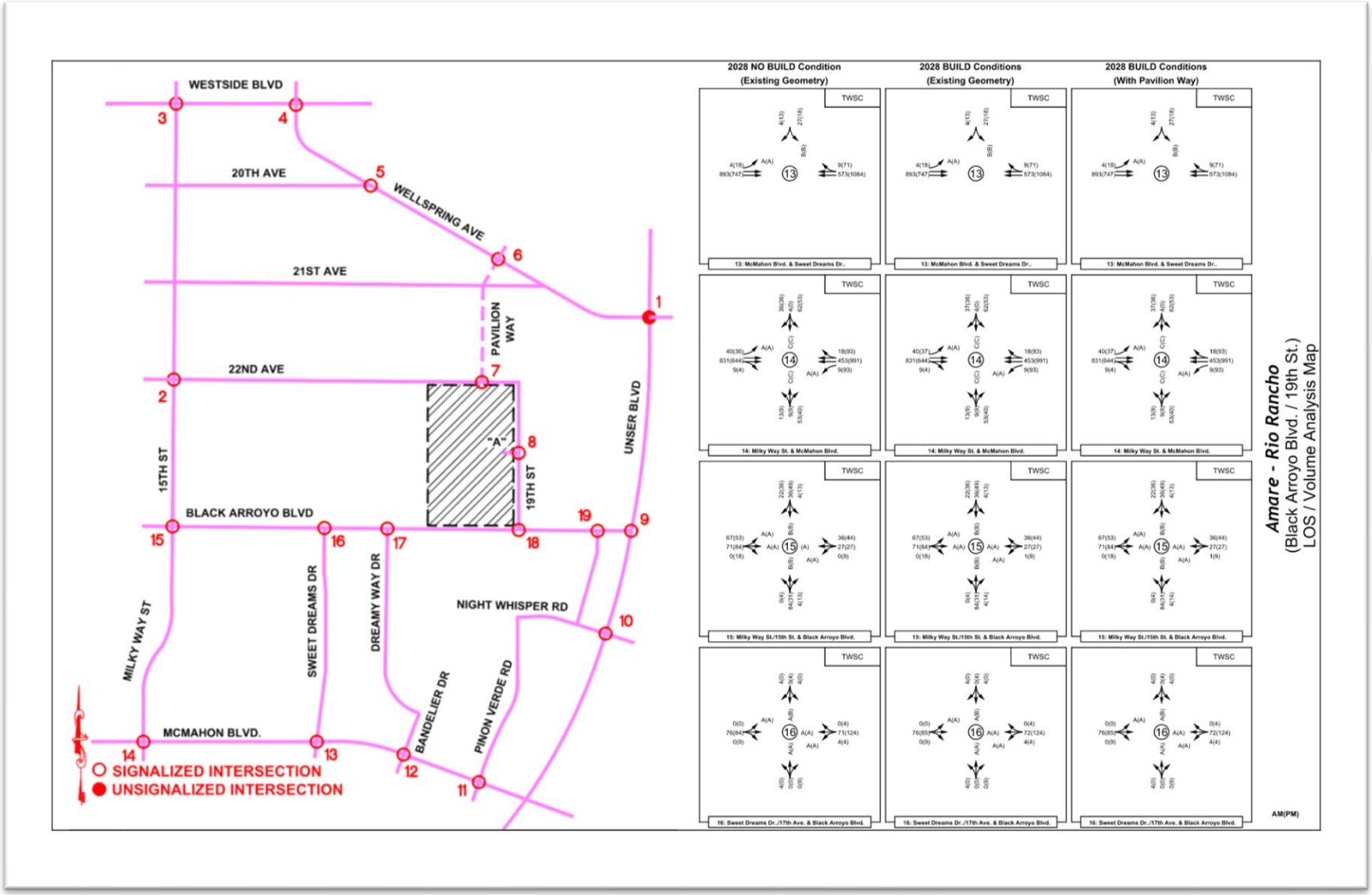


Figure 13 - 2028 Lanes / Volume Analysis Maps: Intersections 13 - 16

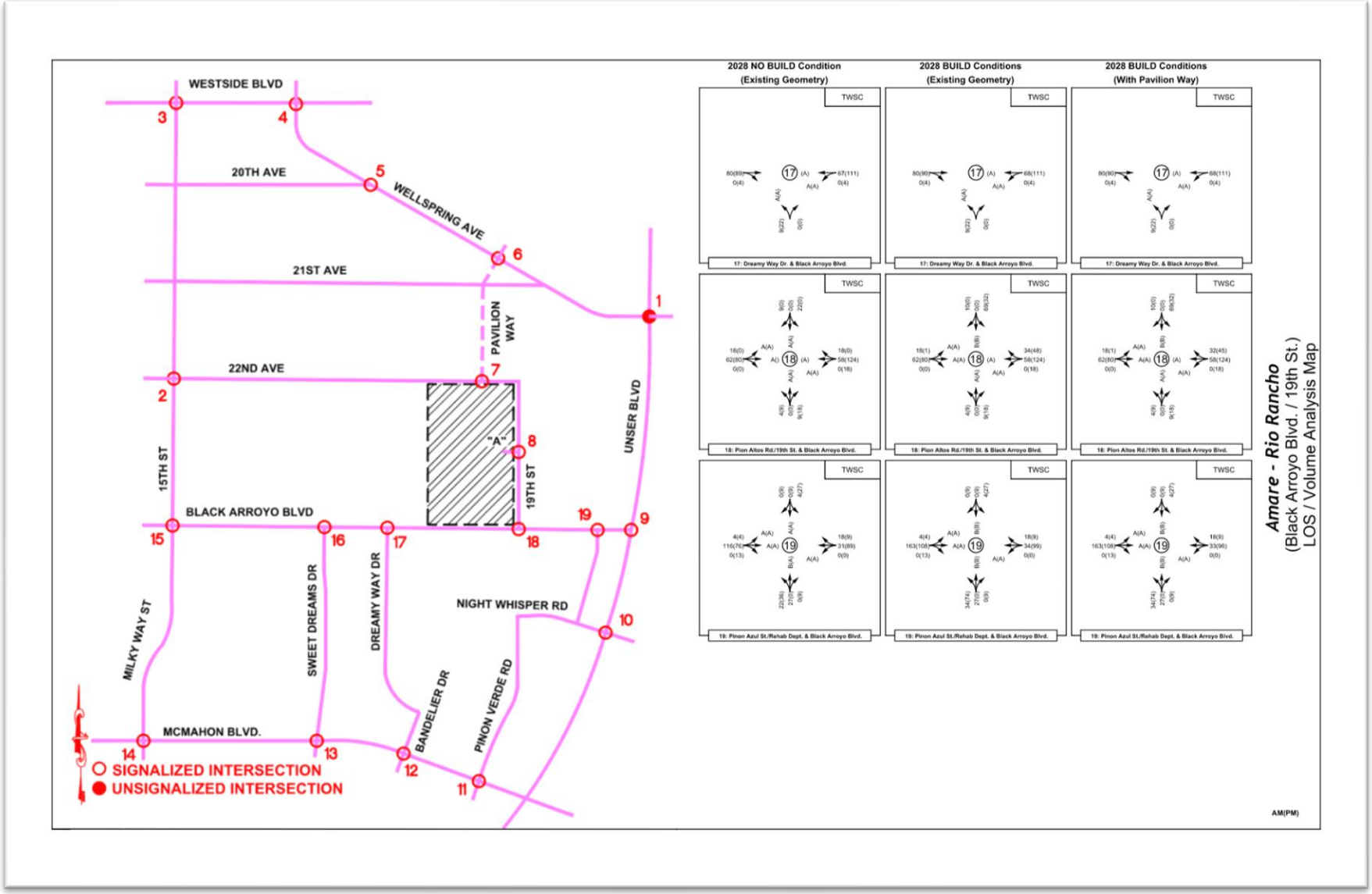


Figure 14 - 2028 Lanes / Volume Analysis Maps: Intersections 17 - 19

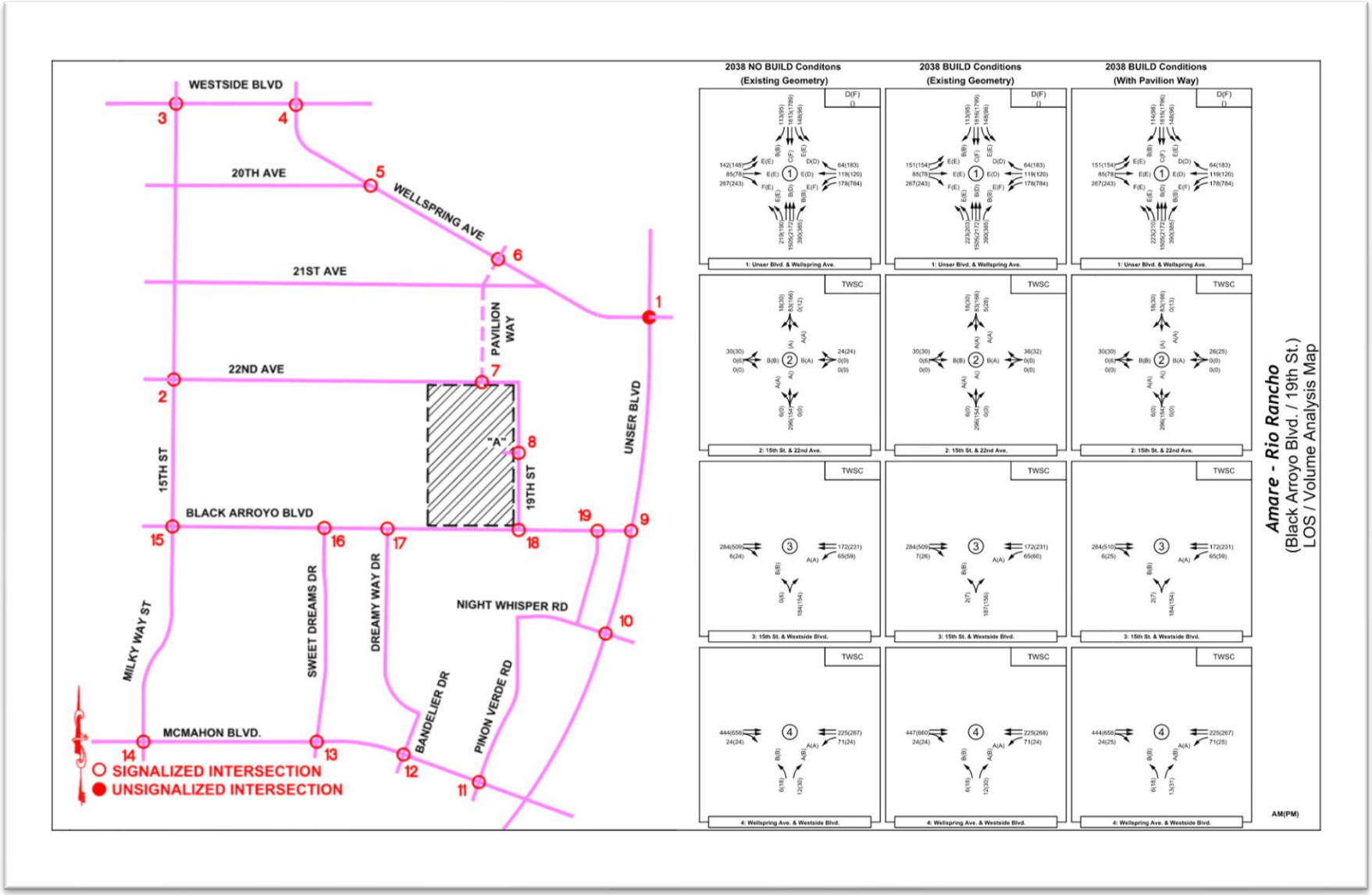


Figure 15 – 2038 Lanes / Volume Analysis Maps: Intersections 1 – 4

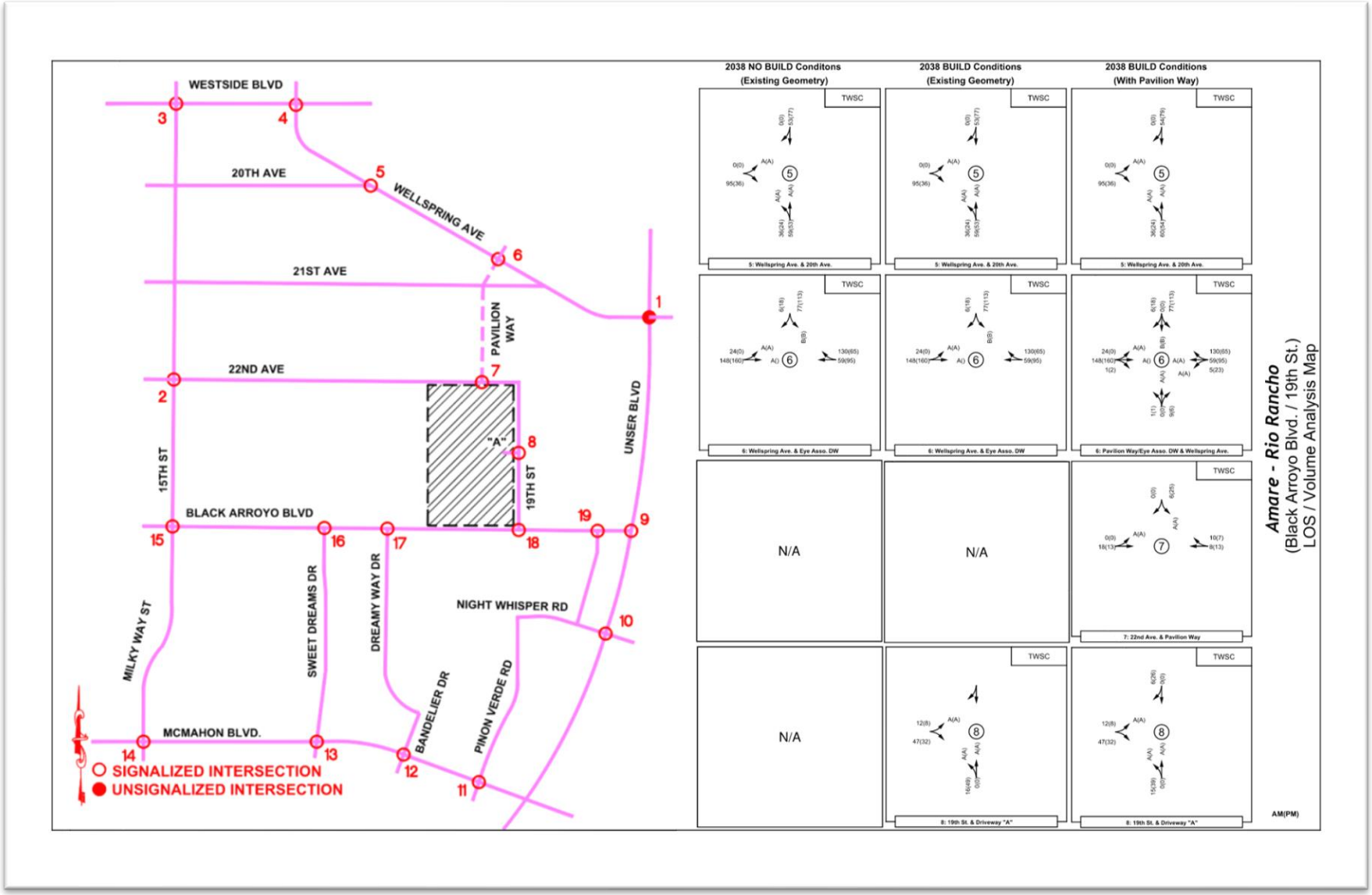


Figure 16 - 2038 Lanes / Volume Analysis Maps: Intersections 5 – 8

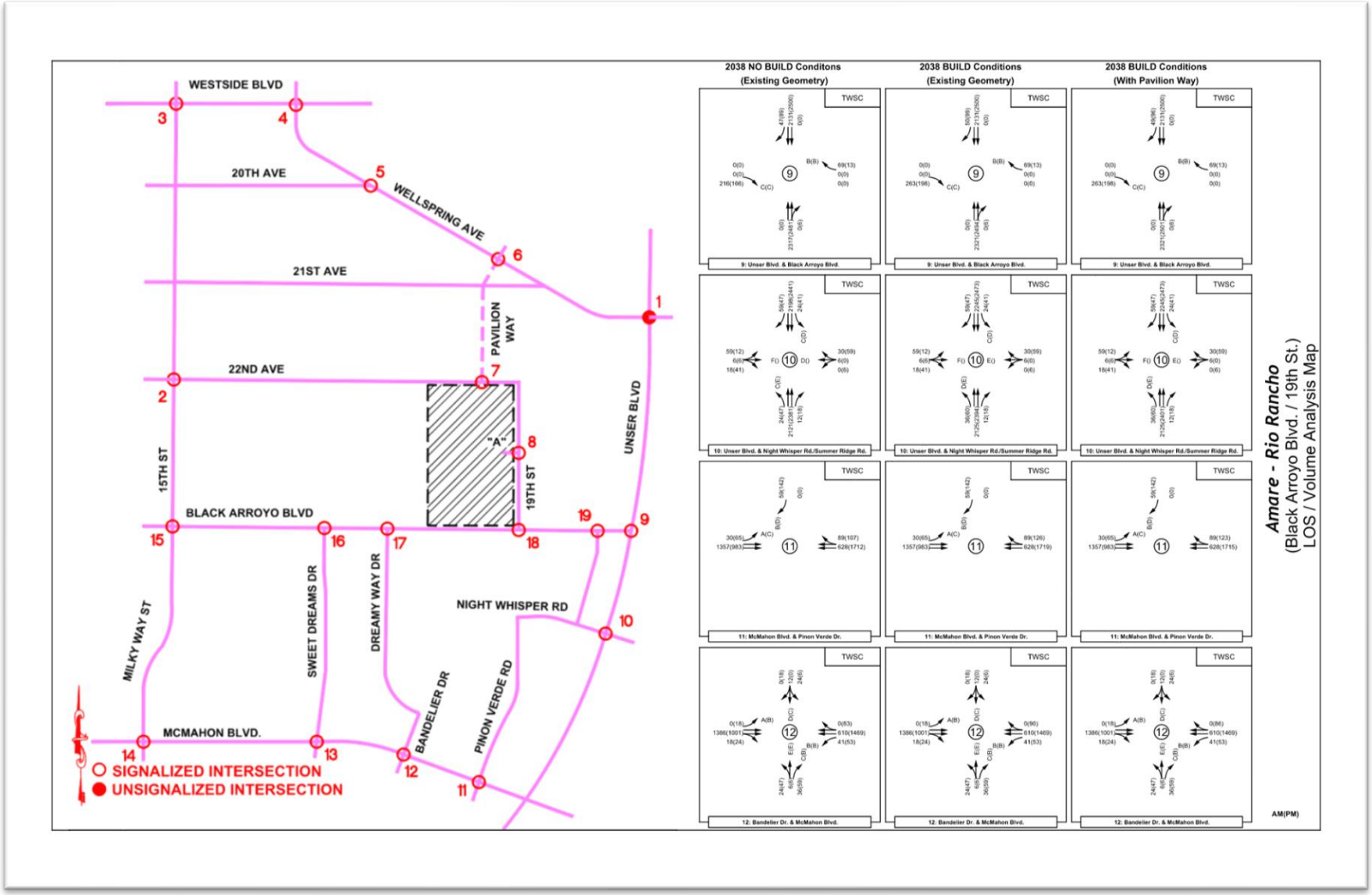


Figure 17 - 2038 Lanes / Volume Analysis Maps: Intersections 9 – 12

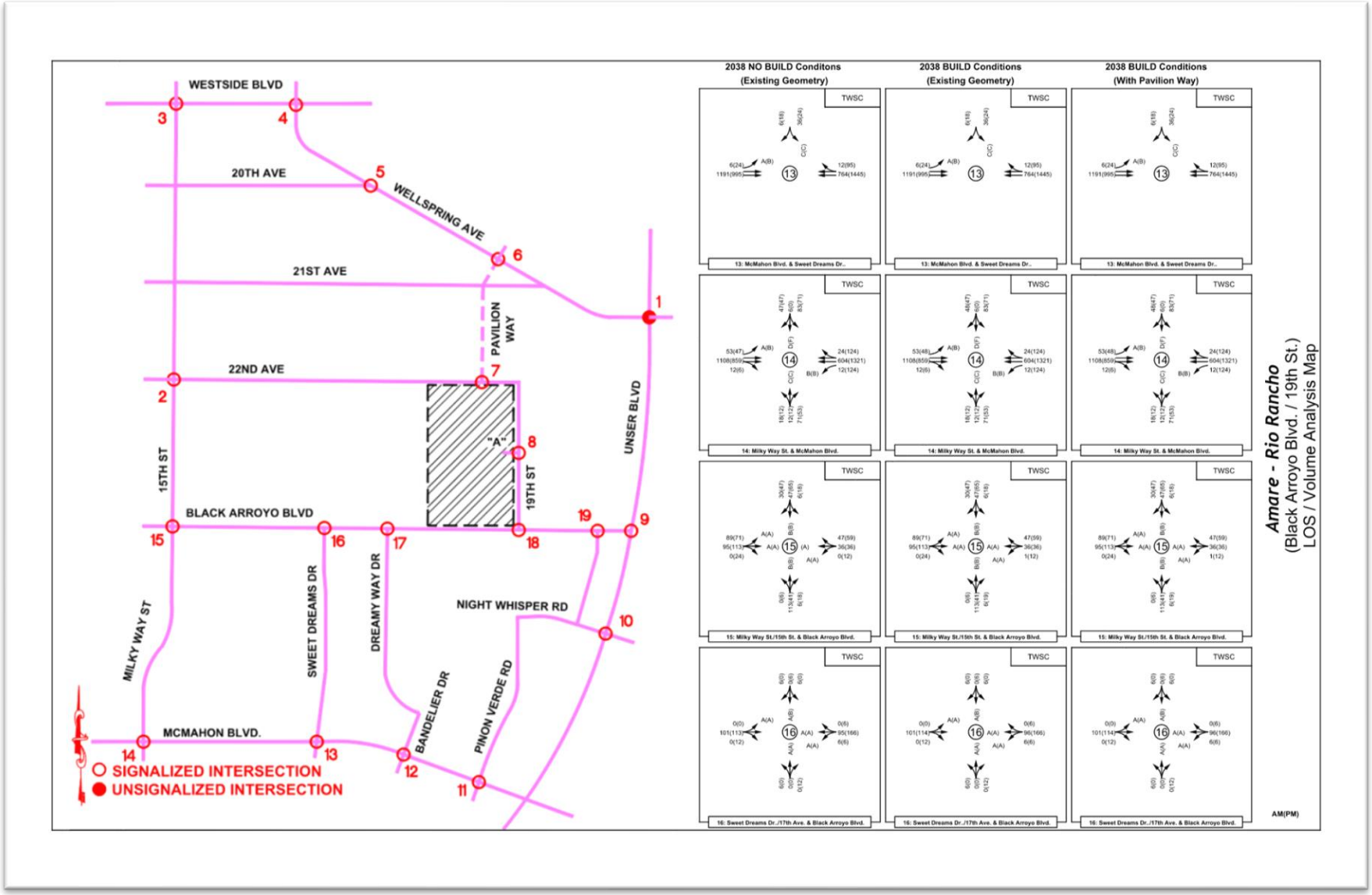


Figure 18 - 2038 Lanes / Volume Analysis Maps: Intersections 13 – 16

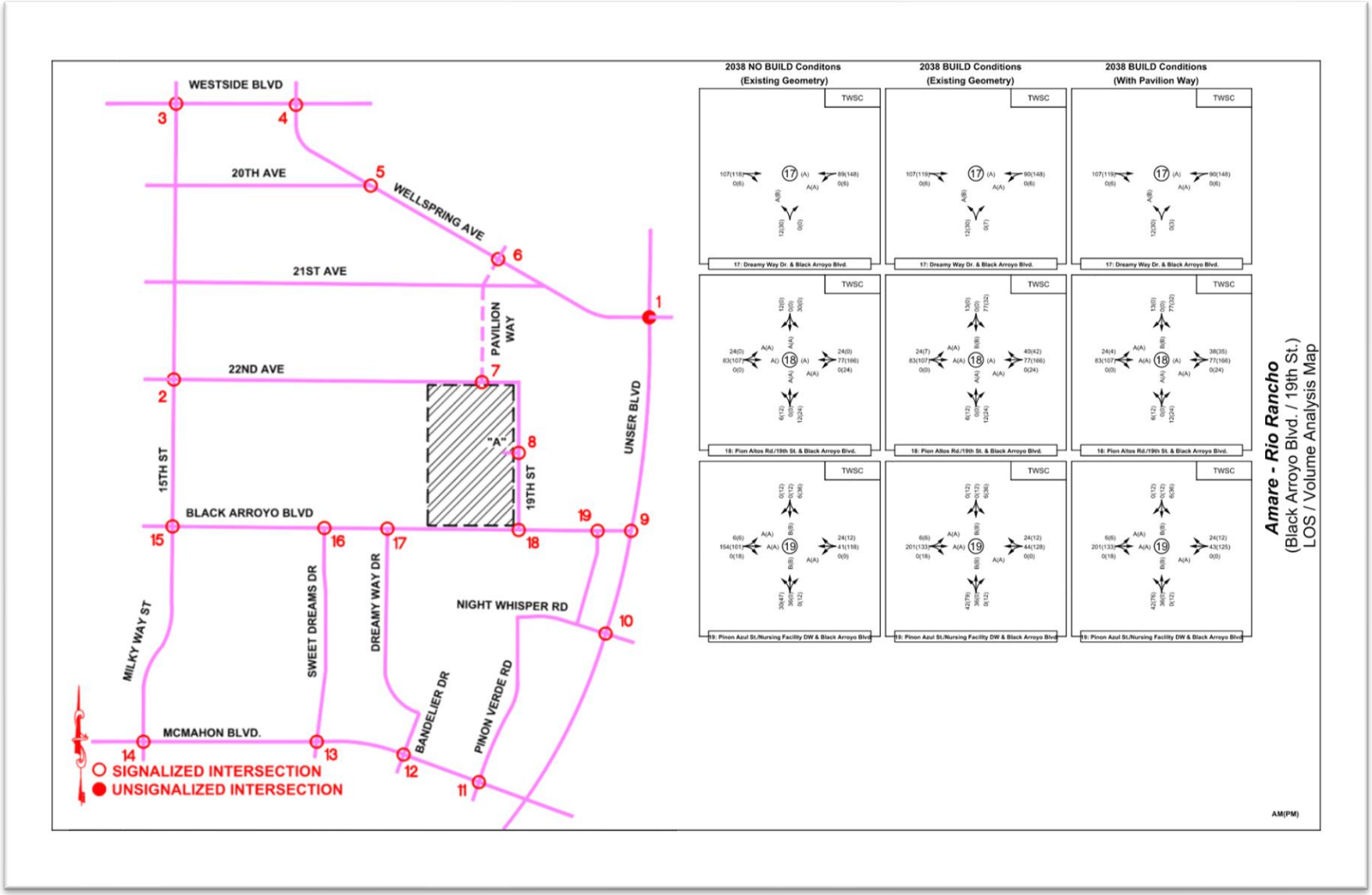
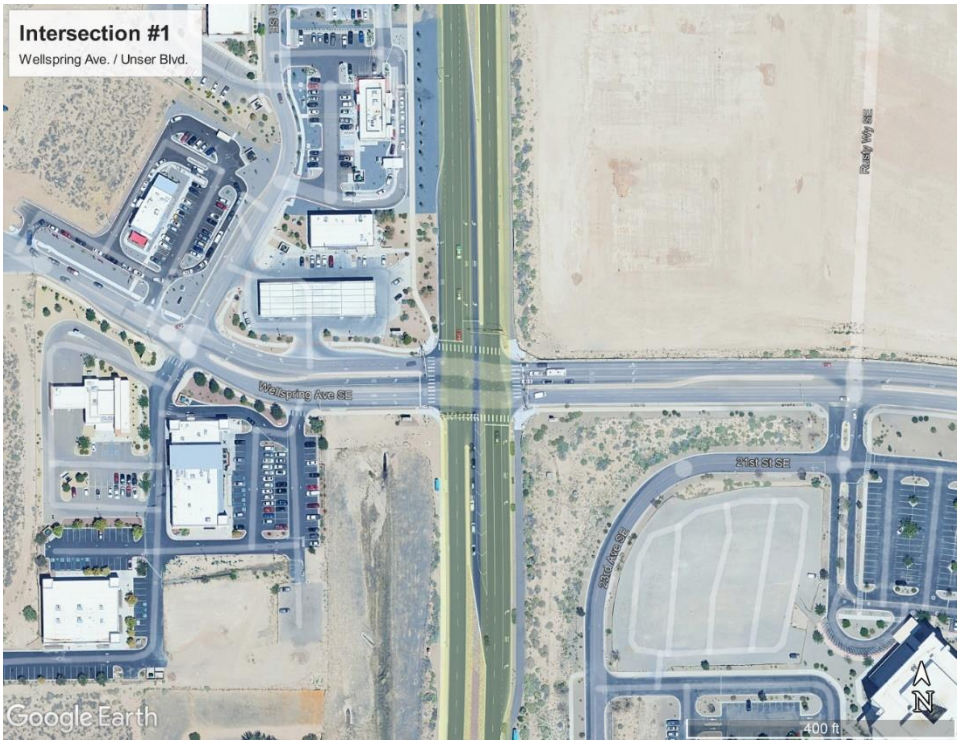


Figure 19 - 2038 Lanes / Volume Analysis Maps: Intersections 17 – 19

The results of the analysis for the intersections in the study area are summarized in the Executive Summary Results Table and detailed in the following sections below:

Intersection #1 - Wellspring Ave. / Unser Blvd.



The results of the 2028 analysis of the signalized intersection of Wellspring Ave. / Unser Blvd. (Signalized – Full Access) are summarized in *Table* 2, as well as attached in Appendix Pages A – 194 through A - 199.

Table 2 - 2028 Synchro Summary - Wellspring Ave./Unser Blvd.

Signalized

1: Unser Blvd. & Wellspring Ave. 2028 Conditions	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	1	1	2	1	1	2	3	1	2	2	1
AM Peak Hour												
2028 NO BUILD Conditions Volumes	107	62	200	111	89	40	164	1,107	244	98	1,360	84
V/C Ratio	0.68	0.32	0.75	0.67	0.42	0.16	0.76	0.35	0.23	0.68	0.63	0.08
Level-of-Service	E	E	E	E	E	D	E	B	A	E	B	A
Control Delay (Seconds)	70.9	58.9	67.0	70.3	59.3	51.7	70.0	12.9	9.4	71.6	19.3	9.3
Intersection LOS	**C - 27.8**											
95th Percentile Queue (veh)	3.6	3.8	12.1	3.7	5.5	2.3	5.4	9.2	5.4	3.3	19.8	1.8
2028 BUILD Conditions Volumes	116	62	200	111	89	40	168	1,107	244	98	1,363	84
V/C Ratio	0.69	0.32	0.75	0.67	0.44	0.17	0.76	0.35	0.23	0.68	0.64	0.08
Level-of-Service	E	E	E	E	E	D	E	B	A	E	B	A
Control Delay (Seconds)	70.7	58.9	66.4	70.3	59.8	52.1	69.9	12.9	9.4	71.6	19.4	9.2
Intersection LOS	**C - 28.0**											
95th Percentile Queue (veh)	3.9	3.8	12.1	3.7	5.5	2.3	5.6	9.2	5.4	3.3	19.9	1.8
Proposed Lane Geometry w/ Pavilion Way	2	1	1	2	1	1	2	3	1	2	2	1
2028 BUILD Conditions Volumes	116	62	200	111	89	40	168	1,107	244	98	1,362	85
V/C Ratio	0.69	0.32	0.75	0.67	0.44	0.17	0.76	0.35	0.23	0.68	0.64	0.08
Level-of-Service	E	E	E	E	E	D	E	B	A	E	B	A
Control Delay (Seconds)	70.7	58.9	66.4	70.3	59.8	52.1	69.9	12.9	9.4	71.6	19.4	9.2
Intersection LOS	**C - 28.0**											
95th Percentile Queue (veh)	3.9	3.8	12.1	3.7	5.5	2.3	5.6	9.2	5.4	3.3	19.9	1.8
PM Peak Hour												
2028 NO BUILD Conditions Volumes	111	53	182	462	84	93	142	1,560	138	31	1,342	71
V/C Ratio	0.68	0.23	0.65	0.90	0.19	0.23	0.74	0.59	0.13	0.36	0.77	0.08
Level-of-Service	E	E	E	E	D	D	E	C	A	E	C	B
Control Delay (Seconds)	70.7	56.0	57.9	75.8	43.3	41.2	71.0	24.4	8.8	69.6	33.0	16.1
Intersection LOS	**D - 37.6**											
95th Percentile Queue (veh)	3.7	3.1	10.4	14.3	4.3	4.7	4.7	17.4	2.9	1.0	25.8	2.1
2028 BUILD Conditions Volumes	117	53	182	462	84	93	155	1,560	138	31	1,352	71
V/C Ratio	0.69	0.23	0.63	0.90	0.19	0.23	0.76	0.59	0.13	0.36	0.79	0.08
Level-of-Service	E	E	E	E	D	D	E	C	A	E	C	B
Control Delay (Seconds)	70.6	56.1	57.0	75.8	43.5	41.4	72.7	24.3	8.8	69.6	33.7	16.2
Intersection LOS	**D - 38.0**											
95th Percentile Queue (veh)	3.9	3.1	10.4	14.3	4.3	4.7	5.3	17.4	2.9	1.0	26.3	2.1
Proposed Lane Geometry w/ Pavilion Way	2	1	1	2	1	1	2	3	1	2	2	1
2028 BUILD Conditions Volumes	117	53	182	462	84	93	155	1,560	138	31	1,349	74
V/C Ratio	0.69	0.23	0.63	0.90	0.19	0.23	0.76	0.59	0.13	0.36	0.78	0.09
Level-of-Service	E	E	E	E	D	D	E	C	A	E	C	B
Control Delay (Seconds)	70.6	56.1	57.0	75.8	43.5	41.4	72.7	24.3	8.8	69.6	33.7	16.2
Intersection LOS	**D - 38.0**											
95th Percentile Queue (veh)	3.9	3.1	10.4	14.3	4.3	4.7	5.3	17.4	2.9	1.0	26.2	2.2

The implementation year (2028) analysis demonstrates that both BUILD Conditions overall intersection LOS and delays are within the acceptable range for the 2028 AM Peak Hour and PM Peak Hour. There are individual movements that have a LOS lower than “D”, but when compared with the NO BUILD Condition, the delays either increased or decreased marginally (less than one second difference) **due to the proposed development contributing minimal traffic to these movements.**.

The results of the 2038 analysis of the signalized intersection of Wellspring Ave. / Unser Blvd. (Signalized – Full Access) are summarized in Table 2, as well as attached in Appendix Pages A – 302 through A - 307.

Table 3 – 2038 Synchro Summary - Wellspring Ave./Unser Blvd.

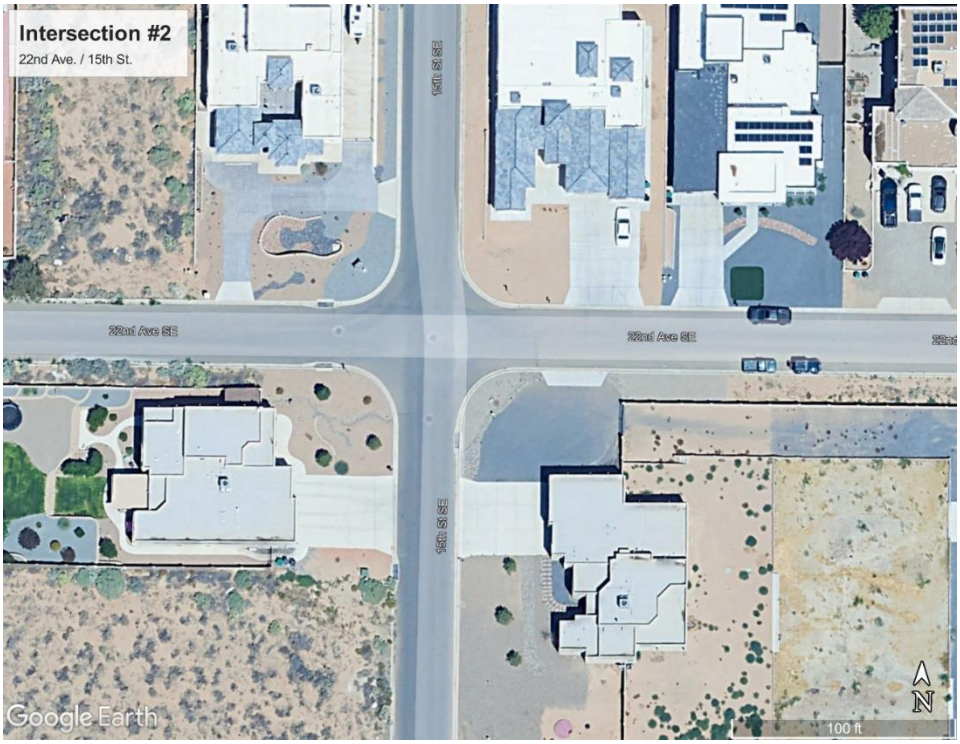
Signalized

1: Unser Blvd. & Wellspring Ave. 2038 Conditions	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	2	1	1	2	1	1	2	3	1	2	2	1
AM Peak Hour												
2038 NO BUILD Conditions Volumes	142	85	267	178	119	64	219	1,505	390	148	1,813	113
V/C Ratio	0.73	0.43	0.92	0.75	0.52	0.23	0.81	0.50	0.37	0.75	0.90	0.11
Level-of-Service	E	E	F	E	E	D	E	B	B	E	C	B
Control Delay (Seconds)	70.1	60.2	88.6	68.7	59.4	49.5	73.7	17.5	12.0	73.9	33.9	11.0
Intersection LOS	**D - 36.1**											
95th Percentile Queue (veh)	4.8	5.3	17.5	5.9	7.4	3.5	7.5	14.2	9.6	5.1	35.5	2.7
2038 BUILD Conditions Volumes	151	85	267	178	119	64	223	1,505	390	148	1,816	113
V/C Ratio	0.74	0.43	0.91	0.75	0.53	0.23	0.81	0.50	0.37	0.75	0.90	0.11
Level-of-Service	E	E	F	E	E	D	E	B	B	E	C	B
Control Delay (Seconds)	69.9	60.2	87.2	68.7	59.9	49.9	74.1	17.5	12.0	73.9	34.3	10.9
Intersection LOS	**D - 36.2**											
95th Percentile Queue (veh)	5.1	5.3	17.4	5.9	7.4	3.6	7.7	14.2	9.6	5.1	35.8	2.7
Proposed Lane Geometry w/ Pavilion Way	2	1	1	2	1	1	2	3	1	2	2	1
2038 BUILD Conditions Volumes	151	85	267	178	119	64	223	1,505	390	148	1,815	114
	0.74	0.43	0.91	0.75	0.53	0.23	0.81	0.50	0.37	0.75	0.90	0.12
Level-of-Service	E	E	F	E	E	D	E	B	B	E	C	B
Control Delay (Seconds)	69.9	60.2	87.2	68.7	59.9	49.9	74.1	17.5	12.0	73.9	34.2	10.9
Intersection LOS	**D - 36.2**											
95th Percentile Queue (veh)	5.1	5.3	17.4	5.9	7.4	3.6	7.7	14.2	9.6	5.1	35.7	2.7
PM Peak Hour												
2038 NO BUILD Conditions Volumes	148	78	243	784	120	183	190	2,172	385	96	1,789	95
V/C Ratio	0.73	0.31	0.76	1.42	0.26	0.40	0.80	0.89	0.38	0.67	1.11	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.9	55.5	62.4	260.2	43.0	41.0	77.1	38.3	13.2	71.5	99.3	18.2
Intersection LOS	**F - 85.2**											
95th Percentile Queue (veh)	5.0	4.6	13.9	38.7	6.2	9.0	6.7	30.2	10.0	3.2	54.5	3.1
2038 BUILD Conditions Volumes	154	78	243	784	120	183	203	2,172	385	96	1,799	95
V/C Ratio	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.8	55.5	60.9	260.2	43.2	41.2	78.7	38.3	13.2	71.5	105.7	18.3
Intersection LOS	**F - 87.1**											
95th Percentile Queue (veh)	5.1	4.6	13.7	38.7	6.2	9.0	7.3	30.2	10.0	3.2	56.3	3.1
Proposed Lane Geometry w/ Pavilion Way	2	1	1	2	1	1	2	3	1	2	2	1
2038 BUILD Conditions Volumes	154	78	243	784	120	183	210	2,172	385	96	1,796	98
V/C Ratio	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.8	55.5	60.2	260.2	43.2	41.2	79.6	38.3	13.2	71.5	107.0	18.5
Intersection LOS	**F - 87.4**											
95th Percentile Queue (veh)	5.1	4.6	13.7	38.7	6.2	9.0	7.3	30.2	10.0	3.2	56.1	3.2

The Horizon year (2038) analysis demonstrates that both BUILD Conditions overall intersection LOS and delays are within the acceptable range for the 2038 AM Peak Hour and below for the PM Peak Hour. When compared with the NO BUILD condition, the PM Peak Hour delays increased marginally (less than a two second difference) **due to the proposed development contributing minimal traffic to these movements.**

Based on the results of the analyses above for the intersection of Wellspring Ave. / Unser Blvd., no recommendations are made for this intersection.

Intersection #2 - 22nd Ave. / 15th St.



The results of the 2028 analysis of the unsignalized intersection of 22nd Ave. / 15th St. (Unsignalized – Two-Way Stop) are summarized in

Table 4, as well as attached in Appendix Pages A – 200 through A - 205.

Table 4 - 2028 Synchro Summary - 22nd Ave. / 15th St.

Unsignalized

2: 15th St. & 22nd Ave. 2028 Conditions	EB (22nd Ave.)			WB (22nd Ave.)			NB (15th St.)			SB (15th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Conditions Volumes	22	0	0	0	0	18	4	222	0	0	62	13
V/C Ratio		0.04			0.02		0.00					
Level-of-Service		B			A		A	A		A		
Control Delay (Seconds)		10.8			9.5		7.4	0.0		0.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.0		
2028 BUILD Conditions Volumes	22	0	0	0	0	30	4	222	0	5	62	13
V/C Ratio		0.04			0.04		0.00			0.00		
Level-of-Service		B			A		A	A		A	A	
Control Delay (Seconds)		11.1			9.6		7.4	0.0		7.7	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.0		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Conditions Volumes	22	0	0	0	0	20	4	222	0	0	62	13
V/C Ratio		0.04			0.02		0.00					
Level-of-Service		B			A		A	A		A		
Control Delay (Seconds)		10.9			9.5		7.4	0.0		9.5	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.0		
PM Peak Hour												
2028 NO BUILD Conditions Volumes	22	4	0	0	0	18	0	116	0	9	124	22
V/C Ratio		0.04			0.02					0.01		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		10.7			8.9		0.0			7.5	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.0		
2028 BUILD Conditions Volumes	22	4	0	0	0	26	0	116	0	25	124	22
V/C Ratio		0.04			0.03					0.02		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		11.1			9.0		0.0			7.5	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.1		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Conditions Volumes	22	4	0	0	0	19	0	116	0	10	124	22
V/C Ratio		0.04			0.02					0.01		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		10.7			8.9		0.0			7.5	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.1			0.1		0.0			0.0		

The 2028 implementation analysis for 22nd Ave. / 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of 22nd Ave. / 15th St. (Unsignalized – Two-Way Stop) are summarized in Table 5, as well as attached in Appendix Pages A – 308 through A – 313.

Table 5 - 2038 Synchro Summary - 22nd Ave. / 15th St.

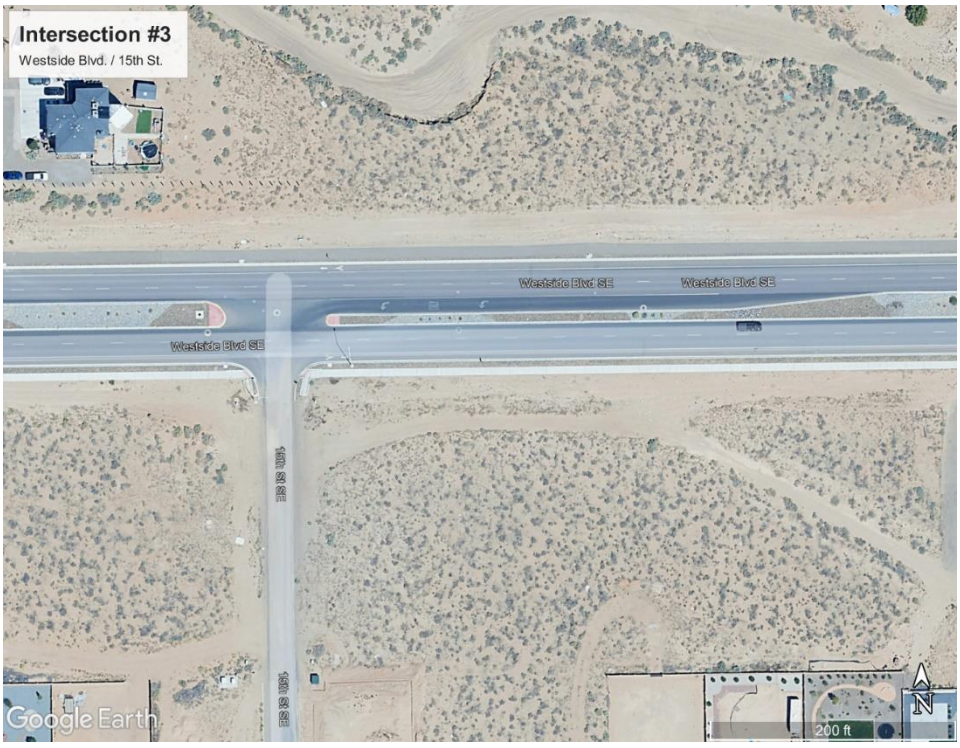
Unsignalized

2: 15th St. & 22nd Ave. 2038 Conditions	EB (22nd Ave.)			WB (22nd Ave.)			NB (15th St.)			SB (15th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	30	0	0	0	0	24	6	296	0	0	83	18
V/C Ratio		0.06			0.03		0.00					
Level-of-Service		B			B		A	A		A		
Control Delay (Seconds)		12.1			10.0		7.4	0.0		0.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.1		0.0			0.0		
2038 BUILD Conditions Volumes	30	0	0	0	0	36	6	296	0	5	83	18
V/C Ratio		0.06			0.05		0.00			0.00		
Level-of-Service		B			B		A	A		A	A	
Control Delay (Seconds)		12.3			10.1		7.4	0.0		7.9	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.2		0.0			0.0		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	30	0	0	0	0	26	6	296	0	0	83	18
V/C Ratio		0.06			0.04		0.00					
Level-of-Service		B			B		A	A		A		
Control Delay (Seconds)		12.1			10.0		7.4	0.0		0.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.1		0.0			0.0		
PM Peak Hour												
2038 NO BUILD Conditions Volumes	30	6	0	0	0	24	0	154	0	12	166	30
V/C Ratio		0.06			0.03					0.01		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		11.7			9.1		0.0			7.5	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.1		0.0			0.0		
2038 BUILD Conditions Volumes	30	6	0	0	0	32	0	154	0	28	166	30
V/C Ratio		0.07			0.04					0.02		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		12.2			9.2		0.0			7.6	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.1		0.0			0.1		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	30	6	0	0	0	25	0	154	0	13	166	30
V/C Ratio		0.06			0.03					0.01		
Level-of-Service		B			A		A			A	A	
Control Delay (Seconds)		11.7			9.2		7.5			0.0	0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.2			0.1		0.0			0.0		

The 2038 Horizon analysis for 22nd Ave. / 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of 22nd Ave. / 15th St., no recommendations are made for this intersection.

Intersection #3 - Westside Blvd. / 15th St.



The results of the 2028 analysis of the unsignalized intersection of Westside Blvd. / 15th St. (Unsignalized – One-Way Stop) are summarized in Table 6, as well as attached in Appendix Pages A – 206 through A - 211.

Table 6 - 2028 Synchro Summary - Westside Blvd. / 15th St.

Unsignalized

3: 15th St. & Westside Blvd. 2028 Conditions	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (15th St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	1	2		1>		0
AM Peak Hour									
2028 NO BUILD Conditions Volumes		213	4	49	129		0		138
V/C Ratio				0.04			0.15		
Level-of-Service				A			A		
Control Delay (Seconds)				7.8			9.6		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.5		
2028 BUILD Conditions Volumes		213	5	49	129		2		141
V/C Ratio				0.04			0.16		
Level-of-Service				A			A		
Control Delay (Seconds)				7.8			9.6		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.6		
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1>		0
2028 BUILD Conditions Volumes		213	4	49	129		2		138
V/C Ratio				0.04			0.15		
Level-of-Service				A			A		
Control Delay (Seconds)				7.8			9.6		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.5		
PM Peak Hour									
2028 NO BUILD Conditions Volumes		382	18	44	173		4		116
V/C Ratio				0.04			0.15		
Level-of-Service				A			B		
Control Delay (Seconds)				8.2			10.3		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.5		
2028 BUILD Conditions Volumes		382	20	45	173		5		118
V/C Ratio				0.04			0.16		
Level-of-Service				A			B		
Control Delay (Seconds)				8.2			10.4		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.6		
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1>		0
2028 BUILD Conditions Volumes		383	19	44	173		5		116
V/C Ratio				0.04			0.15		
Level-of-Service				A			B		
Control Delay (Seconds)				8.2			10.4		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)				0.1			0.5		

The 2028 implementation analysis for Westside Blvd. / 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the signalized intersection of Westside Blvd. / 15th St. (Unsignalized – One-Way Stop) are summarized in Table 7, as well as attached in Appendix Pages A – 314 through A – 319.

Table 7 - 2038 Synchro Summary - Westside Blvd. / 15th St.

Unsignalized

3: 15th St. & Westside Blvd. 2038 Conditions	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (15th St.)			SB (15th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	1	2		1>		0			
AM Peak Hour												
2038 NO BUILD Conditions Volumes		284	6	65	172		0		184			
V/C Ratio				0.05			0.21					
Level-of-Service				A			B					
Control Delay (Seconds)				8.0			10.2					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.8					
2038 BUILD Conditions Volumes		284	7	65	172		2		187			
V/C Ratio				0.05			0.22					
Level-of-Service				A			B					
Control Delay (Seconds)				8.0			10.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.8					
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1>		0			
2038 BUILD Conditions Volumes		284	6	65	172		2		184			
V/C Ratio				0.05			0.21					
Level-of-Service				A			B					
Control Delay (Seconds)				8.0			10.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.8					
PM Peak Hour												
2038 NO BUILD Conditions Volumes		509	24	59	231		6		154			
V/C Ratio				0.06			0.22					
Level-of-Service				A			B					
Control Delay (Seconds)				8.7			11.5					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.9					
2038 BUILD Conditions Volumes		509	26	60	231		7		156			
V/C Ratio				0.06			0.23					
Level-of-Service				A			B					
Control Delay (Seconds)				8.7			11.6					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.9					
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1>		0			
2038 BUILD Conditions Volumes		510	25	59	231		7		154			
V/C Ratio				0.06			0.23					
Level-of-Service				A			B					
Control Delay (Seconds)				8.7			11.6					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.9					

The 2038 Horizon analysis for Westside Blvd. / 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of Westside Blvd. / 15th St., no recommendations are made for this intersection.

Intersection #4 - Wellspring Ave. / Westside Blvd.



The results of the 2028 analysis of the signalized intersection of Wellspring Ave. / Westside Blvd. (Unsignalized – One-Way Stop) are summarized in Table 8, as well as attached in Appendix Pages A – 212 through A - 217.

Table 8 - 2028 Synchro Summary - Wellspring Ave. / Westside Blvd.

Unsignalized

4: Wellspring Ave. & Westside Blvd. 2028 Conditions	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (Wellspring Ave.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	1	2		1		1
AM Peak Hour									
2028 NO BUILD Conditions Volumes		333	18	53	169		4		9
V/C Ratio				0.04			0.01		0.01
Level-of-Service				A			B		A
Control Delay (Seconds)				8.1			11.7		9.3
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.0		0.0
2028 BUILD Conditions Volumes		336	18	53	169		4		9
V/C Ratio				0.04			0.01		0.01
Level-of-Service				A			B		A
Control Delay (Seconds)				8.1			11.7		9.4
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.0		0.0
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1		1
2028 BUILD Conditions Volumes		333	18	53	169		4		10
V/C Ratio				0.04			0.01		0.01
Level-of-Service				A			B		A
Control Delay (Seconds)				8.1			11.7		9.4
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.0		0.0
PM Peak Hour									
2028 NO BUILD Conditions Volumes		493	18	18	200		13		22
V/C Ratio				0.02			0.03		0.03
Level-of-Service				A			B		A
Control Delay (Seconds)				8.5			12.7		10.0
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.1		0.1
2028 BUILD Conditions Volumes		495	18	18	201		13		22
V/C Ratio				0.02			0.03		0.03
Level-of-Service				A			B		A
Control Delay (Seconds)				8.5			12.7		10.0
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.1		0.1
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1		1
2028 BUILD Conditions Volumes		493	19	19	200		13		23
V/C Ratio				0.02			0.03		0.03
Level-of-Service				A			B		A
Control Delay (Seconds)				8.5			12.7		10.0
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)				0.1			0.1		0.1

The 2028 implementation analysis for Wellspring Ave. / Westside Blvd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the signalized intersection of Wellspring Ave. / Westside Blvd. (Unsignalized – One-Way Stop) are summarized in Table 9, as well as attached in Appendix Pages A – 320 through A - 325.

Table 9 – 2038 Synchro Summary - Wellspring Ave. / Westside Blvd.

Unsignalized

4: Wellspring Ave. & Westside Blvd. 2038 Conditions	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (Wellspring Ave.)			SB (Wellspring Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		2>	0	1	2		1		1			
AM Peak Hour												
2038 NO BUILD Conditions Volumes		444	24	71	225		6		12			
V/C Ratio				0.07			0.01		0.02			
Level-of-Service				A			B		A			
Control Delay (Seconds)				8.5			13.0		9.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.0		0.0			
2038 BUILD Conditions Volumes		447	24	71	225		6		12			
V/C Ratio				0.07			0.01		0.02			
Level-of-Service				A			B		A			
Control Delay (Seconds)				8.5			13.1		9.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.0		0.0			
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1		1			
2038 BUILD Conditions Volumes		444	24	71	225		6		13			
V/C Ratio				0.07			0.01		0.02			
Level-of-Service				A			B		A			
Control Delay (Seconds)				8.5			13.0		9.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.2			0.0		0.1			
PM Peak Hour												
2038 NO BUILD Conditions Volumes		658	24	24	267		18		30			
V/C Ratio				0.03			0.05		0.05			
Level-of-Service				A			B		B			
Control Delay (Seconds)				9.1			14.8		10.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.1			0.1		0.1			
2038 BUILD Conditions Volumes		660	24	24	268		18		30			
V/C Ratio				0.03			0.05		0.05			
Level-of-Service				A			B		B			
Control Delay (Seconds)				9.1			14.8		10.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.1			0.1		0.1			
Proposed Lane Geometry w/ Pavilion Way		2>	0	1	2		1		1			
2038 BUILD Conditions Volumes		658	25	25	267		18		31			
V/C Ratio				0.03			0.05		0.05			
Level-of-Service				A			B		B			
Control Delay (Seconds)				9.1			14.8		10.8			
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.1			0.1		0.1			

The 2038 Horizon analysis for Wellspring Ave. / Westside Blvd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of Wellspring Ave. / Westside Blvd., no recommendations are made for this intersection.

Intersection #5 - 20th St. / Wellspring Ave.



The results of the 2028 analysis of the unsignalized intersection of 20th St. / Wellspring Ave. (Unsignalized – One-Way Stop) are summarized in Table 10, as well as attached in Appendix Pages A – 218 through A - 223.

Table 10 - 2028 Synchro Summary - 20th St. / Wellspring Ave.

Unsignalized

5: Wellspring Ave. & 20th Ave. 2028 Conditions	EB (20th Ave.)			NB (Wellspring Ave.)			SB (Wellspring Ave.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0	0	<1			1>	0
AM Peak Hour									
2028 NO BUILD Conditions Volumes	0		71	27	44			40	0
V/C Ratio	0.07			0.02					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.1					
2028 BUILD Conditions Volumes	0		71	27	44			40	0
V/C Ratio	0.07			0.02					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.1					
Proposed Lane Geometry w/ Pavilion Way	1>		0	0	<1			1>	0
2028 BUILD Conditions Volumes	0		71	27	45			41	0
V/C Ratio	0.07			0.02					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.8			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.1					
PM Peak Hour									
2028 NO BUILD Conditions Volumes	0		27	18	40			58	0
V/C Ratio	0.03			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					
2028 BUILD Conditions Volumes	0		27	18	40			58	0
V/C Ratio	0.03			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					
Proposed Lane Geometry w/ Pavilion Way	1>		0	0	<1			1>	0
2028 BUILD Conditions Volumes	0		27	18	41			60	0
V/C Ratio	0.03			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.4	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.0					

The 2028 implementation analysis for 20th St. / Wellspring Ave. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of 20th St. / Wellspring Ave. (Unsignalized – One-Way Stop) are summarized in Table 11, as well as attached in Appendix Pages A – 326 through A – 331.

Table 11 - 2038 Synchro Summary - 20th St. / Wellspring Ave.

Unsignalized

5: Wellspring Ave. & 20th Ave. 2038 Conditions	EB (20th Ave.)			WB (20th Ave.)			NB (Wellspring Ave.)			SB (Wellspring Ave.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1>		0				0	<1			1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	0		95				36	59			53	0
V/C Ratio	0.09						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.9						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3						0.1					
2038 BUILD Conditions Volumes	0		95				36	59			53	0
V/C Ratio	0.09						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.9						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3						0.1					
Proposed Lane Geometry w/ Pavilion Way	1>		0				0	<1			1>	0
2038 BUILD Conditions Volumes	0		95				36	60			54	0
V/C Ratio	0.09						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.9						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.3						0.1					
PM Peak Hour												
2038 NO BUILD Conditions Volumes	0		36				24	53			77	0
V/C Ratio	0.04						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.8						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1						0.0					
2038 BUILD Conditions Volumes	0		36				24	53			77	0
V/C Ratio	0.04						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.8						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1						0.0					
Proposed Lane Geometry w/ Pavilion Way	1>		0				0	<1			1>	0
2038 BUILD Conditions Volumes	0		36				24	54			79	0
V/C Ratio	0.04						0.02					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.8						7.4	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1						0.0					

The 2038 Horizon analysis for 20th St. / Wellspring Ave. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of 20th St. / Wellspring Ave., no recommendations are made for this intersection.

Intersection #6 - Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way



The results of the 2028 analysis of the unsignalized intersection of Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way (Unsignalized – One-Way Stop) are summarized in Table 12, as well as attached in Appendix Pages A – 224 through A – 229.

Table 12 - 2028 Synchro Summary - Wellspring Ave./Eye Assoc DW & Pavilion Way.

Unsignalized

6: Wellspring Ave. & Eye Asso. DW 2028 Conditions	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Pavilion Way)			SB (Eye Asso. DW)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1			1>	0				1>		0
AM Peak Hour												
2028 NO BUILD Conditions Volumes	18	111			44	98				58		4
V/C Ratio	0.01									0.08		
Level-of-Service	A	A								B		
Control Delay (Seconds)	7.5	0.0								10.2		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.3		
2028 BUILD Conditions Volumes	18	111			44	98				58		4
V/C Ratio	0.01									0.08		
Level-of-Service	A	A								B		
Control Delay (Seconds)	7.5	0.0								10.2		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.3		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Conditions Volumes	18	111	1	5	44	98	1	0	9	58	0	4
V/C Ratio	0.01			0.00				0.01			0.09	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.5	0.0		7.4	0.0			9.0			10.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.3	
PM Peak Hour												
2028 NO BUILD Conditions Volumes	0	120			71	49				84		13
V/C Ratio										0.12		
Level-of-Service	A									B		
Control Delay (Seconds)	0.0									10.2		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		
2028 BUILD Conditions Volumes	0	120			71	49				84		13
V/C Ratio										0.12		
Level-of-Service	A									B		
Control Delay (Seconds)	0.0									10.2		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Conditions Volumes	0	120	2	16	71	49	1	0	6	84	0	13
V/C Ratio				0.01				0.01			0.14	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.5	0.0			9.1			10.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.5	

The 2028 implementation analysis for Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way (Unsignalized – One-Way Stop) are summarized in Table 13, as well as attached in Appendix Pages A – 332 through A – 337.

Table 13 -2038 Synchro Summary - Wellspring Ave./Eye Assoc DW & Pavilion Way.

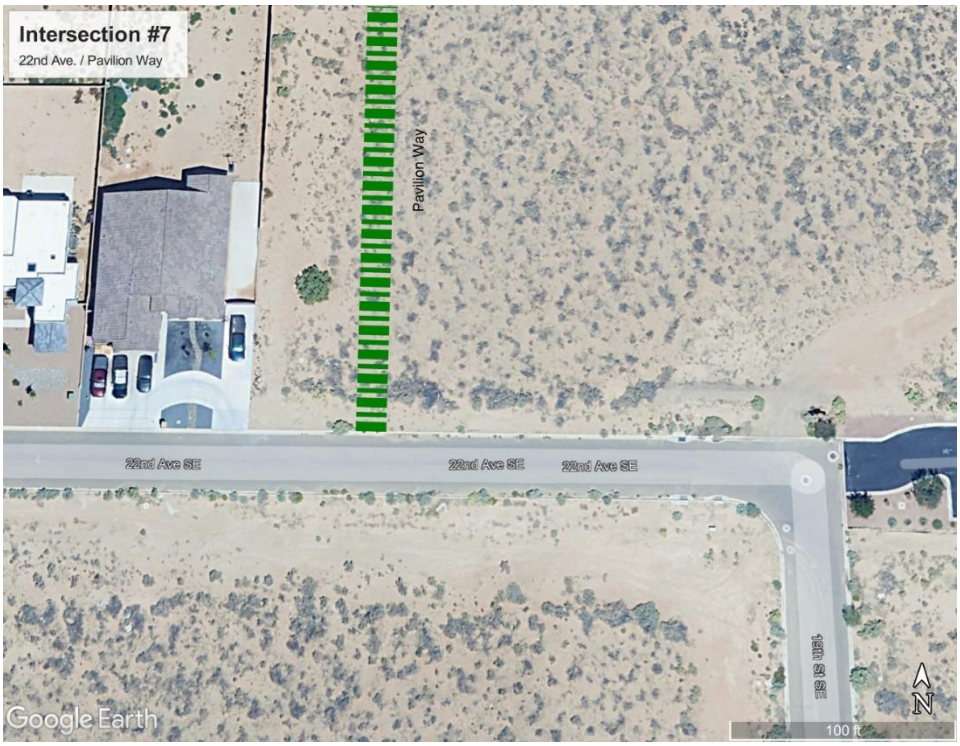
Unsignalized

6: Wellspring Ave. & Eye Asso. DW 2038 Conditions	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Pavilion Way)			SB (Eye Asso. DW)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1			1>	0				1>		0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	24	148			59	130				77		6
V/C Ratio	0.02									0.12		
Level-of-Service	A	A								B		
Control Delay (Seconds)	7.6	0.0								11.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.4		
2038 BUILD Conditions Volumes	24	148			59	130				77		6
V/C Ratio	0.02									0.12		
Level-of-Service	A	A								B		
Control Delay (Seconds)	7.6	0.0								11.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.4		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	24	148	1	5	59	130	1	0	9	77	0	6
V/C Ratio	0.02			0.00				0.01			0.13	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.6	0.0		7.5	0.0			9.2			11.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.0			0.5	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	0	160			95	65				113		18
V/C Ratio										0.18		
Level-of-Service	A									B		
Control Delay (Seconds)	0.0									11.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.7		
2038 BUILD Conditions Volumes	0	160			95	65				113		18
V/C Ratio										0.18		
Level-of-Service	A									B		
Control Delay (Seconds)	0.0									11.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.7		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	0	160	2	23	95	65	1	0	6	113	0	18
V/C Ratio				0.02				0.01			0.21	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.6	0.0			9.3			12.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.8	

The 2038 Horizon analysis for Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of Wellspring Ave. / Eye Associated Optical Driveway & Pavilion Way, no recommendations are made for this intersection.

Intersection #7 - 22nd Ave. / Pavilion Way



The results of the 2028 analysis of the unsignalized intersection of 22nd Ave. / Pavilion Way (Unsignalized – One-Way Stop) are summarized in Table 14, as well as attached in Appendix Pages A – 230 through A - 231.

Table 14 - 2028 Synchro Summary - 22nd Ave. / Pavilion Way

Unsignalized

7: 22nd Ave. & Pavilion Way 2028 Conditions	EB (22nd Ave.)			WB (22nd Ave.)			SB (Pavilion Way)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1			1				
AM Peak Hour									
Proposed Lane Geometry w/ Pavilion Way	0	<1			1>	0	1>		0
2028 BUILD Conditions Volumes	0	13			6	10	6		0
V/C Ratio							0.01		
Level-of-Service	A						A		
Control Delay (Seconds)	0.0						8.7		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.0		
PM Peak Hour									
Proposed Lane Geometry w/ Pavilion Way	0	<1			1>	0	1>		0
2028 BUILD Conditions Volumes	0	10			10	7	18		0
V/C Ratio							0.02		
Level-of-Service	A						A		
Control Delay (Seconds)	0.0						8.7		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.1		

The 2028 implementation analysis for the proposed 22nd Ave. / Pavilion Way demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of 22nd Ave. / Pavilion Way (Unsignalized – One-Way Stop) are summarized in Table 15, as well as attached in Appendix Pages A – 338 through A - 339.

Table 15 - 2038 Synchro Summary - 22nd Ave. / Pavilion Way

Unsignalized

7: 22nd Ave. & Pavilion Way	EB (22nd Ave.)			WB (22nd Ave.)			NB (Pavilion Way)			SB (Pavilion Way)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1			1						1	
AM Peak Hour												
Proposed Lane Geometry w/ Pavilion Way	0	<1			1>	0				1>		0
2038 BUILD Conditions Volumes	0	18			8	10				6		0
V/C Ratio										0.01		
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									8.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.0		
PM Peak Hour												
Proposed Lane Geometry w/ Pavilion Way	0	<1			1>	0				1>		0
2038 BUILD Conditions Volumes	0	13			13	7				25		0
V/C Ratio										0.03		
Level-of-Service	A									A		
Control Delay (Seconds)	0.0									8.8		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.1		

The 2038 Horizon analysis for the proposed 22nd Ave. / Pavilion Way demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the proposed 22nd Ave. / Pavilion Way, no recommendations are made for this intersection.

Intersection #8 - Driveway "A" / 19th St.



The results of the 2028 analysis of the unsignalized intersection of Driveway "A" / 19th St. (Unsignalized – One-Way Stop) are summarized in Table 16, as well as attached in Appendix Pages A – 232 through A - 235.

Table 16 - 2028 Synchro Summary - Driveway "A" / 19th St.

Unsignalized

8: 19th St. & Driveway "A" 2028 Conditions	EB (Driveway "A")			NB (19th St.)			SB (19th St.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry					1			1	
AM Peak Hour									
2028 BUILD Condition Volumes	12		47	16	0			0	0
V/C Ratio	0.06			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.2	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
Proposed Lane Geometry w/ Pavilion Way	1>		0	0	<1			1>	0
2028 BUILD Conditions Volumes	12		47	15	0			0	6
V/C Ratio	0.06			0.01					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.2			0.0					
PM Peak Hour									
2028 BUILD Condition Volumes	8		32	49	0			0	0
V/C Ratio	0.04			0.03					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.6			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.1					
Proposed Lane Geometry w/ Pavilion Way	1>		0	0	<1			1>	0
2028 BUILD Conditions Volumes	8		32	46	0			0	20
V/C Ratio	0.04			0.03					
Level-of-Service	A			A	A				
Control Delay (Seconds)	8.7			7.3	0.0				
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1			0.1					

The 2028 implementation analysis for the proposed Driveway "A" / 19th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Driveway "A" / 19th St. (Unsignalized – One-Way Stop) are summarized in Table 17, as well as attached in Appendix Pages A – 340 through A – 343.

Table 17 - 2038 Synchro Summary - Driveway "A" / 19th St.

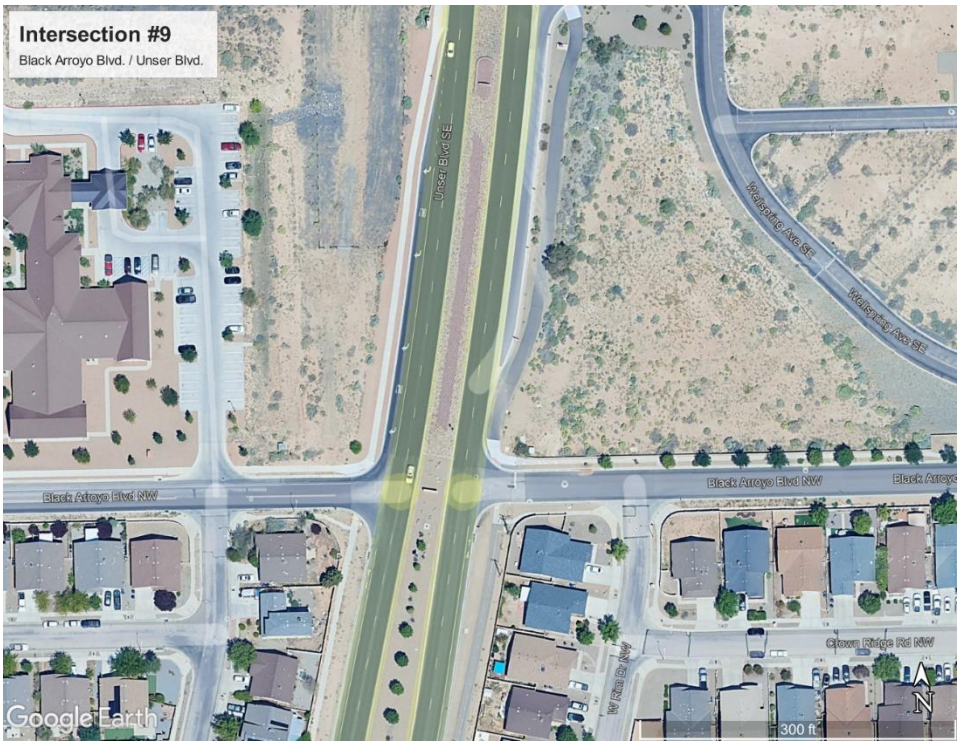
Unsignalized

8: 19th St. & Driveway "A" 2038 Conditions	EB (Driveway "A")			WB (Driveway "A")			NB (19th St.)			SB (19th St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry								1			1	
AM Peak Hour												
2038 BUILD Conditions Volumes	12		47				16	0			0	0
V/C Ratio	0.06						0.01					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.6						7.2	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2						0.0					
Proposed Lane Geometry w/ Pavilion Way	1>		0				0	<1			1>	0
2038 BUILD Conditions Volumes	12		47				15	0			0	6
V/C Ratio	0.06						0.01					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.6						7.3	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2						0.0					
PM Peak Hour												
2038 BUILD Conditions Volumes	8		32				49	0			0	0
V/C Ratio	0.04						0.03					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.6						7.3	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1						0.1					
Proposed Lane Geometry w/ Pavilion Way	1>		0				0	<1			1>	0
2038 BUILD Conditions Volumes	8		32				39	0			0	26
V/C Ratio	0.04						0.03					
Level-of-Service	A						A	A				
Control Delay (Seconds)	8.7						7.3	0.0				
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1						0.1					

The 2038 Horizon analysis for the proposed Driveway "A" / 19th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the proposed 22nd Ave. / Pavilion Way, no recommendations are made for this intersection.

Intersection #9 – Black Arroyo Blvd. / Unser Blvd.



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / Unser Blvd. (Unsignalized – Right In Right Out Only) are summarized in Table 18, as well as attached in Appendix Pages A – 236 through A - 241.

Table 18 - 2028 Synchro Summary - Black Arroyo Blvd. / Unser Blvd.

Unsignalized

9: Unser Blvd. & Black Arroyo Blvd. 2028 Conditions	EB (Black Arroyo Blvd			WB (Black Arroyo Blvd			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	0	1	0	0	1	0	2>	0	0	2	1
AM Peak Hour												
2028 NO BUILD Conditions Volumes	0	0	156	0	0	49	0	1,675	0	0	1,578	36
V/C Ratio			0.24			0.08						
Level-of-Service			B			B						
Control Delay (Seconds)			12.3			11.4						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			0.9			0.3						
2028 BUILD Conditions Volumes	0	0	203	0	0	49	0	1,679	0	0	1,578	39
V/C Ratio			0.31			0.08						
Level-of-Service			B			B						
Control Delay (Seconds)			13.1			11.4						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			1.3			0.3						
Proposed Lane Geometry w/ Pavilion Way	0	0	1	0	0	1	0	2>	0	0	2	1
2028 BUILD Conditions Volumes	0	0	203	0	0	49	0	1,679	0	0	1,578	38
V/C Ratio			0.31			0.08						
Level-of-Service			B			B						
Control Delay (Seconds)			13.1			11.4						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			1.3			0.3						
PM Peak Hour												
2028 NO BUILD Conditions Volumes	0	0	111	0	0	9	0	1,826	4	0	1,831	67
V/C Ratio			0.19			0.02						
Level-of-Service			B			B						
Control Delay (Seconds)			12.8			11.5						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			0.7			0.0						
2028 BUILD Conditions Volumes	0	0	143	0	0	9	0	1,839	4	0	1,831	77
V/C Ratio			0.25			0.02						
Level-of-Service			B			B						
Control Delay (Seconds)			13.3			11.5						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			1.0			0.0						
Proposed Lane Geometry w/ Pavilion Way	0	0	1	0	0	1	0	2>	0	0	2	1
2028 BUILD Conditions Volumes	0	0	143	0	0	9	0	1,839	4	0	1,831	74
V/C Ratio			0.25			0.02						
Level-of-Service			B			B						
Control Delay (Seconds)			13.3			11.5						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			1.0			0.0						

The 2028 implementation analysis for Black Arroyo Blvd. / Unser Blvd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / Unser Blvd. (Unsignalized – Right In Right Out Only) are summarized in Table 19, as well as attached in Appendix Pages A – 344 through A - 349.

Table 19 - 2038 Synchro Summary - Black Arroyo Blvd. / Unser Blvd.

Unsignalized

9: Unser Blvd. & Black Arroyo Blvd. 2038 Conditions	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	0	1	0	0	1	0	2>	0	0	2	1
AM Peak Hour												
2038 NO BUILD Conditions Volumes	0	0	216	0	0	69	0	2,317	0	0	2,131	47
V/C Ratio			0.45			0.16						
Level-of-Service			C			B						
Control Delay (Seconds)			18.3			14.7						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.3			0.6						
2038 BUILD Conditions Volumes	0	0	263	0	0	69	0	2,321	0	0	2,131	50
V/C Ratio			0.54			0.16						
Level-of-Service			C			B						
Control Delay (Seconds)			20.9			14.7						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			3.2			0.6						
Proposed Lane Geometry w/ Pavilion Way	0	0	1	0	0	1	0	2>	0	0	2	1
2038 BUILD Conditions Volumes	0	0	263	0	0	69	0	2,321	0	0	2,131	49
V/C Ratio			0.54			0.16						
Level-of-Service			C			B						
Control Delay (Seconds)			20.9			14.7						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			3.2			0.6						
PM Peak Hour												
2038 NO BUILD Conditions Volumes	0	0	166	0	0	13	0	2,481	6	0	2,500	89
V/C Ratio			0.44			0.03						
Level-of-Service			C			B						
Control Delay (Seconds)			21.6			14.6						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.2			0.1						
2038 BUILD Conditions Volumes	0	0	198	0	0	13	0	2,494	6	0	2,500	99
V/C Ratio			0.52			0.04						
Level-of-Service			C			B						
Control Delay (Seconds)			24.3			15.0						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.9			0.1						
Proposed Lane Geometry w/ Pavilion Way	0	0	1	0	0	1	0	2>	0	0	2	1
2038 BUILD Conditions Volumes	0	0	198	0	0	13	0	2,501	6	0	2,500	96
V/C Ratio			0.52			0.04						
Level-of-Service			C			B						
Control Delay (Seconds)			24.3			15.0						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.9			0.1						

The 2038 Horizon analysis for the Black Arroyo Blvd. / Unser Blvd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / Unser Blvd., no recommendations for a right-in, right-out, left-turn only are made for this intersection.

Intersection #10 – Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd



The results of the 2028 analysis of the unsignalized intersection of Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. (Unsignalized – Two-Way Stop) are summarized in Table 20, as well as attached in Appendix Pages A – 242 through A - 247.

Table 20 - 2028 Synchro Summary - Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd.

Unsignalized

0: Unser Blvd. & Night Whisper Rd./Summer Ridge Rd	EB (Summer Ridge Rd.)			WB (Night Whisper Rd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	1	2	1	1	2	1
AM Peak Hour												
2028 NO BUILD Volumes	44	4	13	0	4	22	18	1,591	9	18	1,649	44
V/C Ratio		0.28			0.06		0.04			0.03		
Level-of-Service		D			B		B			B		
Control Delay (Seconds)		27.8			14.1		12.4			11.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		1.1			0.2		0.1			0.1		
2028 BUILD Volumes	44	4	13	0	4	22	30	1,595	9	18	1,696	44
V/C Ratio		0.30			0.07		0.06			0.03		
Level-of-Service		D			B		B			B		
Control Delay (Seconds)		29.7			14.6		13.0			11.6		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		1.2			0.2		0.2			0.1		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2028 BUILD Volumes	44	4	13	0	4	22	30	1,595	9	18	1,696	44
V/C Ratio		0.30			0.07		0.06			0.03		
Level-of-Service		D			B		B			B		
Control Delay (Seconds)		29.7			14.6		13.0			11.6		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		1.2			0.2		0.2			0.1		
PM Peak Hour												
2028 NO BUILD Volumes	9	4	31	4	0	44	36	1,786	13	31	1,831	36
V/C Ratio		0.16			0.11		0.09			0.07		
Level-of-Service		C			B		B			B		
Control Delay (Seconds)		21.0			13.8		14.6			13.5		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.6			0.4		0.3			0.2		
2028 BUILD Volumes	9	4	31	4	0	44	74	1,799	13	31	1,863	36
V/C Ratio		0.18			0.12		0.19			0.07		
Level-of-Service		C			B		C			B		
Control Delay (Seconds)		23.0			14.9		16.1			13.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.6			0.4		0.7			0.2		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2028 BUILD Volumes	9	4	31	4	0	44	74	1,799	13	31	1,863	36
V/C Ratio		0.18			0.12		0.19			0.07		
Level-of-Service		C			B		C			B		
Control Delay (Seconds)		23.0			14.9		16.1			13.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		0.6			0.4		0.7			0.2		

The 2028 implementation analysis for Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "D"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. (Unsignalized – Two-Way Stop) are summarized in Table 21, as well as attached in Appendix Pages A – 350 through A - 355.

Table 21 - 2038 Synchro Summary - Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd.

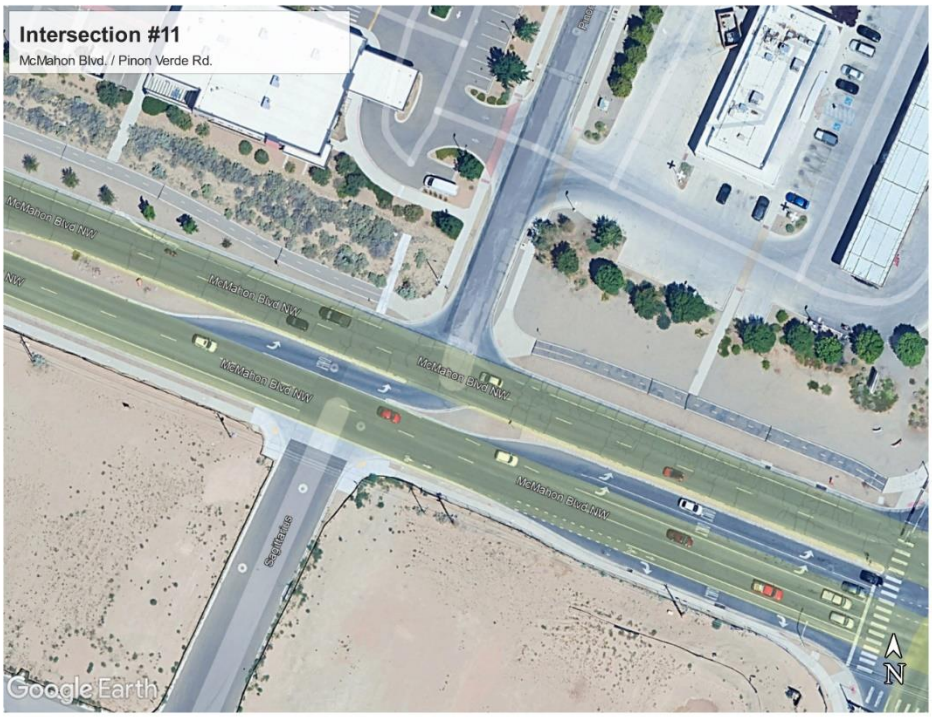
Unsignalized

10: Unser Blvd. & Night Whisper Rd./Summer Ridge Rd.	EB (Summer Ridge Rd.)			WB (Night Whisper Rd.)			NB (Unser Blvd.)			SB (Unser Blvd.)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	1	2	1	1	2	1
AM Peak Hour												
2038 NO BUILD Conditions Volumes	59	6	18	0	6	30	24	2,121	12	24	2,198	59
V/C Ratio		1.04			0.19		0.10			0.08		
Level-of-Service		F			D		C			C		
Control Delay (Seconds)		204.8			28.4		22.3			18.5		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		5.8			0.7		0.3			0.3		
2038 BUILD Conditions Volumes	59	6	18	0	6	30	36	2,125	12	24	2,245	59
V/C Ratio		1.16			0.25		0.17			0.08		
Level-of-Service		F			E		D			C		
Control Delay (Seconds)		258.9			37.3		25.2			18.6		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		6.4			0.9		0.6			0.3		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2038 BUILD Conditions Volumes	59	6	18	0	6	30	36	2,125	12	24	2,245	59
V/C Ratio		1.16			0.25		0.17			0.08		
Level-of-Service		F			E		D			C		
Control Delay (Seconds)		258.9			37.3		25.2			18.6		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)		6.4			0.9		0.6			0.3		
PM Peak Hour												
2038 NO BUILD Conditions Volumes	12	6	41	6	0	59	47	2,381	18	41	2,441	47
V/C Ratio							0.32			0.23		
Level-of-Service							E			D		
Control Delay (Seconds)							40.1			30.4		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.3			0.8		
2038 BUILD Conditions Volumes	12	6	41	6	0	59	60	2,394	18	41	2,473	47
V/C Ratio							0.43			0.23		
Level-of-Service							E			D		
Control Delay (Seconds)							49.7			31.5		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.9			0.9		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2038 BUILD Conditions Volumes	12	6	41	6	0	59	60	2,401	18	41	2,473	47
V/C Ratio							0.43			0.24		
Level-of-Service							E			D		
Control Delay (Seconds)							49.7			32.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.9			0.9		

The 2038 Horizon analysis for the Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. intersection indicates that the majority of turning movements are expected to operate at LOS “F” or lower during the 2038 AM and PM peak hours for both BUILD conditions. However, when compared to the NO BUILD condition, the delays increased marginally (9.7 seconds) and the LOS remained the same **due to the proposed development contributing minimal traffic to these movements.** Additionally, the 95th Percentile queues are all reasonable

Based on the results of the analyses above for the intersection of Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd., no recommendations are made for this intersection.

Intersection #11 – McMahon Blvd. / Pinon Verde Rd.



The results of the 2028 analysis of the unsignalized intersection of McMahon Blvd. / Pinon Verde Rd. (Unsignalized – Two-Way Stop) are summarized in Table 22, as well as attached in Appendix Pages A – 248 through A - 253.

Table 22 - 2028 Synchro Summary - McMahon Blvd. / Pinon Verde Rd.

Unsignalized

11: McMahon Blvd. & Pinon Verde Dr. 2028 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			SB (Pinon Verde Dr.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>	0	0		1
AM Peak Hour									
2028 NO BUILD Volumes	22	1,018			471	67	0		44
V/C Ratio	0.02								0.06
Level-of-Service	A								B
Control Delay (Seconds)	8.6								10.3
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.1								0.2
2028 BUILD Volumes	22	1,018			471	67	0		44
V/C Ratio	0.02								0.06
Level-of-Service	A								B
Control Delay (Seconds)	8.6								10.3
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.1								0.2
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0	0		1
2028 BUILD Volumes	22	1,018			471	67	0		44
V/C Ratio	0.02								0.06
Level-of-Service	A								B
Control Delay (Seconds)	8.6								10.3
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.1								0.2
PM Peak Hour									
2028 NO BUILD Volumes	49	738			1,284	80	0		107
V/C Ratio	0.10								0.27
Level-of-Service	B								C
Control Delay (Seconds)	13.0								17.6
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.3								1.1
2028 BUILD Volumes	49	738			1,284	80	0		107
V/C Ratio	0.10								0.27
Level-of-Service	B								C
Control Delay (Seconds)	13.0								17.6
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.3								1.1
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0	0		1
2028 BUILD Volumes	49	738			1,284	80	0		107
V/C Ratio	0.10								0.27
Level-of-Service	B								C
Control Delay (Seconds)	13.0								17.6
Intersection LOS					**TWSC**				
95th Percentile Queue (veh)	0.3								1.1

The 2028 implementation analysis for McMahon Blvd. / Pinon Verde Rd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of McMahon Blvd. / Pinon Verde Rd. (Unsignalized – Two-Way Stop) are summarized in Table 23, as well as attached in Appendix Pages A – 356 through A - 361.

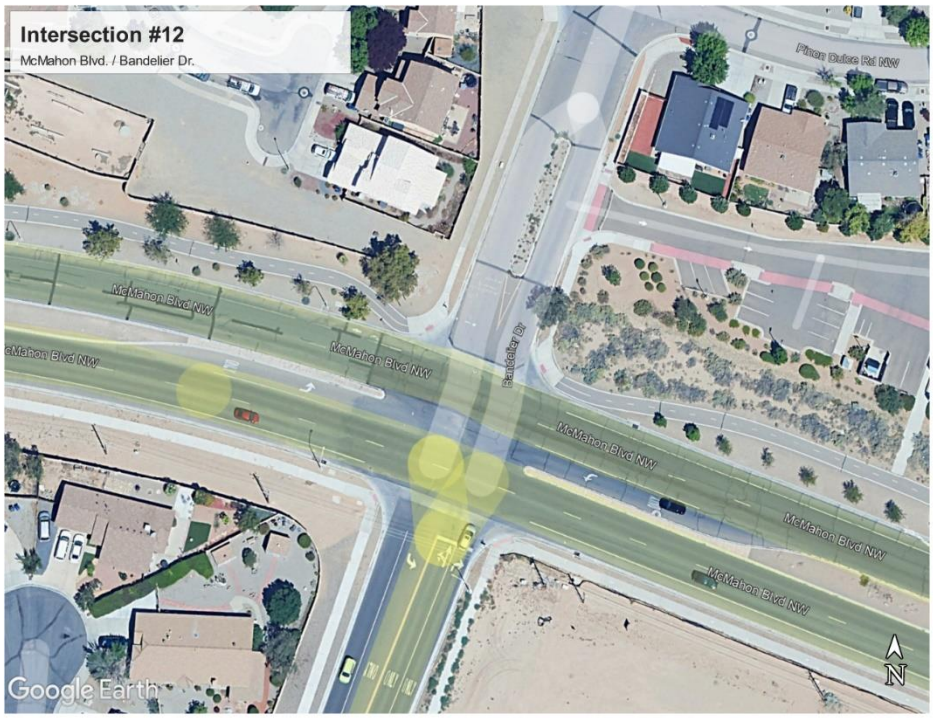
Table 23 - 2038 Synchro Summary - McMahon Blvd. / Pinon Verde Rd.

Unsignalized												
11: McMahon Blvd. & Pinon Verde Dr.	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Pinon Verde Dr.)			SB (Pinon Verde Dr.)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>	0				0		1
AM Peak Hour												
2038 NO BUILD Conditions Volumes	30	1,357			628	89				0		59
V/C Ratio	0.03											0.09
Level-of-Service	A											B
Control Delay (Seconds)	9.2											11.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1											0.3
2038 BUILD Conditions Volumes	30	1,357			628	89				0		59
V/C Ratio	0.03											0.09
Level-of-Service	A											B
Control Delay (Seconds)	9.2											11.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1											0.3
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0				0		1
2038 BUILD Conditions Volumes	30	1,357			628	89				0		59
V/C Ratio	0.03											0.09
Level-of-Service	A											B
Control Delay (Seconds)	9.2											11.2
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1											0.3
PM Peak Hour												
2038 NO BUILD Conditions Volumes	65	983			1,712	107				0		142
V/C Ratio	0.20											0.51
Level-of-Service	C											D
Control Delay (Seconds)	18.4											30.8
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.7											2.7
2038 BUILD Conditions Volumes	65	983			1,719	126				0		142
V/C Ratio	0.20											0.52
Level-of-Service	C											D
Control Delay (Seconds)	18.8											31.8
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.7											2.8
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0				0		1
2038 BUILD Conditions Volumes	65	983			1,715	123				0		142
V/C Ratio	0.20											0.52
Level-of-Service	C											D
Control Delay (Seconds)	18.7											31.6
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.7											2.8

The 2038 Horizon analysis for the McMahon Blvd. / Pinon Verde Rd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "D"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the McMahon Blvd. / Pinon Verde Rd., no recommendations are made for this intersection.

Intersection #12 – McMahon Blvd. / Bandelier Dr.



The results of the 2028 analysis of the unsignalized intersection of McMahon Blvd. / Bandelier Dr. (Unsignalized – Two-Way Stop) are summarized in Table 24, as well as attached in Appendix Pages A – 254 through A - 259.

Table 24 - 2028 Synchro Summary - McMahon Blvd. / Bandelier Dr.

Unsignalized

12: Bandelier Dr. & McMahon Blvd. 2028 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Bandelier Dr.)			SB (Bandelier Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	0	1,040	13	31	458	0	18	4	27	18	9	0
V/C Ratio				0.05				0.10	0.05		0.10	
Level-of-Service	A			B				C	B		C	
Control Delay (Seconds)	0.0			10.8				24.0	12.7		19.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.3	0.2		0.3	
2028 BUILD Volumes	0	1,040	13	31	458	0	18	4	27	18	9	0
V/C Ratio				0.05				0.10	0.05		0.10	
Level-of-Service	A			B				C	B		C	
Control Delay (Seconds)	0.0			10.8				24.0	12.7		19.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.3	0.2		0.3	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
2028 BUILD Volumes	0	1,040	13	31	458	0	18	4	27	18	9	0
V/C Ratio				0.05				0.10	0.05		0.10	
Level-of-Service	A			B				C	B		C	
Control Delay (Seconds)	0.0			12.7				24.0	12.7		19.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.3	0.2		0.3	
PM Peak Hour												
2028 NO BUILD Volumes	13	751	18	40	1,102	62	36	4	44	4	0	13
V/C Ratio	0.02			0.05				0.15	0.07		0.03	
Level-of-Service	A			A				C	B		B	
Control Delay (Seconds)	9.6			9.5				20.8	11.3		9.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.5	0.2		0.1	
2028 BUILD Volumes	13	751	18	40	1,102	62	36	4	44	4	0	13
V/C Ratio	0.02			0.05				0.15	0.07		0.03	
Level-of-Service	A			A				C	B		B	
Control Delay (Seconds)	9.6			9.5				20.8	11.3		12.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.5	0.2		0.1	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
2028 BUILD Volumes	13	751	18	40	1,102	62	36	4	44	4	0	13
V/C Ratio	0.02			0.05				0.15	0.07		0.03	
Level-of-Service	A			A				C	B		B	
Control Delay (Seconds)	9.6			9.5				20.8	11.3		12.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.1				0.5	0.2		0.1	

The 2028 implementation analysis for McMahon Blvd. / Bandelier Dr. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of McMahon Blvd. / Bandelier Dr. (Unsignalized – Two-Way Stop) are summarized in Table 25, as well as attached in Appendix Pages A – 362 through A - 367.

Table 25 - 2038 Synchro Summary - McMahon Blvd. / Bandelier Dr.

Unsignalized

12: Bandelier Dr. & McMahon Blvd. 2038 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Bandelier Dr.)			SB (Bandelier Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	0	1,386	18	41	610	0	24	6	36	24	12	0
V/C Ratio				0.09				0.23	0.10		0.20	
Level-of-Service	A			B				E	C		D	
Control Delay (Seconds)	0.0			13.2				40.7	15.4		29.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				0.8	0.3		0.7	
2038 BUILD Conditions Volumes	0	1,386	18	41	610	0	24	6	36	24	12	0
V/C Ratio				0.09				0.23	0.10		0.20	
Level-of-Service	A			B				E	C		D	
Control Delay (Seconds)	0.0			13.2				40.7	15.4		29.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				0.8	0.3		0.7	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
2038 BUILD Conditions Volumes	0	1,386	18	41	610	0	24	6	36	24	12	0
V/C Ratio				0.09				0.23	0.10		0.20	
Level-of-Service	A			B				E	C		D	
Control Delay (Seconds)	0.0			13.2				40.7	15.4		29.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.3				0.8	0.3		0.7	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	18	1,001	24	53	1,469	83	47	6	59	6	0	18
V/C Ratio	0.03			0.08				0.32	0.12		0.07	
Level-of-Service	B			B				E	B		C	
Control Delay (Seconds)	11.6			10.8				36.2	13.0		16.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				1.3	0.4		0.2	
2038 BUILD Conditions Volumes	18	1,001	24	53	1,469	90	47	6	59	6	0	18
V/C Ratio	0.03			0.08				0.32	0.12		0.07	
Level-of-Service	B			B				E	B		C	
Control Delay (Seconds)	11.6			10.8				36.3	13.0		16.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				1.3	0.4		0.2	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1	1	0	<1>	0
2038 BUILD Conditions Volumes	18	1,001	24	53	1,469	86	47	6	59	6	0	18
V/C Ratio	0.03			0.08				0.32	0.12		0.07	
Level-of-Service	B			B				E	B		C	
Control Delay (Seconds)	11.6			10.8				36.3	13.0		16.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				1.3	0.4		0.2	

The 2038 Horizon analysis for the McMahon Blvd. / Bandelier Dr. demonstrates that the majority of turning movements are expected to operate at a LOS “D” or better during the 2038 AM and PM Peak Hour for both BUILD conditions. The northbound through movement on Bandelier Dr. is expected to operate below LOS “D” during both peak periods. However, when compared to the NO BUILD condition, the delays for this movement remain unchanged **due to the proposed development not contributing traffic to these movements.** Additionally, the 95th Percentile queues are all reasonable. Therefore, no recommendation is made.

Based on the results of the analyses above for the intersection of the McMahon Blvd. / Bandelier Dr., no recommendations are made for this intersection.

Intersection #13 – McMahon Blvd. / Sweet Dreams Dr.



The results of the 2028 analysis of the unsignalized intersection of McMahon Blvd. / Sweet Dreams Dr. (Unsignalized – One-Way Stop) are summarized in Table 26, as well as attached in Appendix Pages A – 260 through A - 265.

Table 26 - 2028 Synchro Summary - McMahon Blvd. / Sweet Dreams Dr.

Unsignalized

13: McMahon Blvd. & Sweet Dreams Dr. 2028 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			SB (Sweet Dreams Dr.)		
	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>	0	1>		0
AM Peak Hour									
2028 NO BUILD Volumes	4	893			573	9	27		4
V/C Ratio	0.00						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	8.1						13.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.2		
2028 BUILD Volumes	4	893			573	9	27		4
V/C Ratio	0.00						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	8.1						13.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.2		
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0	1>		0
2028 BUILD Volumes	4	893			573	9	27		4
V/C Ratio	0.00						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	8.1						13.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.0						0.2		
PM Peak Hour									
2028 NO BUILD Volumes	18	747			1,084	71	18		13
V/C Ratio	0.02						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	9.6						14.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.2		
2028 BUILD Volumes	18	747			1,084	71	18		13
V/C Ratio	0.02						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	9.6						14.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.2		
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0	1>		0
2028 BUILD Volumes	18	747			1,084	71	18		13
V/C Ratio	0.02						0.07		
Level-of-Service	A						B		
Control Delay (Seconds)	9.6						14.2		
Intersection LOS	**TWSC**								
95th Percentile Queue (veh)	0.1						0.2		

The 2028 implementation analysis for McMahon Blvd. / Sweet Dreams Dr. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of McMahon Blvd. / Sweet Dreams Dr. (Unsignalized – One-Way Stop) are summarized in Table 27, as well as attached in Appendix Pages A – 368 through A - 373.

Table 27 - 2038 Synchro Summary - McMahon Blvd. / Sweet Dreams Dr.

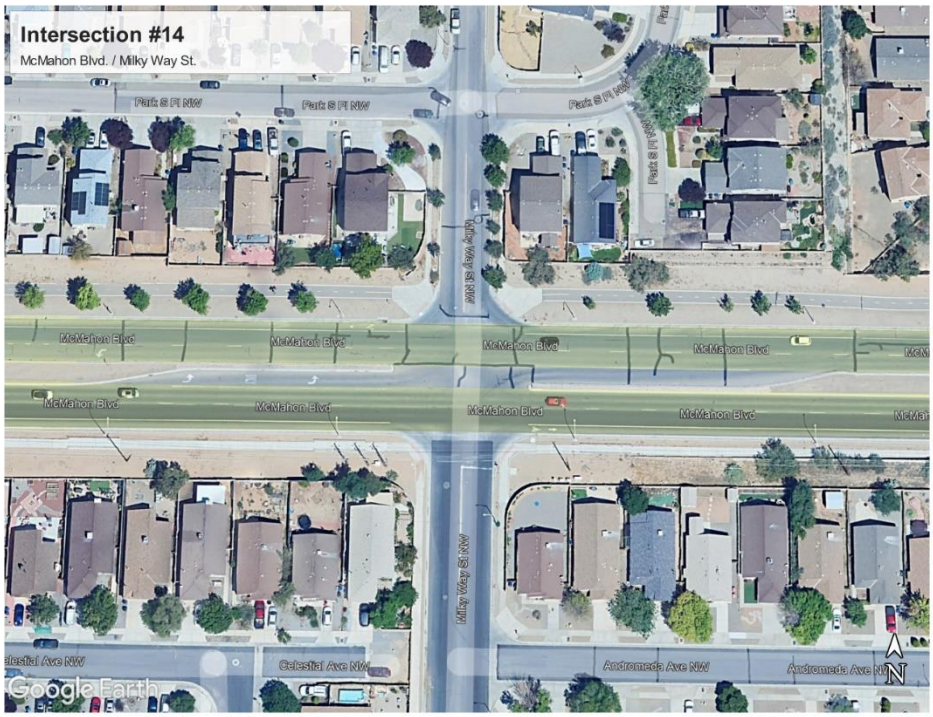
Unsignalized

13: McMahon Blvd. & Sweet Dreams Dr. 2038 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2			2>	0				1>		0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	6	1,191			764	12				36		6
V/C Ratio	0.01									0.11		
Level-of-Service	A									C		
Control Delay (Seconds)	8.4									15.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		
2038 BUILD Conditions Volumes	6	1,191			764	12				36		6
V/C Ratio	0.01									0.11		
Level-of-Service	A									C		
Control Delay (Seconds)	8.4									15.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0				1>		0
2038 BUILD Conditions Volumes	6	1,191			764	12				36		6
V/C Ratio	0.01									0.11		
Level-of-Service	A									C		
Control Delay (Seconds)	8.4									15.7		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0									0.4		
PM Peak Hour												
2038 NO BUILD Conditions Volumes	24	995			1,445	95				24		18
V/C Ratio	0.04									0.14		
Level-of-Service	B									C		
Control Delay (Seconds)	11.5									19.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.5		
2038 BUILD Conditions Volumes	24	995			1,445	95				24		18
V/C Ratio	0.04									0.14		
Level-of-Service	B									C		
Control Delay (Seconds)	11.5									19.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.5		
Proposed Lane Geometry w/ Pavilion Way	1	2			2>	0				1>		0
2038 BUILD Conditions Volumes	24	995			1,445	95				24		18
V/C Ratio	0.04									0.14		
Level-of-Service	B									C		
Control Delay (Seconds)	11.5									19.1		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1									0.5		

The 2038 Horizon analysis for the McMahon Blvd. / Sweet Dreams Dr. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analysis above for the intersection of the McMahon Blvd. / Sweet Dreams Dr., no recommendations are made for this intersection.

Intersection #14 – McMahon Blvd. / Milky Way St.



The results of the 2028 analysis of the unsignalized intersection of McMahon Blvd. / Milky Way St. (Unsignalized – Two-Way Stop) are summarized in Table 28, as well as attached in Appendix Pages A – 266 through A - 271.

Table 28 - 2028 Synchro Summary - McMahon Blvd. / Milky Way St.

Unsignalized

14: Milky Way St. & McMahon Blvd. 2028 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Milky Way St.)			SB (Milky Way St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	40	831	9	9	453	18	13	9	53	62	4	36
V/C Ratio	0.04			0.01				0.19			0.27	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	8.4			9.6				15.9			18.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.7			1.1	
2028 BUILD Volumes	40	831	9	9	453	18	13	9	53	62	4	37
V/C Ratio	0.03			0.01				0.18			0.24	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	8.0			9.6				15.4			15.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.6			0.9	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	40	831	9	9	453	18	13	9	53	62	4	37
V/C Ratio	0.03			0.01				0.18			0.24	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	8.0			9.6				15.4			15.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.6			0.9	
PM Peak Hour												
2028 NO BUILD Volumes	36	644	4	93	991	93	9	9	40	53	0	36
V/C Ratio	0.04			0.10				0.14			0.31	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	9.5			9.3				15.4			23.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				0.5			1.3	
2028 BUILD Volumes	37	644	4	93	991	93	9	9	40	53	0	36
V/C Ratio	0.04			0.10				0.14			0.31	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	9.5			9.3				15.4			23.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				0.5			1.3	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	37	644	4	93	991	93	9	9	40	53	0	36
V/C Ratio	0.04			0.10				0.14			0.31	
Level-of-Service	A			A				C			C	
Control Delay (Seconds)	9.5			9.3				15.4			23.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.3				0.5			1.3	

The 2028 implementation analysis for McMahon Blvd. / Milky Way St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "C"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of McMahon Blvd. / Milky Way St. (Unsignalized – Two-Way Stop) are summarized in Table 19, as well as attached in Appendix Pages A – 374 through A - 379.

Table 29 - 2038 Synchro Summary - McMahon Blvd. / Milky Way St.

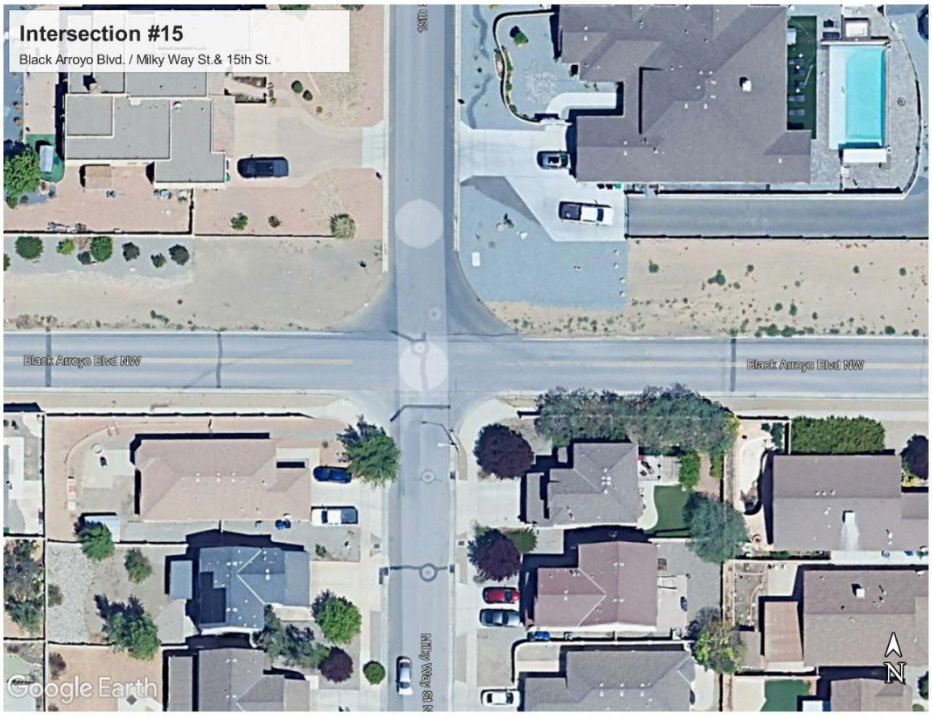
Unsignalized

14: Milky Way St. & McMahon Blvd. 2038 Conditions	EB (McMahon Blvd.)			WB (McMahon Blvd.)			NB (Milky Way St.)			SB (Milky Way St.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	53	1,108	12	12	604	24	18	12	71	83	6	47
V/C Ratio	0.05			0.02				0.33			0.44	
Level-of-Service	A			B				C			D	
Control Delay (Seconds)	8.3			10.9				22.7			25.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				1.4			2.1	
2038 BUILD Conditions Volumes	53	1,108	12	12	604	24	18	12	71	83	6	48
V/C Ratio	0.05			0.02				0.33			0.44	
Level-of-Service	A			B				C			D	
Control Delay (Seconds)	8.3			10.9				22.7			25.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				1.4			2.1	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	53	1,108	12	12	604	24	18	12	71	83	6	48
V/C Ratio	0.05			0.02				0.33			0.44	
Level-of-Service	A			B				C			D	
Control Delay (Seconds)	8.3			10.9				22.7			25.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.1				1.4			2.1	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	47	859	6	124	1,321	124	12	12	53	71	0	47
V/C Ratio	0.08			0.16				0.30			0.75	
Level-of-Service	B			B				C			F	
Control Delay (Seconds)	11.3			10.5				24.7			76.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.6				1.2			4.6	
2038 BUILD Conditions Volumes	48	859	6	124	1,321	124	12	12	53	71	0	47
V/C Ratio	0.08			0.16				0.30			0.75	
Level-of-Service	B			B				C			F	
Control Delay (Seconds)	11.3			10.5				24.8			76.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.6				1.2			4.7	
Proposed Lane Geometry w/ Pavilion Way	1	2>	0	1	2>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	48	859	6	124	1,321	124	12	12	53	71	0	47
V/C Ratio	0.08			0.16				0.30			0.75	
Level-of-Service	B			B				C			F	
Control Delay (Seconds)	11.3			10.5				24.8			76.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.6				1.2			4.7	

The 2038 Horizon analysis for the McMahon Blvd. / Milky Way St. demonstrates that the majority of turning movements are expected to operate at a LOS “D” or better during the 2038 AM and PM Peak Hour for both BUILD conditions. The northbound through movement on Milky Way St. is expected to operate at a LOS “F” during both peak periods. However, when compared to the NO BUILD condition, the delays increased marginally (less than a second) **due to the proposed development contributing minimal traffic to these movements.** Additionally, the 95th Percentile queues are all reasonable

Based on the results of the analyses above for the intersection of the McMahon Blvd. / Milky Way St., no recommendations are made for this intersection.

Intersection #15 – Black Arroyo Blvd. / Milky Way St.& 15th St.



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / Milky Way St.& 15th St. (Unsignalized – Two-Way Stop) are summarized in Table 30, as well as attached in Appendix Pages A – 272 through A - 277.

Table 30 - 2028 Synchro Summary - Black Arroyo Blvd. / Milky Way St.& 15th St.

Unsignalized

15: Milky Way St./15th St. & Black Arroyo Blvd.	EB (Black Arroyo Blvd)			WB (Black Arroyo Blvd)			NB (Milky Way St.)			SB (15th St.)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	67	71	0	0	27	36	0	84	4	4	36	22
V/C Ratio	0.04							0.14			0.09	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				11.8			10.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.5			0.3	
2028 BUILD Volumes	67	71	0	1	27	36	0	84	4	4	36	22
V/C Ratio	0.04			0.00				0.14			0.09	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			11.8			10.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.5			0.3	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	67	71	0	1	27	36	0	84	4	4	36	22
V/C Ratio	0.04			0.00				0.14			0.09	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			11.8			10.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.5			0.3	
PM Peak Hour												
2028 NO BUILD Volumes	53	84	18	9	27	44	4	31	13	13	49	36
V/C Ratio	0.04			0.01				0.07			0.14	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			10.9			10.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.2			0.5	
2028 BUILD Volumes	53	84	18	9	27	44	4	31	14	13	49	36
V/C Ratio	0.04			0.01				0.07			0.14	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			10.8			10.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.2			0.5	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	53	84	18	9	27	44	4	31	14	13	49	36
V/C Ratio	0.04			0.01				0.07			0.14	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.4	0.0		7.4	0.0			10.8			10.9	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.2			0.5	

The 2028 implementation analysis for Black Arroyo Blvd. / Milky Way St.& 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / Milky Way St.& 15th St. (Unsignalized – Two-Way Stop) are summarized in Table 19, as well as attached in Appendix Pages A – 380 through A - 385.

Table 31 - 2038 Synchro Summary - Black Arroyo Blvd. / Milky Way St.& 15th St.

Unsignalized

5: Milky Way St./15th St. & Black Arroyo Blvd	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St.)			SB (15th St.)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	89	95	0	0	36	47	0	113	6	6	47	30
V/C Ratio	0.06							0.22			0.13	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.5	0.0		0.0				13.4			11.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				0.8			0.4	
2038 BUILD Conditions Volumes	89	95	0	1	36	47	0	113	6	6	47	30
V/C Ratio	0.06			0.00				0.22			0.13	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.5	0.0		7.4	0.0			13.4			11.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				0.8			0.4	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	89	95	0	1	36	47	0	113	6	6	47	30
V/C Ratio	0.06			0.00				0.22			0.13	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.5	0.0		7.4	0.0			13.4			11.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.2			0.0				0.8			0.4	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	71	113	24	12	36	59	6	41	18	18	65	47
V/C Ratio	0.05			0.01				0.11			0.21	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.5	0.0		7.5	0.0			12.0			12.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.4			0.8	
2038 BUILD Conditions Volumes	71	113	24	12	36	59	6	41	19	18	65	47
V/C Ratio	0.05			0.01				0.11			0.21	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.5	0.0		7.5	0.0			11.9			12.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.4			0.8	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	71	113	24	12	36	59	6	41	19	18	65	47
V/C Ratio	0.05			0.01				0.11			0.21	
Level-of-Service	A	A		A	A			B			B	
Control Delay (Seconds)	7.5	0.0		7.5	0.0			11.9			12.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.1			0.0				0.4			0.8	

The 2038 Horizon analysis for the Black Arroyo Blvd. / Milky Way St.& 15th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / Milky Way St.& 15th St., no recommendations are made for this intersection.

Intersection #16 – Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St.



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St. (Unsignalized – Two-Way Stop) are summarized in Table 32, as well as attached in Appendix Pages A – 278 through A - 283.

Table 32 - 2028 Synchro Summary - Black Arroyo Blvd. / Sweet Dreams Dr.

Unsignalized

16: Sweet Dreams Dr../17th Ave. & Black Arroyo Blvd	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (17th Ave.)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	0	76	0	4	71	0	4	0	0	4	0	4
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.5			9.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
2028 BUILD Volumes	0	76	0	4	72	0	4	0	0	4	0	4
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.5			9.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	0	76	0	4	72	0	4	0	0	4	0	4
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.5			9.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
PM Peak Hour												
2028 NO BUILD Volumes	0	84	9	4	124	4	0	0	9	0	4	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.4	0.0			8.7			10.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
2028 BUILD Volumes	0	85	9	4	124	4	0	0	9	0	4	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.4	0.0			8.8			10.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	0	85	9	4	124	4	0	0	9	0	4	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.4	0.0			8.8			10.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	

The 2028 implementation analysis for Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St. (Unsignalized – Two-Way Stop) are summarized in Table 33, as well as attached in Appendix Pages A – 386 through A - 391.

Table 33 - 2038 Synchro Summary - Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St.

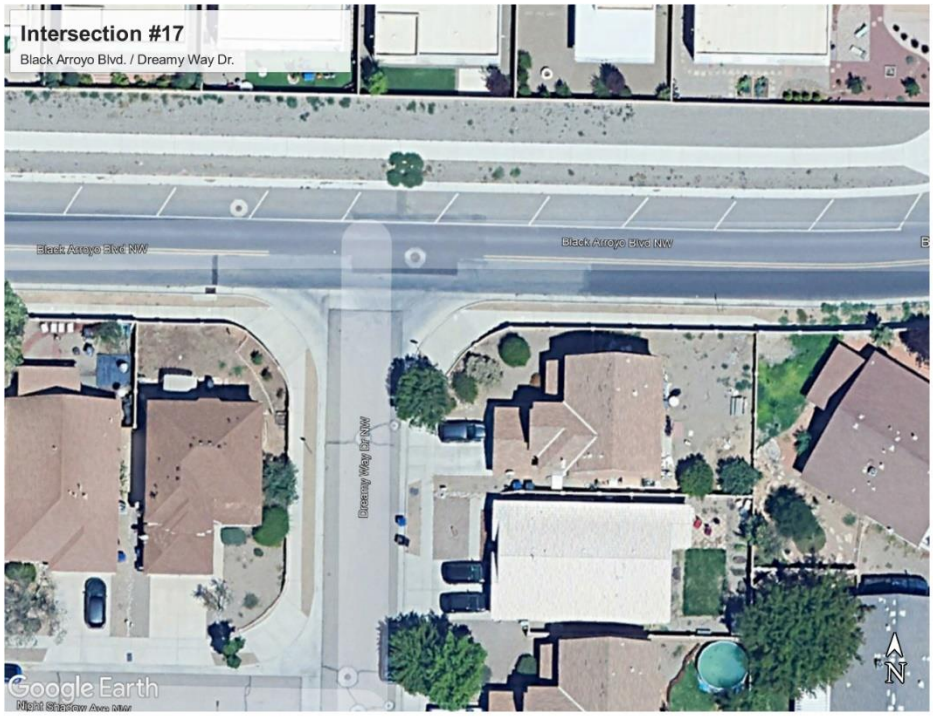
Unsignalized

16: Sweet Dreams Dr./17th Ave. & Black Arroyo Blvd.	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (17th Ave.)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	0	101	0	6	95	0	6	0	0	6	0	6
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.9			9.3	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
2038 BUILD Conditions Volumes	0	101	0	6	96	0	6	0	0	6	0	6
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.9			9.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	0	101	0	6	96	0	6	0	0	6	0	6
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.9			9.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	0	113	12	6	166	6	0	0	12	0	6	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.5	0.0			8.9			11.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
2038 BUILD Conditions Volumes	0	114	12	6	166	6	0	0	12	0	6	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.5	0.0			8.9			11.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	0	114	12	6	166	6	0	0	12	0	6	0
V/C Ratio				0.00				0.01			0.01	
Level-of-Service	A			A	A			A			B	
Control Delay (Seconds)	0.0			7.5	0.0			8.9			11.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.0	

The 2038 Horizon analysis for the Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / Sweet Dreams Dr. & 17th St., no recommendations are made for this intersection.

Intersection #17 – Black Arroyo Blvd. / Dreamy Way Dr.



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / Dreamy Way Dr. (Unsignalized – One-Way Stop) are summarized in Table 34, as well as attached in Appendix Pages A – 284 through A - 289.

Table 34 - 2028 Synchro Summary - Black Arroyo Blvd. / Dreamy Way Dr.

Unsignalized

17: Dreamy Way Dr. & Black Arroyo Blvd. 2028 Conditions	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>	0	0	<1		1>		0			
AM Peak Hour												
2028 NO BUILD Volumes		80	0	0	67		9		0			
V/C Ratio							0.01					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
2028 BUILD Volumes		80	0	0	68		9		0			
V/C Ratio							0.01					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
Proposed Lane Geometry w/ Pavilion Way		1>	0	0	<1		1>		0			
2028 BUILD Volumes		80	0	0	68		9		0			
V/C Ratio							0.01					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
PM Peak Hour												
2028 NO BUILD Volumes		89	4	4	111		22		0			
V/C Ratio				0.00			0.03					
Level-of-Service				A	A		A					
Control Delay (Seconds)				7.4	0.0		9.8					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.1					
2028 BUILD Volumes		90	4	4	111		22		0			
V/C Ratio				0.00			0.03					
Level-of-Service				A	A		A					
Control Delay (Seconds)				7.4	0.0		9.8					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.1					
Proposed Lane Geometry w/ Pavilion Way		1>	0	0	<1		1>		0			
2028 BUILD Volumes		90	4	4	111		22		0			
V/C Ratio				0.00			0.03					
Level-of-Service				A	A		A					
Control Delay (Seconds)				7.4	0.0		9.8					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.1					

The 2028 implementation analysis for Black Arroyo Blvd. / Dreamy Way Dr. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "A"** during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / Dreamy Way Dr. (Unsignalized – One-Way Stop) are summarized in Table 35, as well as attached in Appendix Pages A – 392 through A - 397.

Table 35 - 2038 Synchro Summary - Black Arroyo Blvd. / Dreamy Way Dr.

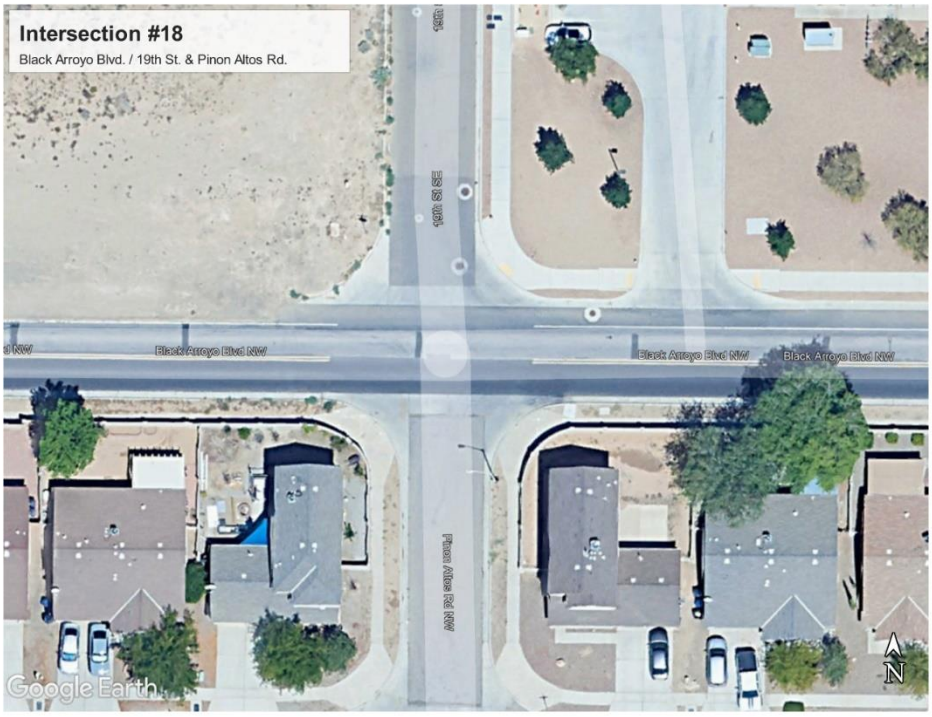
Unsignalized

17: Dreamy Way Dr. & Black Arroyo Blvd. 2038 Conditions	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry		1>	0	0	<1		1>		0			
AM Peak Hour												
2038 NO BUILD Conditions Volumes		107	0	0	89		12		0			
V/C Ratio							0.02					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.6					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
2038 BUILD Conditions Volumes		107	0	0	90		12		0			
V/C Ratio							0.02					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.6					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
Proposed Lane Geometry w/ Pavilion Way		1>	0	0	<1		1>		0			
2038 BUILD Conditions Volumes		107	0	0	90		12		0			
V/C Ratio							0.02					
Level-of-Service				A			A					
Control Delay (Seconds)				0.0			9.6					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.0					
PM Peak Hour												
2038 NO BUILD Conditions Volumes		118	6	6	148		30		0			
V/C Ratio				0.00			0.04					
Level-of-Service				A	A		B					
Control Delay (Seconds)				7.5	0.0		10.3					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.1					
2038 BUILD Conditions Volumes		119	6	6	148		30		7			
V/C Ratio				0.00			0.05					
Level-of-Service				A	A		B					
Control Delay (Seconds)				7.5	0.0		10.1					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.2					
Proposed Lane Geometry w/ Pavilion Way		1>	0	0	<1		1>		0			
2038 BUILD Conditions Volumes		119	6	6	148		30		3			
V/C Ratio				0.00			0.05					
Level-of-Service				A	A		B					
Control Delay (Seconds)				7.5	0.0		10.2					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)				0.0			0.1					

The 2038 Horizon analysis for the Black Arroyo Blvd. / Dreamy Way Dr. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / Dreamy Way Dr., no recommendations are made for this intersection.

Intersection #18 – Black Arroyo Blvd. / 19th St. & Pinon Altos Rd.



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. (Unsignalized – Two-Way Stop) are summarized in Table 36, as well as attached in Appendix Pages A – 290 through A - 295.

Table 36 - 2028 Synchro Summary - Black Arroyo Blvd. / 19th St. & Pinon Altos Rd.

Unsignalized

18: Pion Altos Rd./19th St. & Black Arroyo Blvd.	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pion Altos Rd.)			SB (19th St.)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	18	62	0	0	58	18	4	0	9	22	0	9
V/C Ratio	0.01							0.01			0.04	
Level-of-Service	A	A		A				A			A	
Control Delay (Seconds)	7.4	0.0		0.0				8.9			9.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.1	
2028 BUILD Volumes	18	62	0	0	58	34	4	0	9	69	0	10
V/C Ratio	0.01							0.01			0.10	
Level-of-Service	A	A		A				A			B	
Control Delay (Seconds)	7.4	0.0		0.0				8.9			10.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.3	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	18	62	0	0	58	32	4	0	9	69	0	10
V/C Ratio	0.01							0.01			0.10	
Level-of-Service	A	A		A				A			B	
Control Delay (Seconds)	7.4	0.0		0.0				8.9			10.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.0			0.3	
PM Peak Hour												
2028 NO BUILD Volumes	0	80	0	18	124	0	9	0	18	0	0	0
V/C Ratio				0.01				0.03				
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.4	0.0			9.3			0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1				
2028 BUILD Volumes	1	80	0	18	124	48	9	0	18	32	0	0
V/C Ratio	0.00			0.01				0.03			0.05	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.6	0.0		7.4	0.0			9.3			10.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.2	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	1	80	0	18	124	45	9	0	18	32	0	0
V/C Ratio	0.00			0.01				0.03			0.05	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.6	0.0		7.4	0.0			9.3			10.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.2	

The 2028 implementation analysis for Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. (Unsignalized – Two-Way Stop) are summarized in Table 37, as well as attached in Appendix Pages A – 398 through A - 403.

Table 37 - 2038 Synchro Summary - Black Arroyo Blvd. / 19th St. & Pinon Altos Rd.

Unsignalized

18: Pion Altos Rd./19th St. & Black Arroyo Blvd.	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pion Altos Rd.)			SB (19th St.)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	24	83	0	0	77	24	6	0	12	30	0	12
V/C Ratio	0.02							0.02			0.05	
Level-of-Service	A	A		A				A			A	
Control Delay (Seconds)	7.5	0.0		0.0				9.2			7.5	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.2	
2038 BUILD Conditions Volumes	24	83	0	0	77	40	6	0	12	77	0	13
V/C Ratio	0.02							0.02			0.12	
Level-of-Service	A	A		A				A			B	
Control Delay (Seconds)	7.5	0.0		0.0				9.2			10.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.4	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	24	83	0	0	77	38	6	0	12	77	0	13
V/C Ratio	0.02							0.02			0.12	
Level-of-Service	A	A		A				A			B	
Control Delay (Seconds)	7.5	0.0		0.0				9.2			10.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.4	

PM Peak Hour												
2038 NO BUILD Conditions Volumes	0	107	0	24	166	0	12	0	24	0	0	0
V/C Ratio				0.02				0.05				
Level-of-Service	A			A	A			A			A	
Control Delay (Seconds)	0.0			7.5	0.0			9.7			0.0	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1				
2038 BUILD Conditions Volumes	7	107	0	24	166	42	12	0	24	32	0	0
V/C Ratio	0.01			0.02				0.05			0.06	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.7	0.0		7.5	0.0			9.7			11.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.2	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	4	107	0	24	166	35	12	0	24	32	0	0
V/C Ratio	0.00			0.02				0.05			0.06	
Level-of-Service	A	A		A	A			A			B	
Control Delay (Seconds)	7.6	0.0		7.5	0.0			9.7			11.6	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.1			0.2	

The 2038 Horizon analysis for the Black Arroyo Blvd. / 19th St. & Pinon Altos Rd. demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / 19th St. & Pinon Altos Rd., no recommendations are made for this intersection.

Intersection #19 – Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway



The results of the 2028 analysis of the unsignalized intersection of Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway (Unsignalized – Two-Way Stop) are summarized in Table 38, as well as attached in Appendix Pages A – 296 through A - 301.

Table 38 - 2028 Synchro Summary - Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway

Unsignalized

19: Pinon Azul St./Nursing Facility DW & Black Arroyo Blvd.	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
2028 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2028 NO BUILD Volumes	4	116	0	0	31	18	22	27	0	4	0	0
V/C Ratio	0.00							0.07			0.01	
Level-of-Service	A	A		A				B			A	
Control Delay (Seconds)	7.3	0.0		0.0				10.1			9.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2			0.0	
2028 BUILD Volumes	4	163	0	0	34	18	34	27	0	4	0	0
V/C Ratio	0.00							0.09			0.01	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.3	0.0		0.0				10.5			10.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.3			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	4	163	0	0	33	18	34	27	0	4	0	0
V/C Ratio	0.00							0.09			0.01	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.3	0.0		0.0				10.5			10.2	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.3			0.0	
PM Peak Hour												
2028 NO BUILD Volumes	4	76	13	0	89	9	36	0	9	27	9	9
V/C Ratio	0.00							0.06			0.06	
Level-of-Service	A	A		A				A			A	
Control Delay (Seconds)	7.4	0.0		0.0				9.8			9.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.2			0.2	
2028 BUILD Volumes	4	108	13	0	99	9	74	0	9	27	9	9
V/C Ratio	0.00							0.11			0.06	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				10.6			10.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.4			0.2	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2028 BUILD Volumes	4	108	13	0	96	9	74	0	9	27	9	9
V/C Ratio	0.00							0.11			0.06	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				10.5			10.1	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.4			0.2	

The 2028 implementation analysis for Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2028 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

The results of the 2038 analysis of the unsignalized intersection of Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway (Unsignalized – Two-Way Stop) are summarized in Table 39, as well as attached in Appendix Pages A – 404 through A - 409.

Table 39 - 2038 Synchro Summary - Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway

Unsignalized

19: Pinon Azul St./Nursing Facility DW & Black Arroyo Blvd.	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
2038 Conditions	L	T	R	L	T	R	L	T	R	L	T	R
Existing Lane Geometry	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
AM Peak Hour												
2038 NO BUILD Conditions Volumes	6	154	0	0	41	24	30	36	0	6	0	0
V/C Ratio	0.00							0.09			0.01	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				10.7			10.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.3			0.0	
2038 BUILD Conditions Volumes	6	201	0	0	44	24	42	36	0	6	0	0
V/C Ratio	0.00							0.12			0.01	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				11.2			10.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.4			0.0	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	6	201	0	0	43	24	42	36	0	6	0	0
V/C Ratio	0.00							0.12			0.01	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.4	0.0		0.0				11.2			10.8	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.4			0.0	
PM Peak Hour												
2038 NO BUILD Conditions Volumes	6	101	18	0	118	12	47	0	12	36	12	12
V/C Ratio	0.00							0.08			0.08	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.5	0.0		0.0				10.4			10.4	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.3			0.3	
2038 BUILD Conditions Volumes	6	133	18	0	128	12	79	0	12	36	12	12
V/C Ratio	0.00							0.14			0.09	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.5	0.0		0.0				11.3			10.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.5			0.3	
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
2038 BUILD Conditions Volumes	6	133	18	0	125	12	76	0	12	36	12	12
V/C Ratio	0.00							0.13			0.09	
Level-of-Service	A	A		A				B			B	
Control Delay (Seconds)	7.5	0.0		0.0				11.2			10.7	
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)	0.0			0.0				0.5			0.3	

The 2038 Horizon analysis for the Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway demonstrates that the operation of the intersection is expected to be acceptable for all conditions analyzed. All turning movements are expected to operate at a **LOS "B"** or better during the 2038 AM and PM Peak Hour for both BUILD conditions. Additionally, the 95th Percentile queues are all reasonable.

Based on the results of the analyses above for the intersection of the Black Arroyo Blvd. / Pinon Azul & Nursing Facility Driveway, no recommendations are made for this intersection.

Access Break at Black Arroyo Blvd. / Unser Blvd.

As requested by CoRR, Tierra West LLC analyzed whether an access break at Black Arroyo Blvd. / Unser Blvd. is warranted. The results of the BUILD with existing geometry and with Pavilion Way only shows that the majority of the intersections will operate at the desirable LOS “D” or better for both 2028 and 2038 AM and PM Peak Hour except for those that were already operating below LOS “D”.

Tierra West LLC conducted additional analysis of three key intersections that are projected to operate at a non-desirable LOS and are anticipated to be most impacted by the implementation of a left-in turn movement during the 2038 PM Peak Hour. These intersections include:

- Intersection #1 Wellspring Ave. / Unser Blvd. (Signalized – Full Access).
- Intersection #9 Black Arroyo Blvd. / Unser Blvd. (Unsignalized – Right In Right Out Left Turn In Only)
- Intersection #10 Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. (Unsignalized – Two-Way Stop)

The Trip Assignments Maps for the BUILD with Pavilion Way/Left Turn at Unser and Black Arroyo Blvd. are shown below:

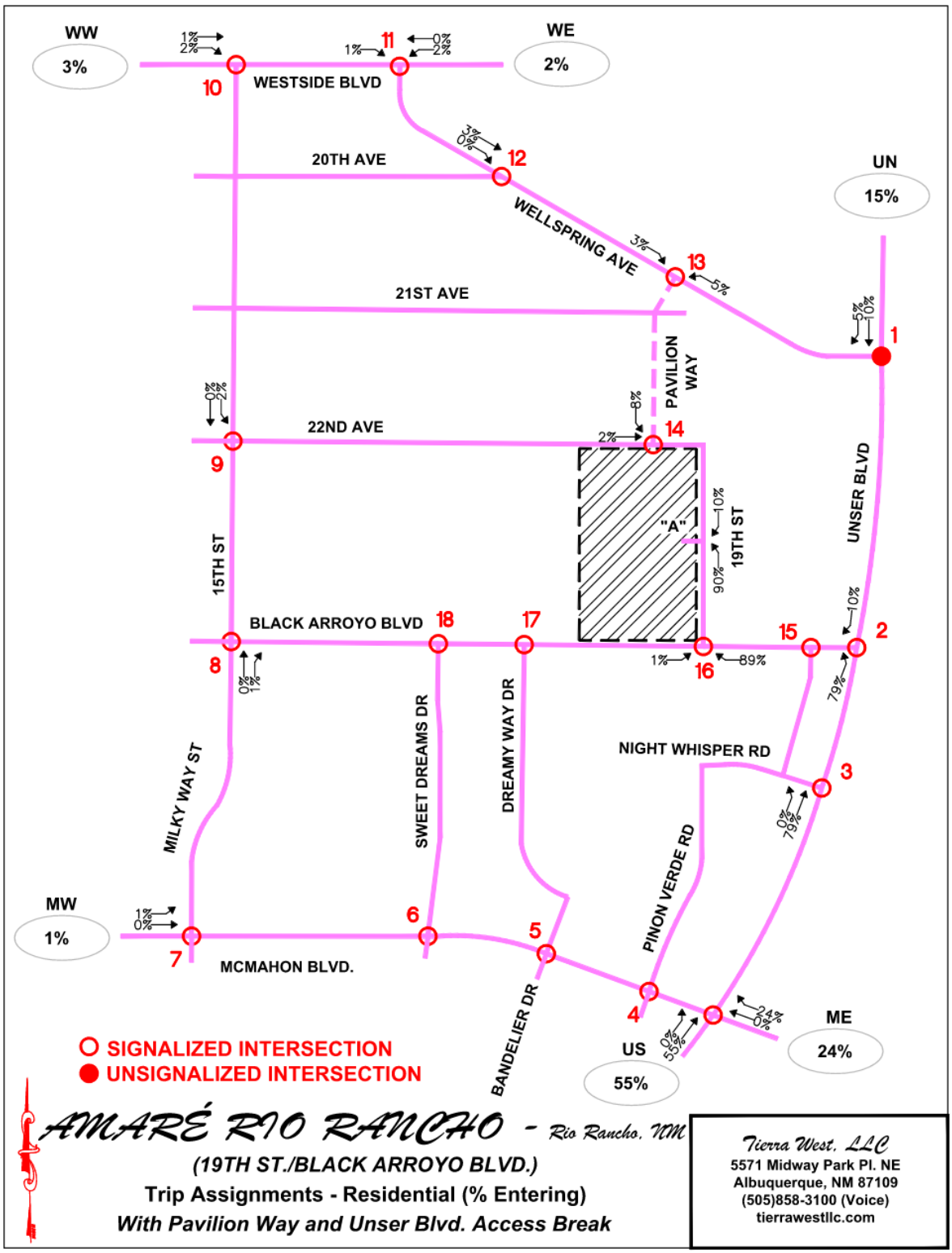


Figure 20 - Trip Assignments (% Entering) – With Pavilion Way and Unser Blvd Left Turn

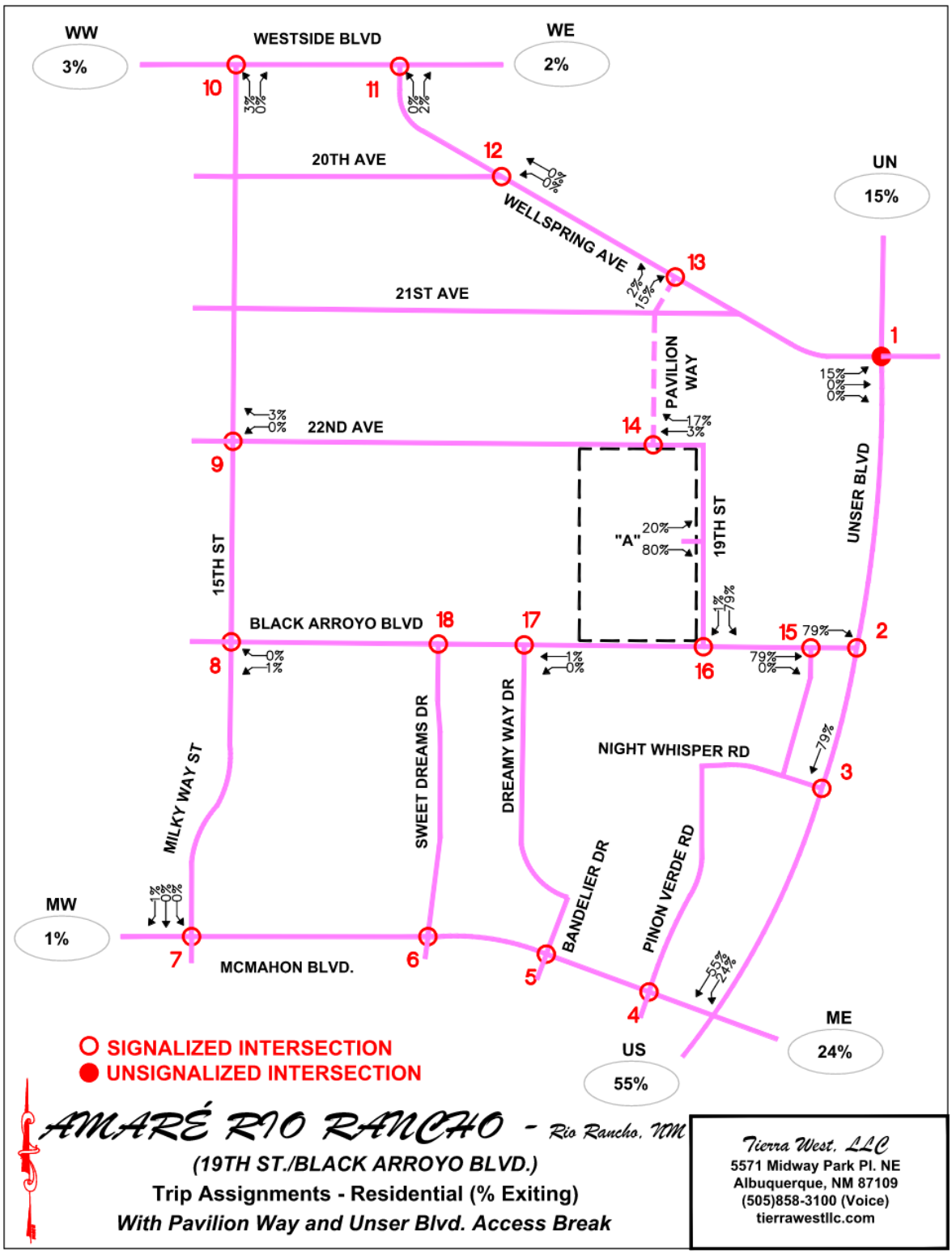


Figure 21 - Trip Assignments (% Exiting) – With Pavilion Way and Unser Blvd Left Turn

The 2038 AM and PM Peak Hour traffic volumes were calculated for each turning movement at Intersection #1 Wellspring Ave. / Unser Blvd. (Signalized – Full Access). Results are shown below:

Table 40 – Intersection #1 Turning Movement for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	56	180	100	80	36	148	996	220	88	1,224	76
Background Traffic Growth	46	27	87	48	38	17	71	479	106	42	589	37
Subtotal	142	83	267	148	118	53	219	1,475	326	130	1,813	113
Village RR TIS	0	2	0	30	1	11	0	30	64	18	0	0
Subtotal (NO BUILD - A.M.)	***142***	***85***	***267***	***178***	***119***	***64***	***219***	***1,505***	***390***	***148***	***1,813***	***113***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	0	0	0	0	0	0	0	0	0	2	1
Total AM Peak Hour BUILD Volumes	**151**	**85**	**267**	**178**	**119**	**64**	**219**	**1,505**	**390**	**148**	**1,815**	**114**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	100	48	164	416	76	84	128	1,404	124	28	1,208	64
Background Traffic Growth	48	23	79	200	37	40	62	675	60	13	581	31
Subtotal	148	71	243	616	113	124	190	2,079	184	41	1,789	95
Village RR TIS	0	7	0	168	7	59	0	93	201	55	0	0
Subtotal (NO BUILD - P.M.)	***148***	***78***	***243***	***784***	***120***	***183***	***190***	***2,172***	***385***	***96***	***1,789***	***95***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	0	0	0	0	0	0	0	0	0	7	3
Total PM Peak Hour BUILD Volumes	**154**	**78**	**243**	**784**	**120**	**183**	**190**	**2,172**	**385**	**96**	**1,796**	**98**

The results of the 2038 PM Peak Hour analysis of the signalized intersection of Wellspring Ave. / Unser Blvd. (Signalized – Full Access) are summarized below:

Table 41 - 2038 Synchro Summary – Intersection #1 for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

PM Peak Hour												
2038 NO BUILD Conditions Volumes	148	78	243	784	120	183	190	2,172	385	96	1,789	95
V/C Ratio	0.73	0.31	0.76	1.42	0.26	0.40	0.80	0.89	0.38	0.67	1.11	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.9	55.5	62.4	260.2	43.0	41.0	77.1	38.3	13.2	71.5	99.3	18.2
Intersection LOS	**F - 85.2**											
95th Percentile Queue (veh)	5.0	4.6	13.9	38.7	6.2	9.0	6.7	30.2	10.0	3.2	54.5	3.1
2038 BUILD Conditions Volumes	154	78	243	784	120	183	203	2,172	385	96	1,799	95
V/C Ratio	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.8	55.5	60.9	260.2	43.2	41.2	78.7	38.3	13.2	71.5	105.7	18.3
Intersection LOS	**F - 87.1**											
95th Percentile Queue (veh)	5.1	4.6	13.7	38.7	6.2	9.0	7.3	30.2	10.0	3.2	56.3	3.1
Proposed Lane Geometry w/ Pavilion Way	2	1	1	2	1	1	2	3	1	2	2	1
2038 BUILD Conditions Volumes	154	78	243	784	120	183	210	2,172	385	96	1,796	98
V/C Ratio	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.8	55.5	60.2	260.2	43.2	41.2	79.6	38.3	13.2	71.5	107.0	18.5
Intersection LOS	**F - 87.4**											
95th Percentile Queue (veh)	5.1	4.6	13.7	38.7	6.2	9.0	7.3	30.2	10.0	3.2	56.1	3.2
Proposed Lane Geometry w/ Pavilion Way and Unser Blvd Access Break	2	1	1	2	1	1	2	3	1	2	2	1
2038 BUILD Conditions Volumes	154	78	243	784	120	183	190	2,172	385	96	1,796	98
V/C Ratio	0.74	0.31	0.76	1.42	0.26	0.41	0.80	0.89	0.38	0.67	1.12	0.12
Level-of-Service	E	E	E	F	D	D	E	D	B	E	F	B
Control Delay (Seconds)	69.8	55.5	62.4	260.2	43.2	41.2	77.1	38.3	13.2	71.5	101.0	18.1
Intersection LOS	**F - 85.7**											
95th Percentile Queue (veh)	5.1	4.6	13.9	38.7	6.2	9.0	6.7	30.2	10.0	3.2	55.1	3.1

The 2038 AM and PM Peak Hour traffic volumes were calculated for each turning movement at Intersection #9 Black Arroyo Blvd. / Unser Blvd. (Unsignalized – Right In Right Out Left Turn In Only) Results are shown below:

Table 42 - Intersection #9 Turning Movement for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth	0	0	67	0	0	21	0	725	0	0	683	15
Subtotal	0	0	207	0	0	65	0	2,233	0	0	2,103	47
Los Diamantes TIS	0	0	9	0	0	4	0	84	0	0	28	0
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	16	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***216***	***0***	***0***	***69***	***16***	***2,317***	***0***	***0***	***2,131***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	0	0	0	17	0	0	0	0	2
Total AM Peak Hour BUILD Volumes	**0**	**0**	**263**	**0**	**0**	**69**	**33**	**2,317**	**0**	**0**	**2,131**	**49**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	48	0	0	4	0	791	2	0	793	29
Subtotal	0	0	148	0	0	12	0	2,435	6	0	2,441	89
Los Diamantes TIS	0	0	18	0	0	1	0	46	0	0	59	0
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	12	0	0	0	0	0
Previous Development #3	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***166***	***0***	***0***	***13***	***12***	***2,481***	***6***	***0***	***2,500***	***89***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	51	0	0	0	0	7
Total PM Peak Hour BUILD Volumes	**0**	**0**	**198**	**0**	**0**	**13**	**63**	**2,481**	**6**	**0**	**2,500**	**96**

The results of the 2038 PM Peak Hour analysis of the unsignalized intersection of Black Arroyo Blvd. / Unser Blvd. (Unsignalized – Right In Right Out Left Turn In Only) are summarized below:

Table 43 - 2038 Synchro Summary – Intersection #9 for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

PM Peak Hour												
2038 NO BUILD Conditions Volumes	0	0	166	0	0	13	0	2,481	6	0	2,500	89
V/C Ratio			0.44			0.03						
Level-of-Service			C			B						
Control Delay (Seconds)			21.6			14.6						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.2			0.1						
2038 BUILD Conditions Volumes	0	0	198	0	0	13	0	2,494	6	0	2,500	99
V/C Ratio			0.52			0.04						
Level-of-Service			C			B						
Control Delay (Seconds)			24.3			15.0						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.9			0.1						
Proposed Lane Geometry w/ Pavilion Way	0	0	1	0	0	1	0	2>	0	0	2	1
2038 BUILD Conditions Volumes	0	0	198	0	0	13	0	2,501	6	0	2,500	96
V/C Ratio			0.52			0.04						
Level-of-Service			C			B						
Control Delay (Seconds)			24.3			15.0						
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.9			0.1						
Proposed Lane Geometry w/ Pavilion Way and Unser Blvd Access Break	0	0	1	0	0	1	1	2>	0	0	2	1
2038 BUILD Conditions Volumes	0	0	198	0	0	13	63	2,481	6	0	2,500	96
V/C Ratio			0.52			0.03	0.55					
Level-of-Service			C			B	F					
Control Delay (Seconds)			24.3			14.6	70.2					
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)			2.9			14.6	2.6					

In addition, Tierra West LLC obtained AM and PM Peak-Hour cut-through aerial footage from Volo Pervidi LLC for Milky Way St., Sweet Dreams Dr., Bandelier Dr., and Piñon Verde between McMahon Blvd. and Black Arroyo Blvd. The footage also included Night Whisper Rd. between Black Arroyo Blvd. and Unser Blvd.

Tierra West LLC believes that the cut-through volumes for Night Whisper Rd., shown below, are the only justifiable data appropriate for this analysis.

Table 44 – Night Whisper Rd. Cut Through Summary

Cut Through Summary												
	7-9 AM						4-6 PM					
	North Bound			South Bound			North Bound			South Bound		
Street Name	Total (veh)	Average (veh/hr)	Daily Vol	Total (veh)	Average (veh/hr)	Daily Vol	Total (veh)	Average (veh/hr)	Daily Vol	Total (veh)	Average (veh/hr)	Daily Vol
Night Whisper Rd.	*31*	***23***	*230*	*1*	***1***	***10***	*24*	***18***	*180*	*2*	***1***	***10***

The 2038 AM and PM Peak Hour traffic volumes were calculated for each turning movement at Intersection #10 Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. (Unsignalized – Two-Way Stop). Results are shown below:

Table 45 - Intersection #10 Turning Movement for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth	19	2	6	0	2	10	8	689	4	8	714	19
Subtotal	59	6	18	0	6	30	24	2,121	12	24	2,198	59
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	***-16***	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***59***	***6***	***18***	***0***	***6***	***30***	***8***	***2,121***	***12***	***24***	***2,198***	***59***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	17	0	0	47	0
Total AM Peak Hour BUILD Volumes	**59**	**6**	**18**	**0**	**6**	**30**	**8**	**2,138**	**12**	**24**	**2,245**	**59**

	3.70%			3.70%			3.70%			3.70%		
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth	4	2	13	2	0	19	15	773	6	13	793	15
Subtotal	12	6	41	6	0	59	47	2,381	18	41	2,441	47
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	***-12***	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***12***	***6***	***41***	***6***	***0***	***59***	***35***	***2,381***	***18***	***41***	***2,441***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	51	0	0	32	0
Total PM Peak Hour BUILD Volumes	**12**	**6**	**41**	**6**	**0**	**59**	**35**	**2,432**	**18**	**41**	**2,473**	**47**

The results of the 2038 PM Peak Hour analysis of the unsignalized intersection of Night Whisper Rd. & Summer Ridge Rd. / Unser Blvd. (Unsignalized – Two-Way Stop) are shown below:

Table 46 - 2038 Synchro Summary – Intersection #10 for BUILD with Pavilion Way / Unser Blvd Left Turn Scenario

PM Peak Hour												
2038 NO BUILD Conditions Volumes	12	6	41	6	0	59	47	2,381	18	41	2,441	47
V/C Ratio							0.32			0.23		
Level-of-Service							E			D		
Control Delay (Seconds)							40.1			30.4		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.3			0.8		
2038 BUILD Conditions Volumes	12	6	41	6	0	59	60	2,394	18	41	2,473	47
V/C Ratio							0.43			0.23		
Level-of-Service							E			D		
Control Delay (Seconds)							49.7			31.5		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.9			0.9		
Proposed Lane Geometry w/ Pavilion Way	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2038 BUILD Conditions Volumes	12	6	41	6	0	59	60	2,401	18	41	2,473	47
V/C Ratio							0.43			0.24		
Level-of-Service							E			D		
Control Delay (Seconds)							49.7			32.0		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							1.9			0.9		
Proposed Lane Geometry w/ Pavilion Way and Unser Blvd Access Break	0	<1>	0	0	<1>	0	1	2	1	1	2	1
2038 BUILD Conditions Volumes	12	6	41	6	0	59	65	2,432	18	41	2,473	47
V/C Ratio							0.25			0.25		
Level-of-Service							E			D		
Control Delay (Seconds)							39.7			34.8		
Intersection LOS	**TWSC**											
95th Percentile Queue (veh)							0.9			1.0		

Based on the results of the above analyses, the improvements are marginal and **do not justify any mitigation recommendations**. All sheet referenced above for the Access Break analysis can be found in the Appendix on Pages A – 410 through A – 420.

Cut Through Study

A Cut-Through Study was conducted by the CoA Traffic Engineering Division for Milky Way St. NW in November 2023. The recommendations from the study states *Milky Way St NW does qualify for traffic calming measures through the City of Albuquerque's Neighborhood Traffic Management Program.* From the Google Earth aerial photos, it appears that the speed humps were constructed in late 2023 or early 2024.

Safety Analysis

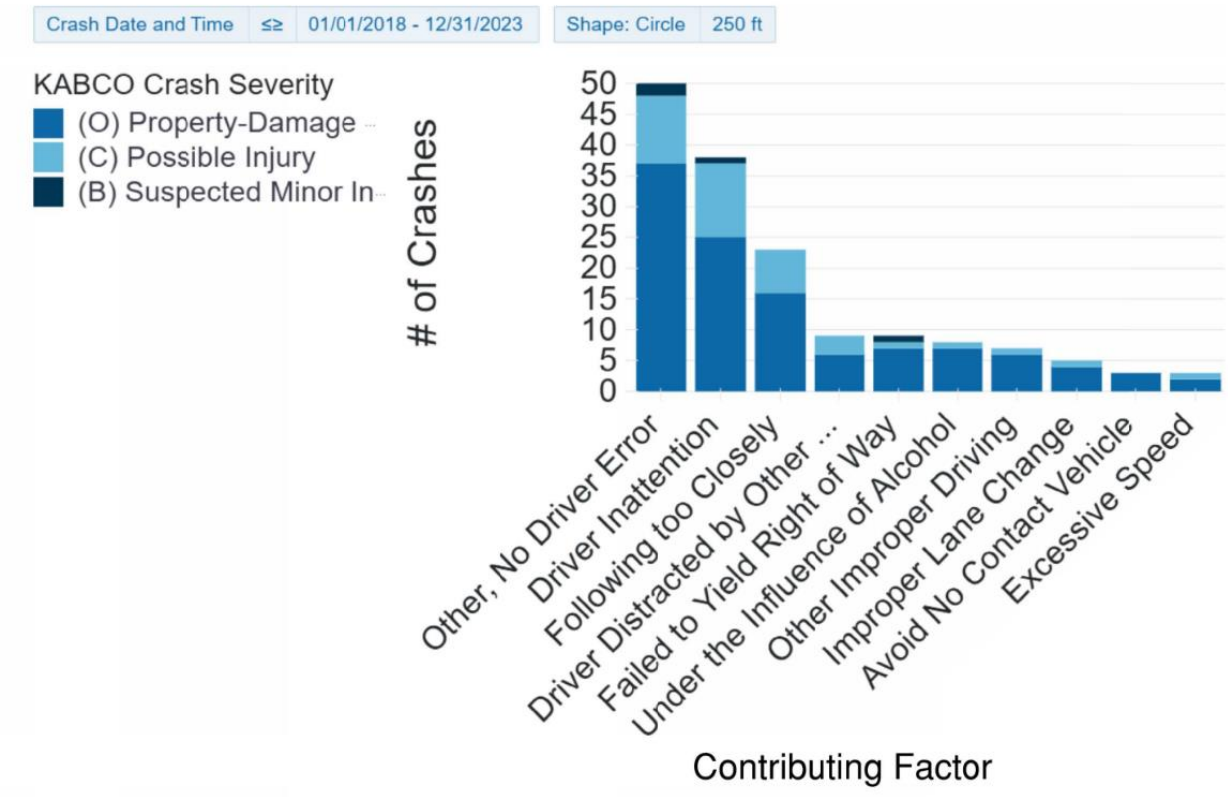
As requested by CoRR, five years (2018 through 2023) of Crash data for the Intersection of Wellspring Ave. / Unser Blvd and Black Arroyo Blvd. / Unser Blvd. was extracted from the New Mexico Department of Transportation's AASHTOWare Safety Transportation Application. Below is a summary of the two intersections that include some of the pertinent data and the graph of the top ten contributing factors and Crash Severity.

Intersection #1 - Wellspring Ave. / Unser Blvd

New Mexico Summary	# of Crashes	% of Total Crashes
Total Crashes	104	
Avg. Crashes per year	17.3	
Pedestrian Involed	0	0%
Alchohol Involded	8	8%
KABCO Crash Severity		
O(Property Damage Only)	77	74%
C(Possible Injury)	22	21%
B (Minor Injury)	4	4%
A (Serious Injury)	1	1%
K (Fatal)	0	0%
Manner of Impact		
Not Available	36	35%
Front-to-Rear	30	29%
Front-to-Side	6	6%
Sideswipe	4	4%
Contributing Factor		
Other, No Driver Error	63	61%
Driver Inattention	38	37%
Following too Closely	23	22%
Other Improper Driving	10	10%
Driver Distracted by Other Activity	9	9%
Failed to Yield Right of Way	9	9%
Driver Action		
Going Straight	99	95%
Slowing	17	16%
Stopped for Sign or Signal	14	13%
Stopped for Traffic	12	12%

As the data above indicates, out of the 104 recorded crashes at the intersection, 8% involved alcohol and 0% involved pedestrians. The majority of the crashes resulted in property damage only, and there were no fatalities. Additionally, 74% of the crashes were designated as “Other, No Driver Error,” and 38% were attributed to driver inattention. Lastly, 95% of the drivers were heading straight. Due to the fact that the majority of the trips entering and exiting (shown on Appendix Pages A – 17 through A – 19 and in Appendix Pages A – 105 through A - 107) require turning at the intersection, no safety recommendations were made. Please see the Top 10 Contributing Factors & Crash Severity chart below.

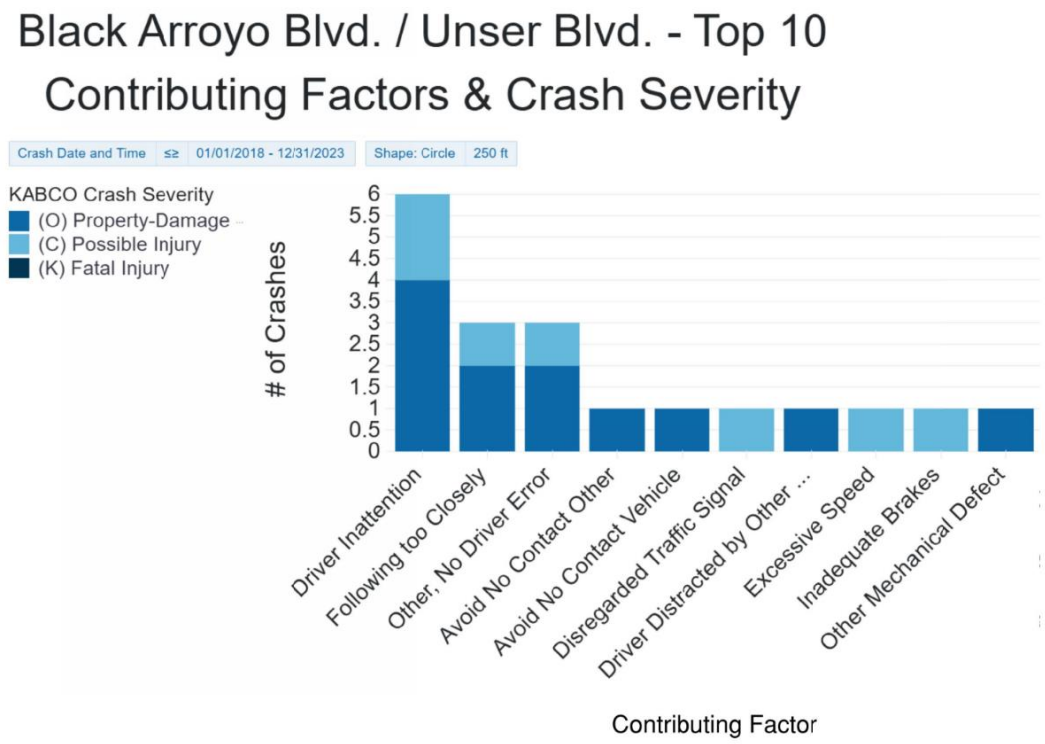
Wellspring Ave. / Unser Blvd. - TOP 10 Contributing Factors & Crash Severity



Intersection #2 – Black Arroyo Blvd. / Unser Blvd.

New Mexico Summary	# of Crashes	% of Total Crashes
Total Crashes	16	
Avg. Crashes per year	2.7	
Pedestrian Involed	1	6%
Alchohol Involded	1	6%
KABCO Crash Severity		
O(Property Damage Only)	12	75%
C(Possible Injury)	2	13%
B (Minor Injury)	1	6%
K (Fatal)	1	6%
A (Serious Injury)	0	0%
Manner of Impact		
Not Available	8	50%
Front-to-Rear	2	13%
Sideswipe	1	6%
Front-to-Side	0	0%
Contributing Factor		
Driver Inattention	6	38%
Other, No Driver Error	3	19%
Following too Closely	3	19%
Avoid No Contact Vehicle	2	13%
Avoid No Contact Other	1	6%
Disregarded Traffic Signal	1	6%
Driver Action		
Going Straight	13	81%
Right Turn	4	25%
Stopped for Sign or Signal	2	13%
Changing Lanes	1	6%

As the data indicates above, out of the 16 recorded crashes at the intersection, 6% involved pedestrians and 6% involved alcohol. The majority of the crashes resulted in property damage only, and there was 1 fatality. Almost a third of the crashes were caused by driver inattention and almost a fourth were caused by following too closely and “other, no driver error”. Lastly, 81% of the drivers were heading straight. Due to the fact that the majority of the trips entering and exiting (shown on Appendix Pages A – 17 through A – 19 and in Appendix Pages A – 105 through A - 107) require turning at the intersection, no safety recommendations were made. Please see the Top 10 Contributing Factors & Crash Severity chart below.



Summary of Deficiencies and Anticipated Impacts

The proposed Amaré Rio Rancho Subdivision is not expected to have a significant adverse impact on the adjacent transportation system in either the 2028 Implementation Year or the 2038 Horizon Year, for both the BUILD with Existing Geometry and the BUILD with Pavilion Way scenarios. Traffic analysis indicates that the Level of Service (LOS) at intersections within the study area will meet or exceed the acceptable LOS “D” threshold, as defined in Section 2.4.1.7 of the City of Rio Rancho Development Process Manual – Volume II, and Table 7.5.88 of the City of Albuquerque Development Process Manual, with the exception of turning movements at intersections that are already operating below LOS “D.” In those cases, it was determined that either the impact of the proposed Amaré Rio Rancho Subdivision **was not significant, or that measures were recommended to mitigate the impact**.

The analysis further concludes that an access break at the intersection of Black Arroyo Blvd. and Unser Blvd. **is not warranted.**

In conclusion, the construction of Pavilion Way is **not required to support the proposed development, as the development is expected to function effectively on its own**.

Recommendations

Based on the analysis provided in this Traffic Impact Study, the following are the recommendations for improvements to the adjacent transportation system in the study area for this project:

City Of Rio Rancho

- Design and construction of project access off of 19th St. shall maintain adequate sight distances to the degree possible. That is, no landscaping improvements or structures are permitted which will restrict sufficient sight distance of vehicles exiting the driveway.
- Access to the Amaré Rio Rancho Subdivision should be via the following intersections:
    - Driveway “A” / 19th St. – full access unsignalized intersection. Driveway “A” may be designed to include one entering lane and one exiting lane minimum.
- The northbound and southbound approach on Pavilion Way. should be designed and constructed per CoRR residential roadway standards.

City Of Albuquerque

- No recommendations are made.

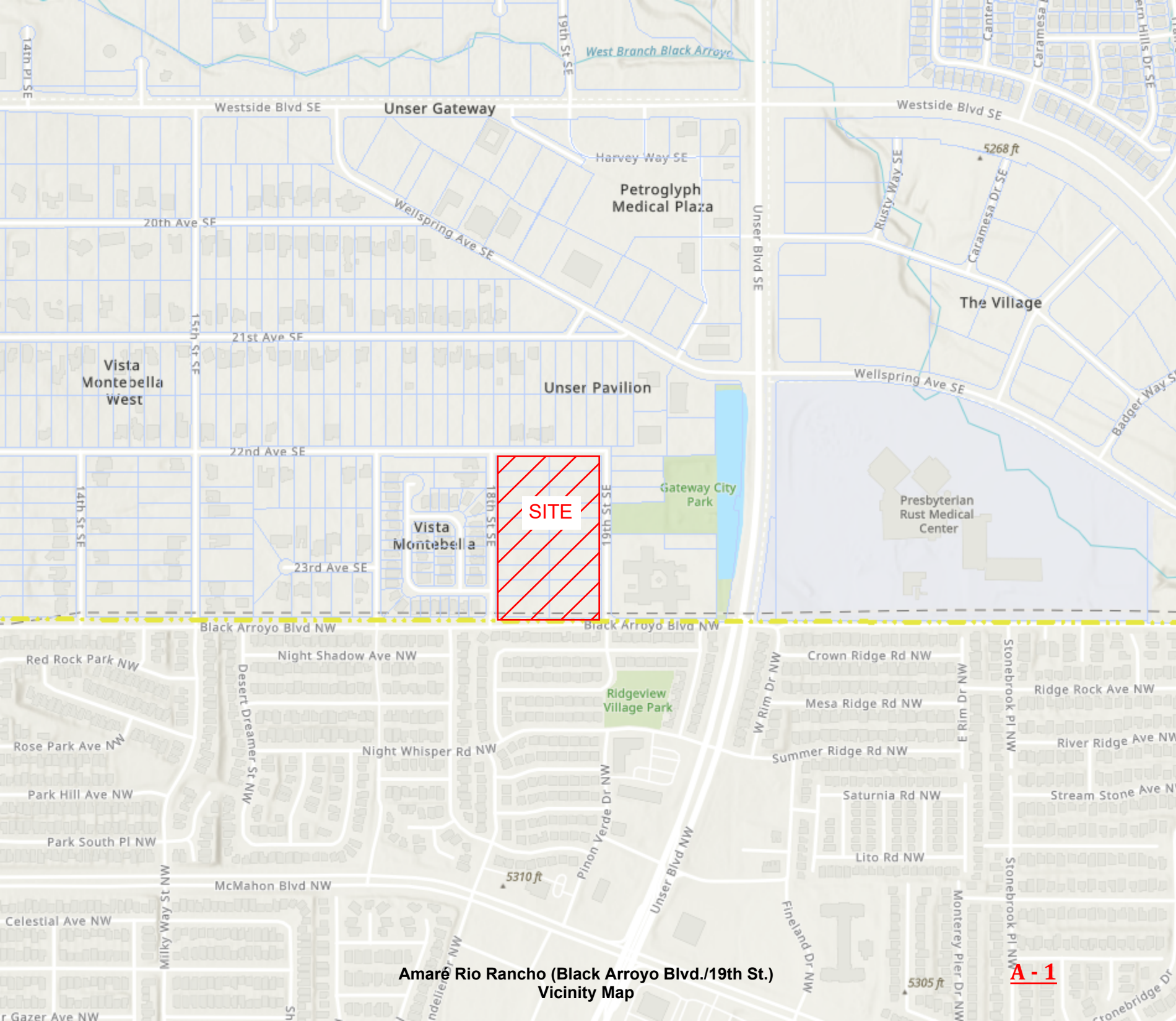
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APPENDIX

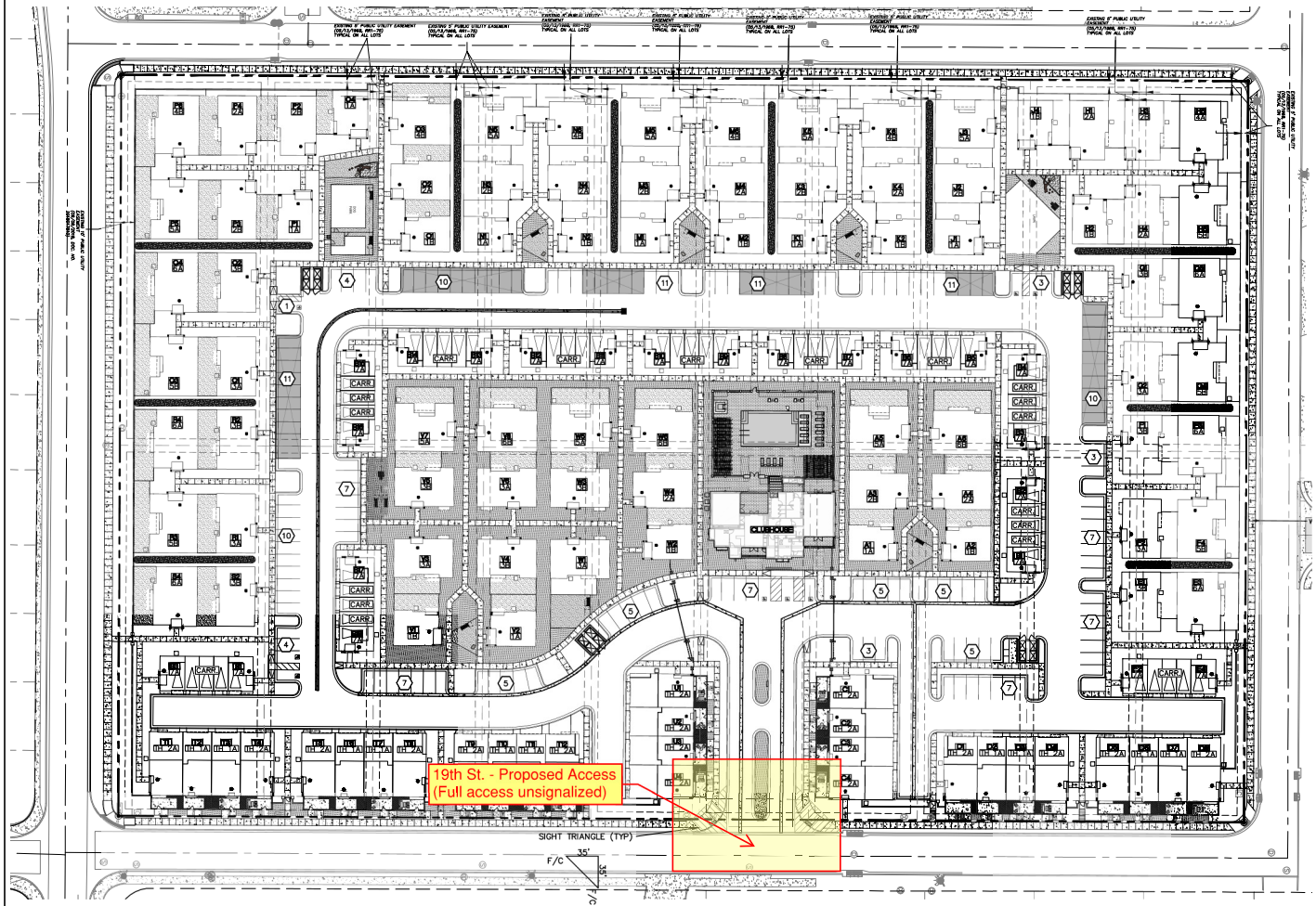


Amaré Rio Rancho (Black Arroyo Blvd./19th St.)
Vicinity Map

A - 1



Amaré Rio Rancho (Black Arroyo Blvd./19th St.)
Aerial Map - Study Area





VICINITY MAP:

LEGAL DESCRIPTION:

Lots 1–20, in Block 81, Rio Rancho Estates, Unit 10, Sandoval County, New Mexico

LEGEND

- CURB & GUTTER
- BOUNDARY LINE
- EXISTING BOUNDARY LINE
- EASEMENT
- PROPOSED BUILDING
- PROPOSED WALL/FENCING
- PROPOSED LANDSCAPE
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- EXISTING CURB & GUTTER
- PARKING COUNT
- CLEAR SIGHT TRIANGLE

CLEAR SIGHT TRIANGLE NOTE:

LANDSCAPING, SIGNAGE, WALLS, FENCES, TREES, AND SHRUBBERY BETWEEN 3 FEET AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) ARE NOT ALLOWED WITHIN THE CLEAR SIGHT TRIANGLE.

GRAPHIC SCALE

40 20 0 20 40

SCALE: 1"=40'

SITE DATA

PROPOSED USAGE	MULTI-FAMILY HOUSING
LOT AREA	450,175 SF (10.33 ACRES)
ADDRESS	
ZONING	R-3 WITH A CONDITIONAL USE
TOTAL DWELLING UNITS	128

DENSITY:

MAXIMUM PERMISSIBLE	26 DU/ACRE = 269 DU
PROPOSED	128 DU (12.4 DU PER ACRE)

R-3 (ATTACHED) SETBACKS

FRONT	20' (APPLYING FOR 5' VARIANCE)
REAR	0'
SIDE	0'
CORNER	10'

GARAGES

FRONT LOADED	20'
SIDE LOADED	NA
ALLEY LOADED	0'

R-3 (DETACHED) SETBACKS

FRONT	15'
REAR	5'
SIDE	5'
CORNER	10'

GARAGES

FRONT LOADED	20'
SIDE LOADED	15
ALLEY LOADED	0'

DWELLING UNITS (LARGEST):

MAX BUILDING FOOTPRINT = 1,720 SF
2 STORY HIGH BUILDING
MAX HEIGHT= ±25'-0"

PARKING REQUIRED

39 1BR	1.50 SPACES/DU=	58.5 SPACES
39 2BR	1.75 SPACES/DU=	68.25 SPACES
50 3BR	2.00 SPACES/DU=	100 SPACES

TOTAL PARKING REQUIRED = 226 SPACES

PARKING PROVIDED

GARAGE PARKING	111 SPACES
UNCOVERED PARKING	98 SPACES
COVERED PARKING	45 SPACES
GUEST PARKING	6 SPACES
TOTAL PARKING	261 SPACES

HC PARKING REQUIRED	8 SPACES
HC PARKING PROVIDED	8 SPACES
VAN ACCESSIBLE REQUIRED	2 SPACES
VAN ACCESSIBLE PROVIDED	2 SPACES

BICYCLE PARKING SHALL BE PROVIDED WITH EACH UNIT AND WITHIN GARAGES

NOTES:

1. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE OR IMPLY EXEMPTION FROM WATER WASTE PROVISIONS OF THE WATER CONSERVATION LANDSCAPING AND WATER WASTE ORDINANCE WATER WASTE MANAGEMENT IS THE SOLE RESPONSIBILITY OF THE PROPERTY OWNER.

2. LANDSCAPE MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE OWNER.

3. LIGHT POLES SHALL BE A MAXIMUM OF 20' FEET WITH FULL CUT OFF LIGHT FIXTURES. LIGHT FIXTURES SHALL BE A MAXIMUM OF 20' WITH FULL CUT OFF SHIELDS ON FIXTURES SO THAT NO FUGITIVE LIGHT SHALL ESCAPE BEYOND THE PROPERTY LINE. THE LIGHT FIXTURES SHALL BE FULLY SHIELDED WITH HORIZONTAL LAMPS. LIGHT POLES WITHIN 100' OF RESIDENTIAL ZONING SHALL BE LIMITED TO 16' HIGH.

4. THERE SHALL BE NO BACKLIT, PLASTIC, OR VINYL AWNINGS OR ILLUMINATED PLASTIC BANDING ON SIGNAGE.

5. ROOF EQUIPMENT SHALL BE BELOW PARAPET HEIGHT AND SCREENED FROM VIEW. ALL GROUND MOUNTED EQUIPMENT SHALL BE SCREENED BY SCREEN WALLS WITH TOP OF EQUIPMENT BELOW TOP OF SCREEN WALL.

NOTICE TO CONTRACTORS

1. AN EXCAVATION/CONSTRUCTION PERMIT WILL BE REQUIRED BEFORE BEGINNING ANY WORK WITHIN CITY RIGHT-OF-WAY. AN APPROVED COPY OF THESE PLANS MUST BE SUBMITTED AT THE TIME OF APPLICATION FOR THIS PERMIT.
2. ALL WORK DETAILED ON THESE PLANS TO BE PERFORMED, EXCEPT AS OTHERWISE STATED OR PROVIDED HEREON, SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF RIO RANCHO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
3. TWO WORKING DAYS PRIOR TO ANY EXCAVATION, CONTRACTOR MUST CONTACT LINE LOCATING SERVICE, 260-1990 (OR DIAL 811 LOCALLY), FOR LOCATION OF EXISTING UTILITIES.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE AND VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL CONSTRUCTIONS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED WITH A MINIMUM AMOUNT OF DELAY.

GENERAL NOTES - SITE PLANS:

1. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS PRIOR TO COMMENCING THIS WORK. IN CASE OF ANY DISCREPANCIES, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY AND WORK SHALL NOT COMMENCE WITHOUT APPROVAL FROM THE ARCHITECT.
2. WRITTEN DIMENSIONS OF DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE GENERAL CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS AT THE BUILDING SITE, AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
3. PAVING SHALL BE LOWER THAN THE BUILDING SLAB BY THE FOLLOWING AMOUNTS UNO:
   - 1/2" @ ALL EXIT DOORS
   - 1/2" @ ALL SHOWROOM GLAZING LOCATIONS
   - 1 1/2" @ OVERHEAD DOORS
   - 1 1/2" @PRE-FAB METAL WALL PANELS
4. CONTRACTOR SHALL COMPLY, AT A MINIMUM, WITH THE GOVERNOR'S COMMISSION ON DISABILITY'S PARKING LOT CHECKLIST: HTTP://GCD.STATE.NM.US/PHYSICAL-ACCESSIBILITY/PARKING/ WITH RESPECT TO THE TYPE OF HANDICAP PARKING SIGNAGE, 1' HIGH BY 2' THICK LETTERING STAYING 'NO PARKING' IN THE CROSS STRIPED ACCESS ISLE, AND ANY OTHER STATE STATUTE REQUIREMENTS THAT ARE MORE STRINGENT THAN THOSE OF THE FEDERAL OR CITY REQUIREMENTS.

CAUTION

ALL EXISTING UTILITIES SHOWN WERE OBTAINED FROM RESEARCH, AS-BUILTS, SURVEYS OR INFORMATION PROVIDED BY OTHERS. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT ALL NECESSARY FIELD INVESTIGATIONS PRIOR TO AND INCLUDING ANY EXCAVATION, TO DETERMINE THE ACTUAL LOCATION OF UTILITIES AND OTHER IMPROVEMENTS, PRIOR TO STARTING THE WORK. ANY CHANGES FROM THIS PLAN SHALL BE COORDINATED WITH AND APPROVED BY THE ENGINEER.

ENGINEER'S SEAL

RONALD R. BOHANNAN
P.E. #7868

AMARÉ RIO RANCHO
RIO RANCHO, NM

SITE PLAN

TIERRA WEST, LLC
5571 MIDWAY PARK PL NE
ALBUQUERQUE, NEW MEXICO 87109
(505) 858-3100
www.tierrawestllc.com

DRAWN BY: TW
DATE: 3/19/2025
DRAWING:
SHEET #: C2.0
JOB #: 2024037

A - 3

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

EXISTING 10' PUBLIC UTILITY EASEMENT (08/08/2018, DOC. NO. 2018031810)

EXISTING 5' PUBLIC UTILITY EASEMENT (05/13/1968, RR1-75) TYPICAL ON ALL LOTS

GRAPHIC SCALE

40 20 0 20 40

SCALE: 1"=40'

DOG PARK

LAWN

CLUBHOUSE

CARR.

Fence / Wall line

Driver's Eye

Fence / Wall line

463'-9"

SIGHT TRIANGLE (TYP)

35'

35'

F/C

F/C

Stop Bar

358'-11 1/2"

A - 4

Historic Growth Data Table

Amaré Rio Rancho

(Black Arroyo Blvd./19th St.)

Traffic Flows (AWDT) from Mid-Region Council of Governments

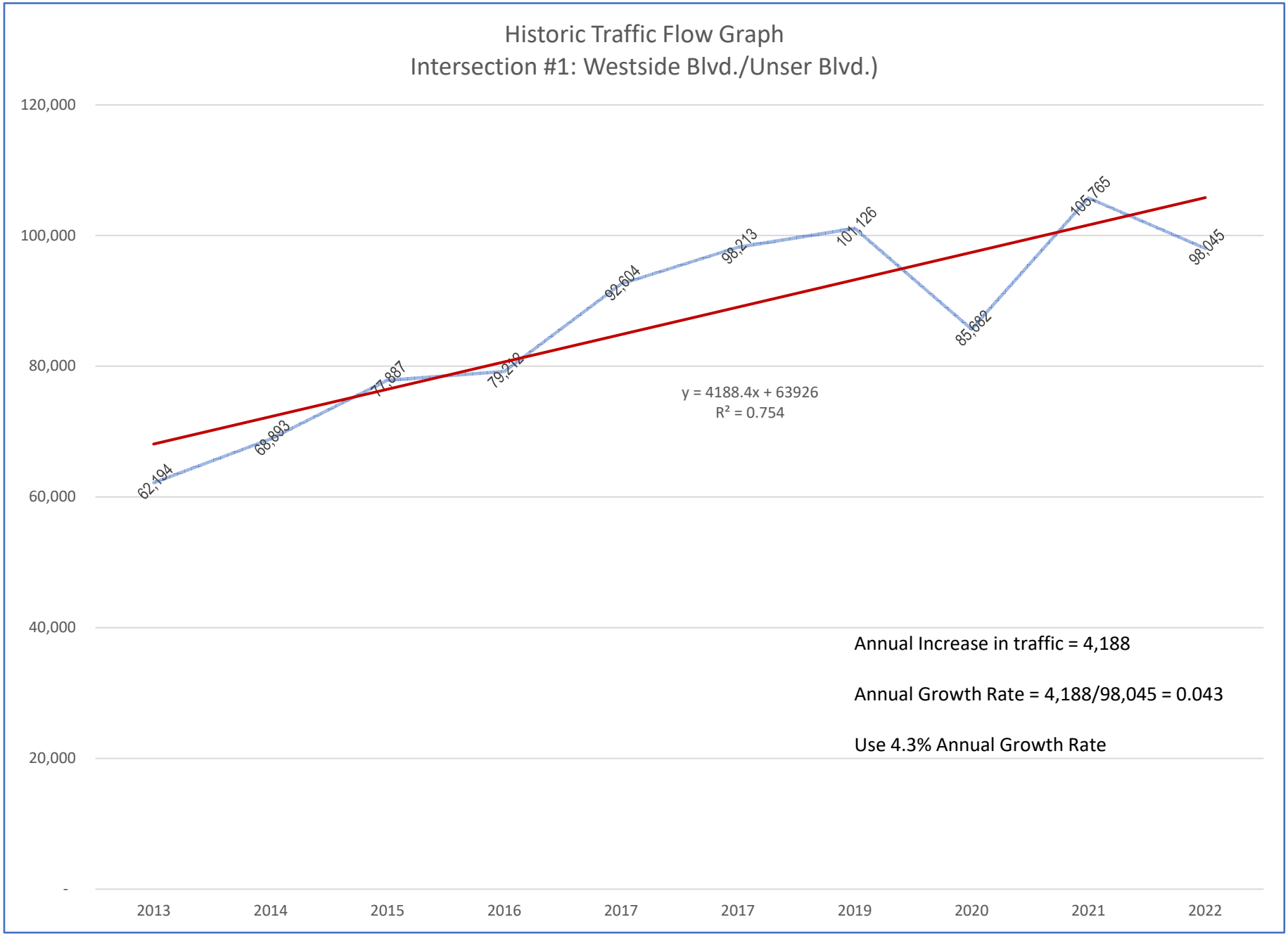
COG ID	Location											
Intersection #1:	**WESTSIDE BLVD. / UNSER BLVD.**											
	Street:	**Location:**	**2013**	**2014**	**2015**	**2016**	**2017**	**2017**	**2019**	**2020**	**2021**	**2022**
10349	WESTSIDE BLVD.	EAST OF UNSER - WEST OF (	3,886	8,772	8,912	9,064	10,782	10,964	11,289	8,993	9,530	9,652
10997	WESTSIDE BLVD.	EAST OF VIGA RD. - WEST O	697	1,089	1,106	1,125	7,130	7,250	7,465	5,947	6,995	7,084
10071	UNSER BLVD.	NORTH OF 19TH AVE. - SOUT	31,151	32,466	32,985	33,546	38,419	39,066	40,225	37,166	49,744	50,380
10070	UNSER BLVD.	NORTH OF BERN/SAND C.L. -	26,460	26,566	34,884	35,477	36,273	40,933	42,147	33,576	39,496	30,929
	Total Intersection Traffic Flows		**62,194**	**68,893**	**77,887**	**79,212**	**92,604**	**98,213**	**101,126**	**85,682**	**105,765**	**98,045**

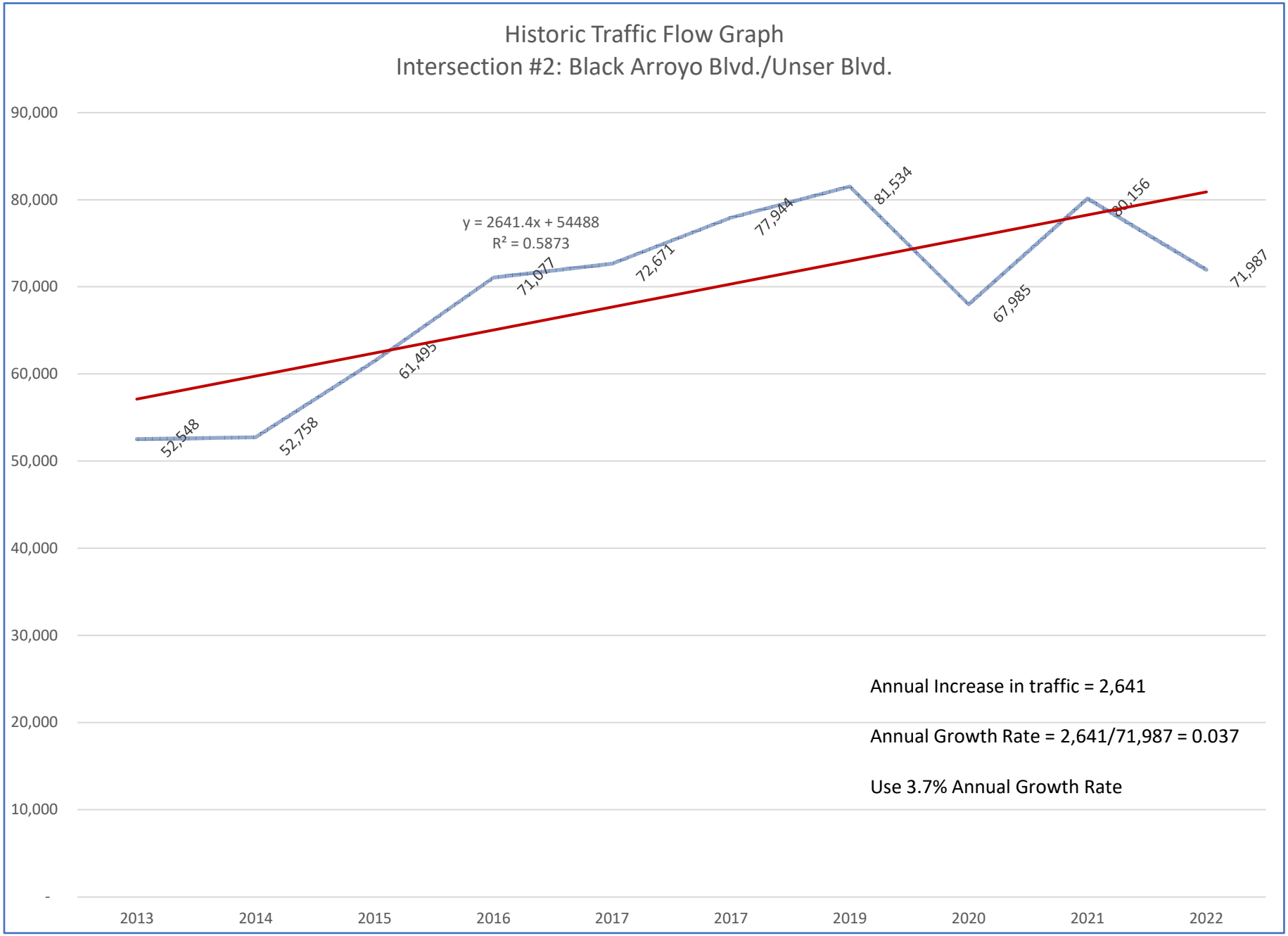
COG ID	Location											
Intersection #2:	**BLACK ARROYO / UNSER BLVD.**											
	Street:	**From:**	**2013**	**2014**	**2015**	**2016**	**2017**	**2017**	**2019**	**2020**	**2021**	**2022**
18601	BLACK ARROYO	END OF ROAD - WEST OF UN	-	-	-	1,934	1,977	2,010	1,980	1,644	2,026	1,991
18601	BLACK ARROYO	END OF ROAD - WEST OF UN	-	-	-	1,934	1,977	2,010	1,980	1,644	2,026	1,991
10070	UNSER BLVD.	NORTH OF BERN/SAND C.L. -	26,460	26,566	34,884	35,477	36,273	40,933	42,147	33,576	39,496	30,929
20340	UNSER BLVD.	NORTH OF McMAHON - SOUT	26,088	26,192	26,611	31,732	32,444	32,991	35,427	31,121	36,608	37,076
	Total Intersection Traffic Flows		**52,548**	**52,758**	**61,495**	**71,077**	**72,671**	**77,944**	**81,534**	**67,985**	**80,156**	**71,987**

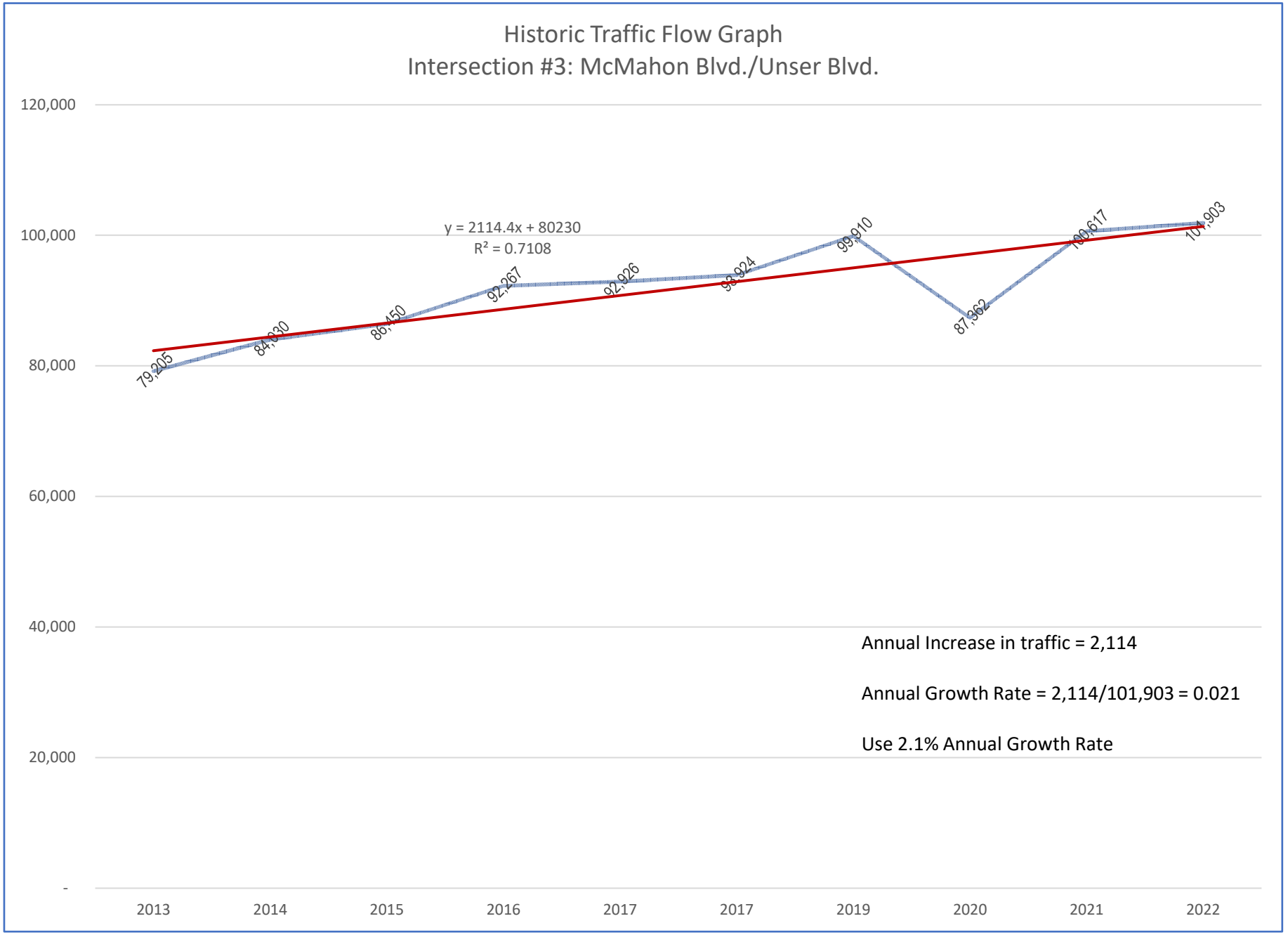
COG ID	Location											
Intersection #3:	**MCMAHON BLVD. / UNSER BLVD.**											
	Street:	**From:**	**2013**	**2014**	**2015**	**2016**	**2017**	**2017**	**2019**	**2020**	**2021**	**2022**
23589	MCMAHON BLVD.	EAST OF MARAVILLAS - WES	10,836	15,387	15,633	15,899	14,845	15,095	15,543	16,292	19,164	19,408
20666	MCMAHON BLVD.	EST OF UNER - WEST OF BA	16,641	16,708	18,051	18,358	18,770	18,518	19,067	15,148	17,819	18,047
20340	UNSER BLVD.	NORTH OF McMAHON - SOUT	26,088	26,192	26,611	31,732	32,444	32,991	35,427	31,121	36,608	37,076
20338	UNSER BLVD.	NORTH OF IRVING - SOUTH (	25,640	25,743	26,155	26,278	26,867	27,320	29,873	24,801	27,026	27,372
	Total Intersection Traffic Flows		**79,205**	**84,030**	**86,450**	**92,267**	**92,926**	**93,924**	**99,910**	**87,362**	**100,617**	**101,903**

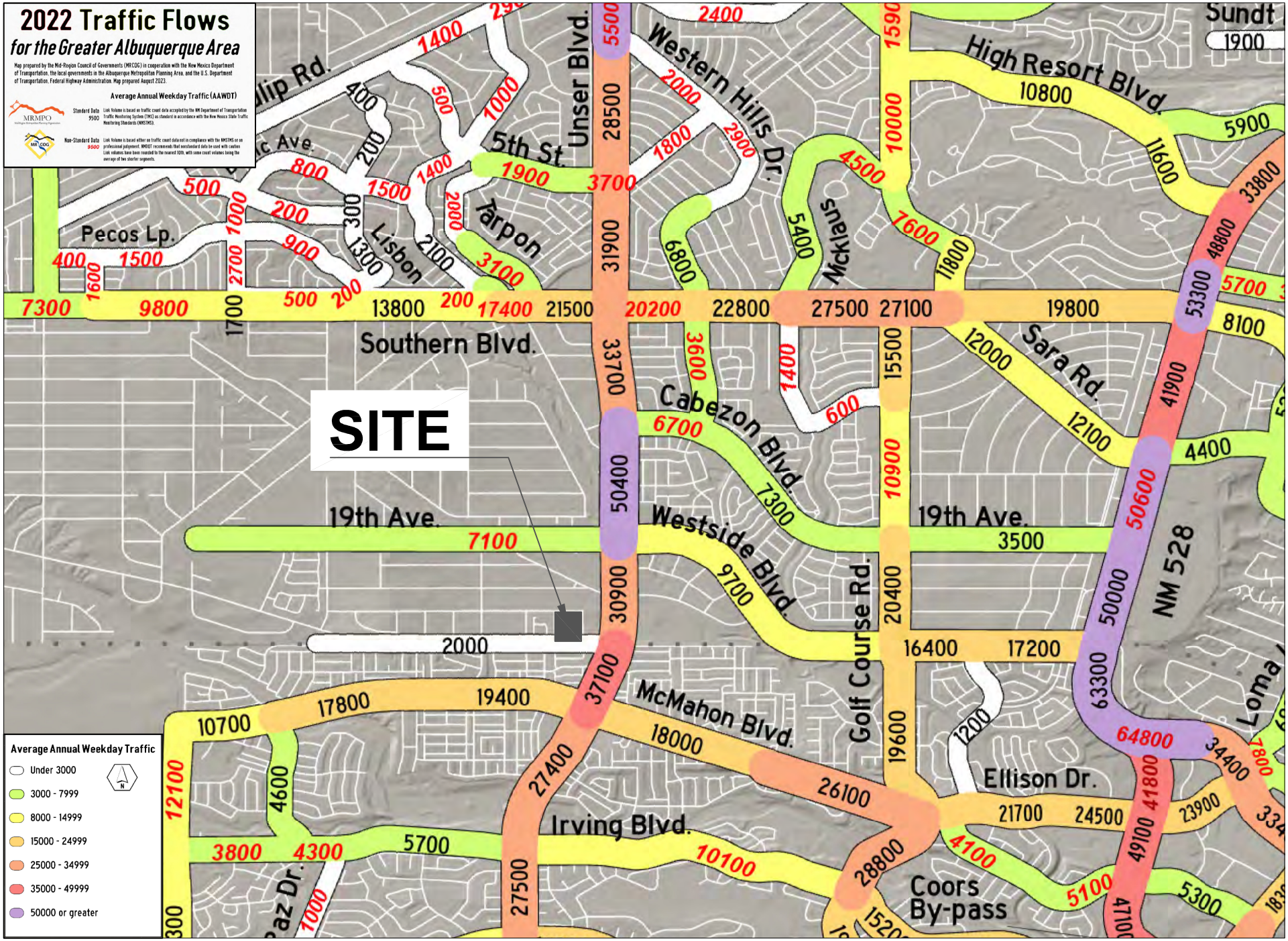
NOTE: Enter Data in cells with dark red text.

(Intersection Names are entered automatically, but can be overwritten.

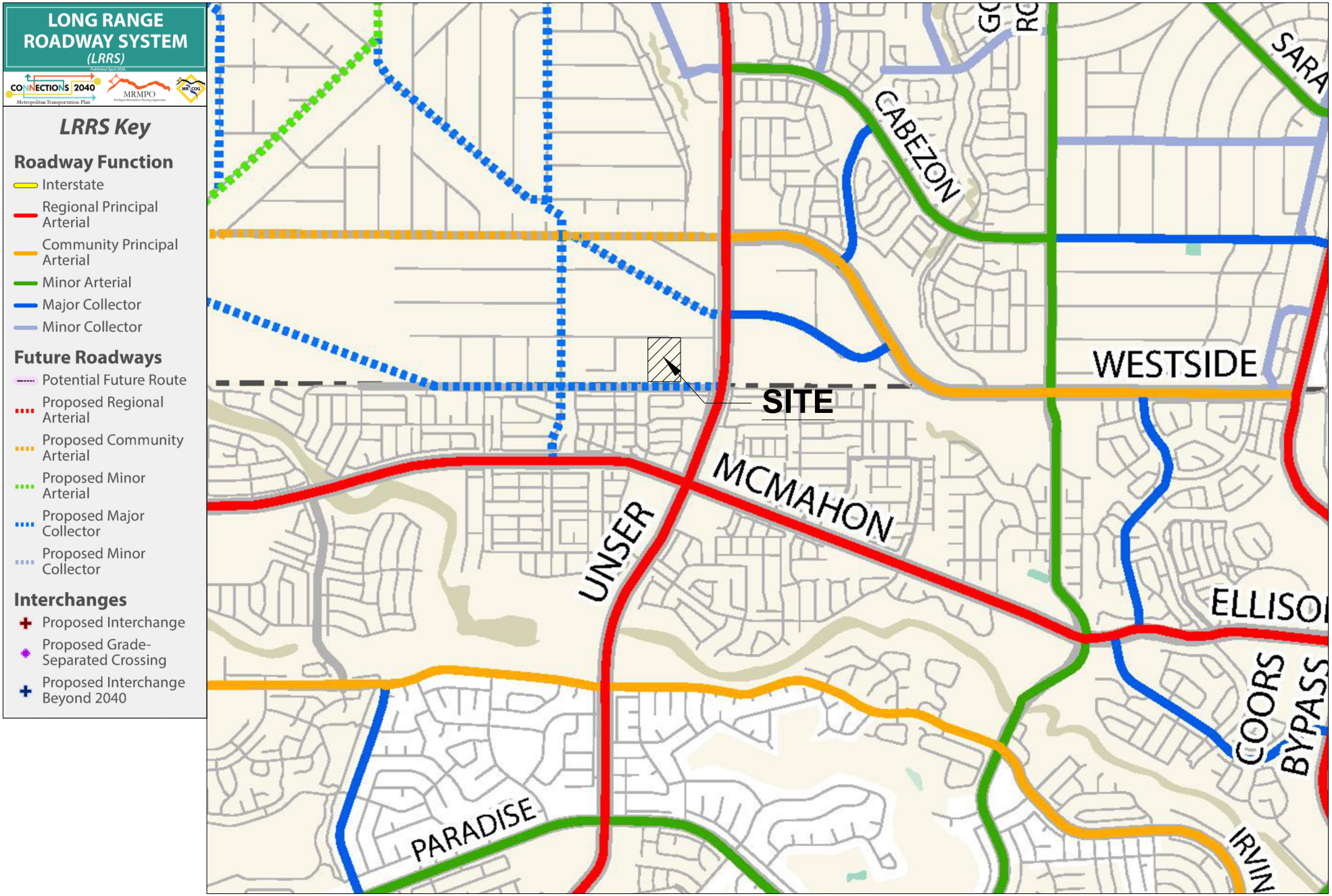

Historic Traffic Flow Graph
Intersection #1: Westside Blvd./Unser Blvd.)
120,000
100,000
80,000
60,000
40,000
20,000
-
62,194
68,893
77,887
79,212
92,604
98,213
101,126
85,682
105,765
98,045
y = 4188.4x + 63926
R² = 0.754
2013
2014
2015
2016
2017
2017
2019
2020
2021
2022
Annual Increase in traffic = 4,188
Annual Growth Rate = 4,188/98,045 = 0.043
Use 4.3% Annual Growth Rate


Historic Traffic Flow Graph
Intersection #2: Black Arroyo Blvd./Unser Blvd.
y = 2641.4x + 54488
R² = 0.5873
52,548
52,758
61,495
71,077
72,671
77,944
81,534
67,985
80,156
71,987
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
-
2013
2014
2015
2016
2017
2017
2019
2020
2021
2022
Annual Increase in traffic = 2,641
Annual Growth Rate = 2,641/71,987 = 0.037
Use 3.7% Annual Growth Rate

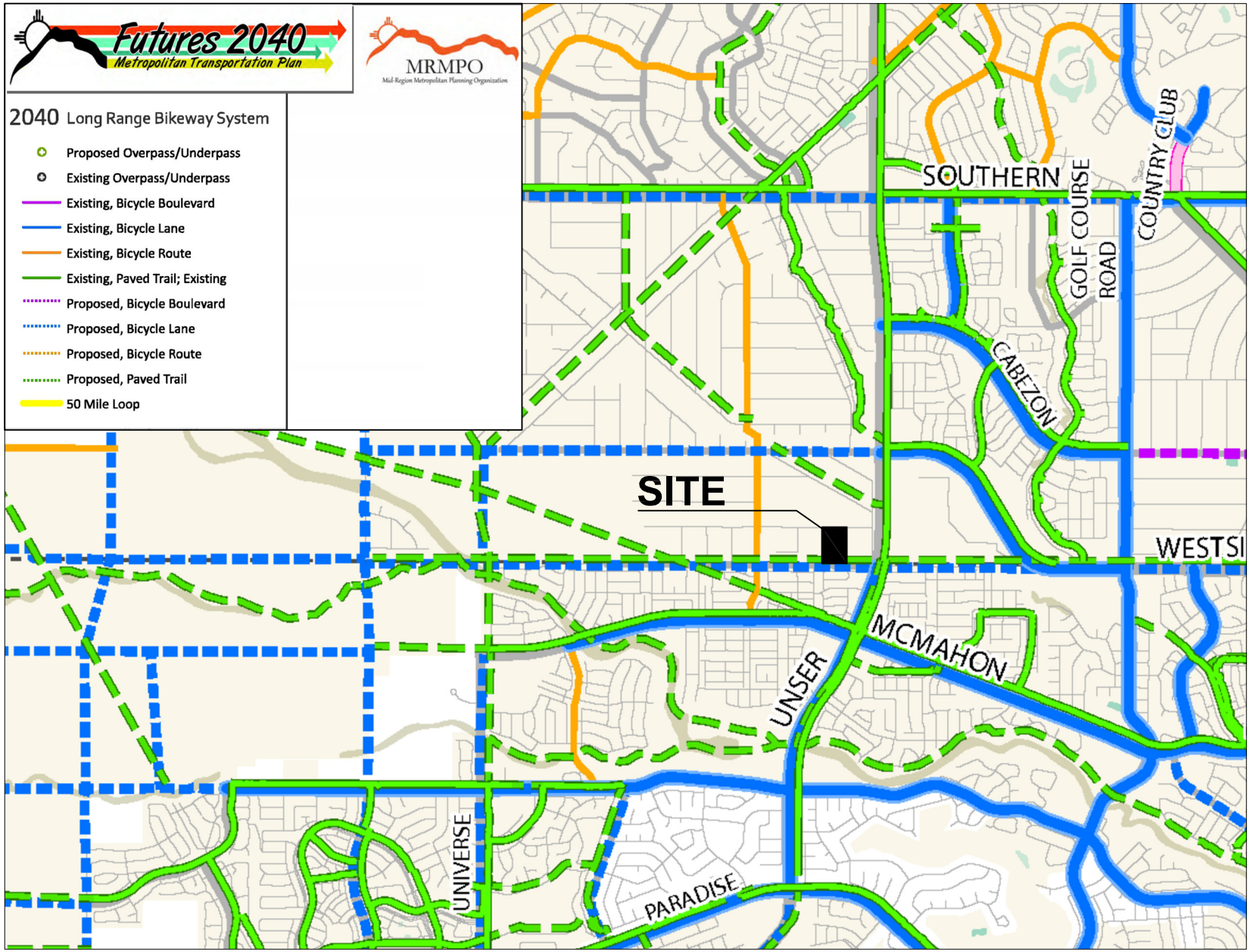

Historic Traffic Flow Graph
Intersection #3: McMahon Blvd./Unser Blvd.
120,000
100,000
80,000
60,000
40,000
20,000
-
y = 2114.4x + 80230
R² = 0.7108
79,205
84,930
86,450
92,267
92,926
93,924
99,910
87,962
100,617
104,903
2013
2014
2015
2016
2017
2017
2019
2020
2021
2022
Annual Increase in traffic = 2,114
Annual Growth Rate = 2,114/101,903 = 0.021
Use 2.1% Annual Growth Rate



Portion of 2022 Traffic Flow Map
(from Mid-Region Council of Governments)



Portion of Futures 2040 Long Range Roadway System
(from Mid-Region Council of Governments)



Portion of Futures 2040 Long Range Bikeway System
(from Mid-Region Council of Governments)

Amaré Rio Rancho (Black Arroyo Blvd. / 19th St.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

COMMENT	USE (ITE CODE) / DESCRIPTION			24 HR VOL GROSS	A. M. PEAK HR. ENTER	A. M. PEAK HR. EXIT	P. M. PEAK HR. ENTER	P. M. PEAK HR. EXIT
	Summary Sheet		Units					
N/A	Single-Family Detached Housing (210)		78	736	15	45	50	29
N/A	Single-Family Attached Housing (215)		50	331	6	14	15	11
		TOTAL	**128**	**1,067**	**21**	**59**	**65**	**40**

Amaré Rio Rancho (Black Arroyo Blvd. / 19th St.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Detached Housing (210)	***78***	736	15	45	50	29
	Dwelling Units					

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME) **736** **15** **45** **50** **29** -

T = ***9.43*** **(X) +** ***0***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

Ln(T) = ***0.91*** **Ln(X) +** ***0.12***

25% Enter, ***75%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

Ln(T) = ***0.94*** **Ln(X) +** ***0.27***

63% Enter, ***37%*** Exit

Comments:

N/A

Based on ITE Trip Generation Manual - 11th Edition

Amaré Rio Rancho (Black Arroyo Blvd. / 19th St.)

Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)		24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
		GROSS	ENTER	EXIT	ENTER	EXIT
	Units					
Single-Family Attached Housing (215)	***50***	331	6	14	15	11

Dwelling Units

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME) **331** **6** **14** **15** **11** -

T = ***7.62*** **(X) +** ***-50.48***

50% Enter, ***50%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR

T = ***0.52*** **(X) +** ***-5.7***

31% Enter, ***69%*** Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR

T = ***0.6*** **(X) +** ***-3.93***

57% Enter, ***43%*** Exit

Comments:

N/A

Based on ITE Trip Generation Manual - 11th Edition

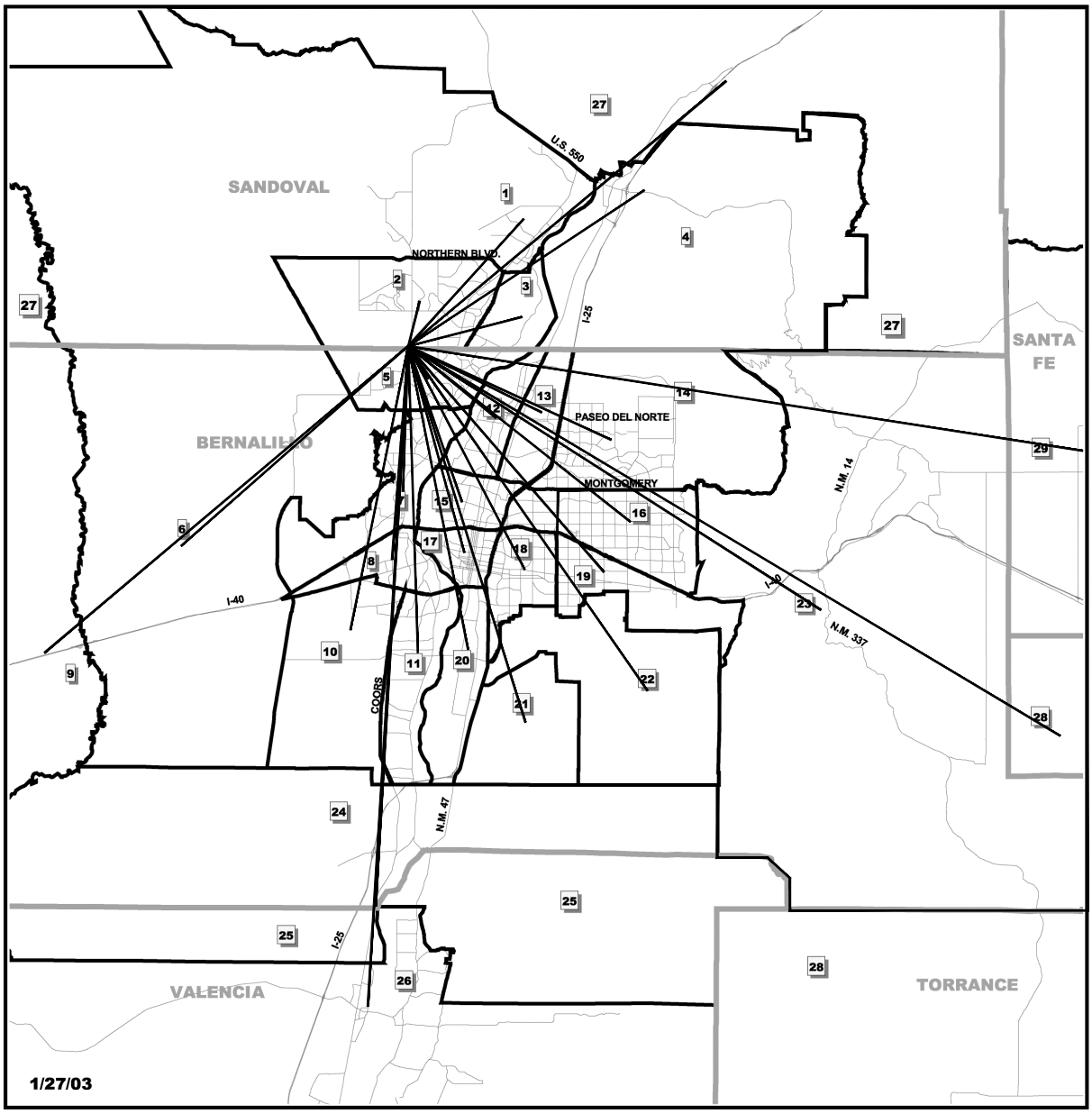


Figure 6

22 Subarea Identification Number

Subareas of the MRCOG Region

Mid-Region
Council of Governments
317 Commercial NE, Suite 104
Albuquerque, NM 87102
505-247-1750

Subarea boundaries extend to county boundary where full extent of subarea not shown except for Subarea 29 which only includes southern Santa Fe County.

Amaré Rio Rancho
(Black Arroyo Blvd./19th St.)
Residential Trip Distribution Subarea Map

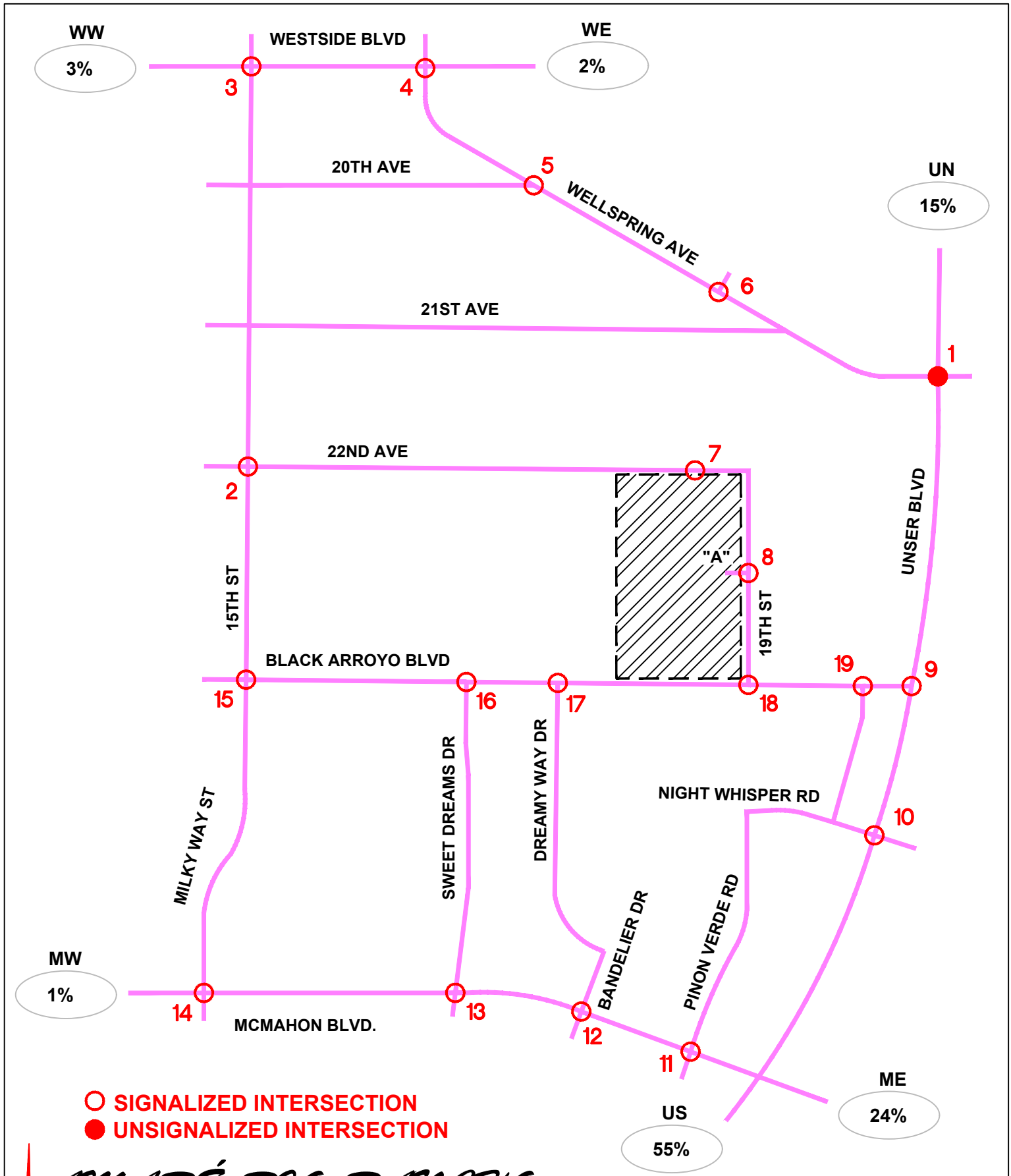
Trip Distribution Table

Amaré Rio Rancho

Sub Area Employment Data:
For determination of Trip Distribution for Proposed **Residential Development Trips**

2016 and 2040 Data Taken from Mid-Region Council of Governments' 2040 Data Set
Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

	(UN) Unser Blvd. North			(US) Unser Blvd. South			(ME) McMahon Blvd. East			(MW) McMahon Blvd. West			(WW) Westside Blvd. West			(WE) Westside Blvd. East		
Sub Area I.D.#	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment	% Utilizing	% Employment / Dist. Utilizing	Employment
1	100%	2.38%	1,372	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
2	70%	11.05%	6,378	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	20%	3.16%	1,822	10%	1.58%	911
3	90%	0.57%	330	0%	0.00%	0	10%	0.06%	37	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
4	100%	0.56%	323	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
5	0%	0.00%	0	45%	7.06%	4,074	50%	7.84%	4,527	5%	0.78%	453	0%	0.00%	0	0%	0.00%	0
6	0%	0.00%	0	80%	0.29%	167	0%	0.00%	0	20%	0.07%	42	0%	0.00%	0	0%	0.00%	0
7	0%	0.00%	0	100%	2.96%	1,706	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
8	0%	0.00%	0	100%	2.09%	1,205	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
9	0%	0.00%	0	100%	0.07%	43	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
10	0%	0.00%	0	100%	0.62%	355	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
11	0%	0.00%	0	95%	0.79%	456	5%	0.04%	24	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
12	0%	0.00%	0	30%	0.74%	430	70%	1.74%	1,003	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
13	0%	0.00%	0	30%	3.30%	1,907	70%	7.71%	4,450	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
14	0%	0.00%	0	30%	2.13%	1,232	70%	4.98%	2,874	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
15	0%	0.00%	0	100%	4.72%	2,724	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
16	0%	0.00%	0	90%	7.38%	4,260	10%	0.82%	473	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
17	0%	0.00%	0	100%	8.42%	4,860	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
18	0%	0.00%	0	95%	5.44%	3,142	5%	0.29%	165	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
19	0%	0.00%	0	95%	3.47%	2,004	5%	0.18%	105	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
20	0%	0.00%	0	95%	0.92%	533	5%	0.05%	28	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
21	0%	0.00%	0	95%	0.32%	183	5%	0.02%	10	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
22	0%	0.00%	0	95%	2.73%	1,577	5%	0.14%	83	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
23	0%	0.00%	0	95%	0.25%	143	5%	0.01%	8	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
24	0%	0.00%	0	100%	0.10%	59	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
25	0%	0.00%	0	100%	0.01%	5	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
26	0%	0.00%	0	100%	1.20%	695	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
27	100%	0.58%	337	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
28	0%	0.00%	0	100%	0.25%	146	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
29	0%	0.00%	0	100%	0.12%	67	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0	0%	0.00%	0
		15.14%	**8,740**		55.39%	**31,974**		23.88%	**13,788**		0.86%	**494**		3.16%	**1,822**		1.58%	**911**
			15.14%			55.39%			23.88%			0.86%			3.16%			1.58%
* - Subarea in which the site it located.			15.00%			55.00%			24.00%			1.00%			3.00%			2.00%



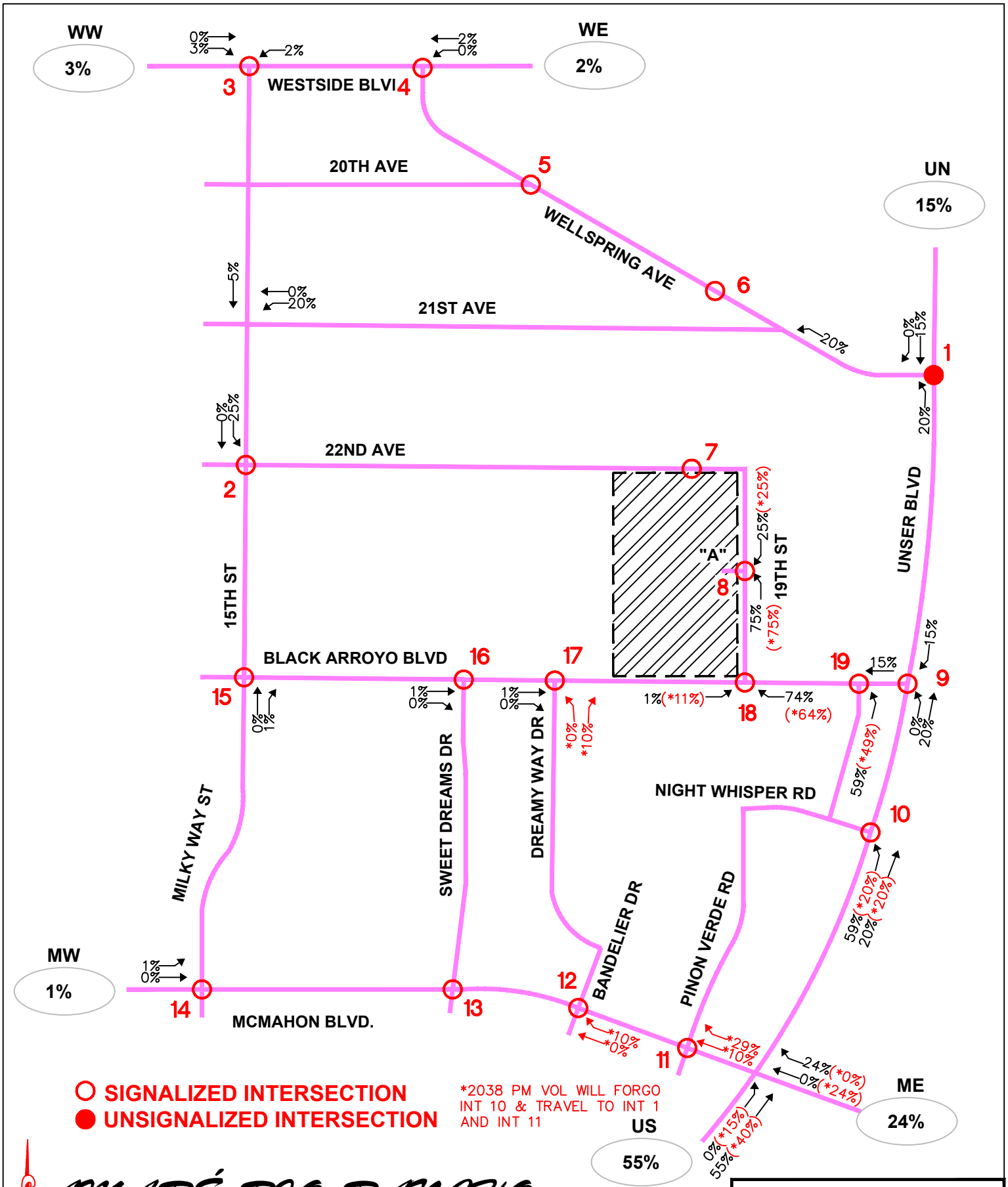
AMARÉ RIO RANCHO - Rio Rancho, NM

(19TH ST./BLACK ARROYO BLVD.)

Trip Distribution Map (%) - Residential Trips

Without Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com



SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION

*2038 PM VOL WILL FORGO INT 10 & TRAVEL TO INT 1 AND INT 11

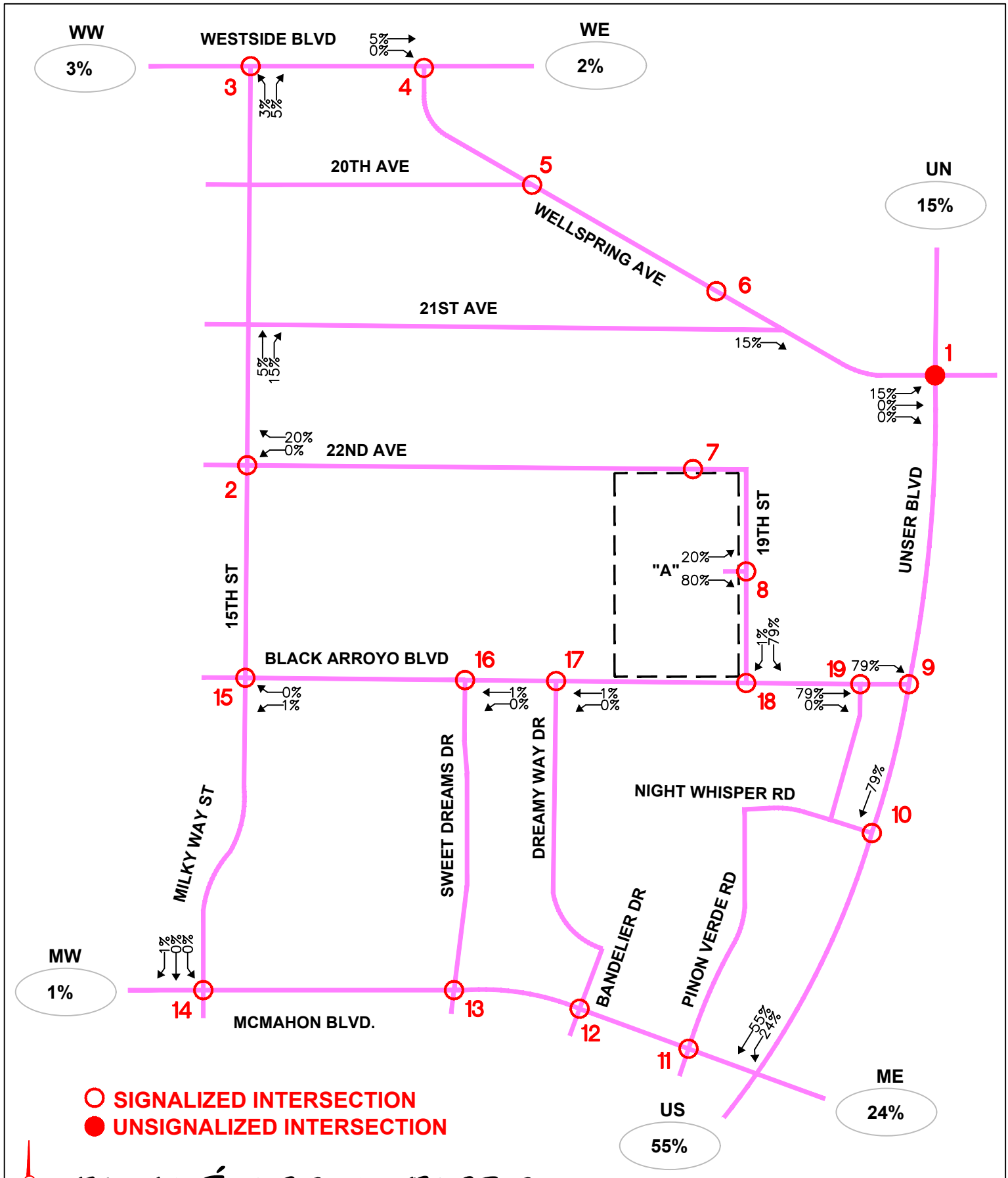
AMARÉ RIO RANCHO - Rio Rancho, NM

(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Entering)

Without Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com



AMARÉ RIO RANCHO - Rio Rancho, NM

(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Exiting)

Without Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Wellsprings Ave. / Unser Blvd.

(1)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	96	56	180	100	80	36	148	996	220	88	1,224	76	
2028 (NO BUILD - A.M.)	*107*	*62*	*200*	*111*	*89*	*40*	*164*	*1,107*	*244*	*98*	*1,360*	*84*	
2028 (BUILD - A.M.)	***116***	***62***	***200***	***111***	***89***	***40***	***168***	***1,107***	***244***	***98***	***1,363***	***84***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	100	48	164	416	76	84	128	1,404	124	28	1,208	64	
2028 (NO BUILD - P.M.)	*111*	*53*	*182*	*462*	*84*	*93*	*142*	*1,560*	*138*	*31*	*1,342*	*71*	
2028 (BUILD - P.M.)	***117***	***53***	***182***	***462***	***84***	***93***	***155***	***1,560***	***138***	***31***	***1,352***	***71***	

22nd Ave. / 15th St.

(2)	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	0	0	0	0	16	4	200	0	0	56	12	
2028 (NO BUILD - A.M.)	*22*	*0*	*0*	*0*	*0*	*18*	*4*	*222*	*0*	*0*	*62*	*13*	
2028 (BUILD - A.M.)	***22***	***0***	***0***	***0***	***0***	***30***	***4***	***222***	***0***	***5***	***62***	***13***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	4	0	0	0	16	0	104	0	8	112	20	
2028 (NO BUILD - P.M.)	*22*	*4*	*0*	*0*	*0*	*18*	*0*	*116*	*0*	*9*	*124*	*22*	
2028 (BUILD - P.M.)	***22***	***4***	***0***	***0***	***0***	***26***	***0***	***116***	***0***	***25***	***124***	***22***	

Westside Blvd. / 15th St.

(3)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (15th St.)			Southbound (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	192	4	44	116	0	0	0	124	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*213*	*4*	*49*	*129*	*0*	*0*	*0*	*138*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***213***	***5***	***49***	***129***	***0***	***2***	***0***	***141***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (15th St.)			Southbound (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	344	16	40	156	0	4	0	104	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*382*	*18*	*44*	*173*	*0*	*4*	*0*	*116*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***382***	***20***	***45***	***173***	***0***	***5***	***0***	***118***	***0***	***0***	***0***	

Westside Blvd. / Wellspring Ave.

(4)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	300	16	48	152	0	4	0	8	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*333*	*18*	*53*	*169*	*0*	*4*	*0*	*9*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***336***	***18***	***53***	***169***	***0***	***4***	***0***	***9***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	444	16	16	180	0	12	0	20	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*493*	*18*	*18*	*200*	*0*	*13*	*0*	*22*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***495***	***18***	***18***	***201***	***0***	***13***	***0***	***22***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

20th Ave. / Wellspring Ave.

(5)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	64	0	0	0	24	40	0	0	36	0	
2028 (NO BUILD - A.M.)	*0*	*0*	*71*	*0*	*0*	*0*	*27*	*44*	*0*	*0*	*40*	*0*	
2028 (BUILD - A.M.)	***0***	***0***	***71***	***0***	***0***	***0***	***27***	***44***	***0***	***0***	***40***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	24	0	0	0	16	36	0	0	52	0	
2028 (NO BUILD - P.M.)	*0*	*0*	*27*	*0*	*0*	*0*	*18*	*40*	*0*	*0*	*58*	*0*	
2028 (BUILD - P.M.)	***0***	***0***	***27***	***0***	***0***	***0***	***18***	***40***	***0***	***0***	***58***	***0***	

Wellspring Ave. / Pavilion Wy./Eye Ass

(6)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	100	0	0	40	88	0	0	0	52	0	4	
2028 (NO BUILD - A.M.)	*18*	*111*	*0*	*0*	*44*	*98*	*0*	*0*	*0*	*58*	*0*	*4*	
2028 (BUILD - A.M.)	***18***	***111***	***0***	***0***	***44***	***98***	***0***	***0***	***0***	***58***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	108	0	0	64	44	0	0	0	76	0	12	
2028 (NO BUILD - P.M.)	*0*	*120*	*0*	*0*	*71*	*49*	*0*	*0*	*0*	*84*	*0*	*13*	
2028 (BUILD - P.M.)	***0***	***120***	***0***	***0***	***71***	***49***	***0***	***0***	***0***	***84***	***0***	***13***	

22nd Ave. / N/A

(7)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (N/A)			Southbound (N/A)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	12	0	0	4	0	0	0	0	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*13*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***18***	***0***	***0***	***16***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (N/A)			Southbound (N/A)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	8	0	0	8	0	0	0	0	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*9*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***25***	***0***	***0***	***17***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	

Driveway "A" / 19th St.

(8)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***12***	***0***	***47***	***0***	***0***	***0***	***16***	***0***	***5***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***8***	***0***	***32***	***0***	***0***	***0***	***49***	***0***	***16***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Unser Blvd.

(9)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Black Arroyo Blvd.)**			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	140	0	0	44	0	1,508	0	0	1,420	32	
2028 (NO BUILD - A.M.)	*0*	*0*	*156*	*0*	*0*	*49*	*0*	*1,675*	*0*	*0*	*1,578*	*36*	
2028 (BUILD - A.M.)	***0***	***0***	***203***	***0***	***0***	***49***	***0***	***1,679***	***0***	***0***	***1,578***	***39***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	100	0	0	8	0	1,644	4	0	1,648	60	
2028 (NO BUILD - P.M.)	*0*	*0*	*111*	*0*	*0*	*9*	*0*	*1,826*	*4*	*0*	*1,831*	*67*	
2028 (BUILD - P.M.)	***0***	***0***	***143***	***0***	***0***	***9***	***0***	***1,839***	***4***	***0***	***1,831***	***77***	

Night Whisper Rd. / Unser Blvd.

(10)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**EB (Night Whisper Rd.)**			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	40	4	12	0	4	20	16	1,432	8	16	1,484	40	
2028 (NO BUILD - A.M.)	*44*	*4*	*13*	*0*	*4*	*22*	*18*	*1,591*	*9*	*18*	*1,649*	*44*	
2028 (BUILD - A.M.)	***0***	***4***	***13***	***0***	***4***	***22***	***30***	***1,595***	***9***	***18***	***1,696***	***44***	

	1.00			1.00			1.00			1.00			PHF
	EB (Night Whisper Rd.)			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	4	28	4	0	40	32	1,608	12	28	1,648	32	
2028 (NO BUILD - P.M.)	*9*	*4*	*31*	*4*	*0*	*44*	*36*	*1,786*	*13*	*31*	*1,831*	*36*	
2028 (BUILD - P.M.)	***9***	***4***	***31***	***4***	***0***	***44***	***74***	***1,799***	***13***	***31***	***1,863***	***36***	

McMahon Blvd. / Pinon Verde Rd.

(11)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	916	4	0	424	60	0	0	8	0	0	40	
2028 (NO BUILD - A.M.)	*22*	*1,018*	*4*	*0*	*471*	*67*	*0*	*0*	*9*	*0*	*0*	*44*	
2028 (BUILD - A.M.)	***0***	***1,018***	***4***	***0***	***471***	***67***	***0***	***0***	***9***	***0***	***0***	***44***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	44	664	0	0	1,156	72	0	0	36	0	0	96	
2028 (NO BUILD - P.M.)	*49*	*738*	*0*	*0*	*1,284*	*80*	*0*	*0*	*40*	*0*	*0*	*107*	
2028 (BUILD - P.M.)	***49***	***738***	***0***	***0***	***1,284***	***80***	***0***	***0***	***40***	***0***	***0***	***107***	

McMahon Blvd. / Bandelier Dr.

(12)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	936	12	28	412	0	16	4	24	16	8	0	
2028 (NO BUILD - A.M.)	*0*	*1,040*	*13*	*31*	*458*	*0*	*18*	*4*	*27*	*18*	*9*	*0*	
2028 (BUILD - A.M.)	***0***	***1,040***	***13***	***31***	***458***	***0***	***18***	***4***	***27***	***18***	***9***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	12	676	16	36	992	56	32	4	40	4	0	12	
2028 (NO BUILD - P.M.)	*13*	*751*	*18*	*40*	*1,102*	*62*	*36*	*4*	*44*	*4*	*0*	*13*	
2028 (BUILD - P.M.)	***13***	***751***	***18***	***40***	***1,102***	***62***	***36***	***4***	***44***	***4***	***0***	***13***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

McMahon Blvd. / Sweet Dreams Dr.

(13)	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	804	0	0	516	8	0	0	0	24	0	4	
2028 (NO BUILD - A.M.)	*4*	*893*	*0*	*0*	*573*	*9*	*0*	*0*	*0*	*27*	*0*	*4*	
2028 (BUILD - A.M.)	***0***	***893***	***0***	***0***	***573***	***9***	***0***	***0***	***0***	***27***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	672	0	0	976	64	0	0	0	16	0	12	
2028 (NO BUILD - P.M.)	*18*	*747*	*0*	*0*	*1,084*	*71*	*0*	*0*	*0*	*18*	*0*	*13*	
2028 (BUILD - P.M.)	***18***	***747***	***0***	***0***	***1,084***	***71***	***0***	***0***	***0***	***18***	***0***	***13***	

McMahon Blvd. / Milky Way St.

(14)	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	36	748	8	8	408	16	12	8	48	56	4	32	
2028 (NO BUILD - A.M.)	*40*	*831*	*9*	*9*	*453*	*18*	*13*	*9*	*53*	*62*	*4*	*36*	
2028 (BUILD - A.M.)	***0***	***831***	***9***	***9***	***453***	***18***	***13***	***9***	***53***	***62***	***4***	***37***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	32	580	4	84	892	84	8	8	36	48	0	32	
2028 (NO BUILD - P.M.)	*36*	*644*	*4*	*93*	*991*	*93*	*9*	*9*	*40*	*53*	*0*	*36*	
2028 (BUILD - P.M.)	***37***	***644***	***4***	***93***	***991***	***93***	***9***	***9***	***40***	***53***	***0***	***36***	

Black Arroyo Blvd. / Milky Way St / 15th

(15)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	60	64	0	0	24	32	0	76	4	4	32	20	
2028 (NO BUILD - A.M.)	*67*	*71*	*0*	*0*	*27*	*36*	*0*	*84*	*4*	*4*	*36*	*22*	
2028 (BUILD - A.M.)	***0***	***71***	***0***	***1***	***27***	***36***	***0***	***84***	***4***	***4***	***36***	***22***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	48	76	16	8	24	40	4	28	12	12	44	32	
2028 (NO BUILD - P.M.)	*53*	*84*	*18*	*9*	*27*	*44*	*4*	*31*	*13*	*13*	*49*	*36*	
2028 (BUILD - P.M.)	***53***	***84***	***18***	***9***	***27***	***44***	***4***	***31***	***14***	***13***	***49***	***36***	

Black Arroyo Blvd. / Sweet Dreams Dr.

(16)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	68	0	4	64	0	4	0	0	4	0	4	
2028 (NO BUILD - A.M.)	*0*	*76*	*0*	*4*	*71*	*0*	*4*	*0*	*0*	*4*	*0*	*4*	
2028 (BUILD - A.M.)	***0***	***76***	***0***	***4***	***72***	***0***	***4***	***0***	***0***	***4***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	76	8	4	112	4	0	0	8	0	4	0	
2028 (NO BUILD - P.M.)	*0*	*84*	*9*	*4*	*124*	*4*	*0*	*0*	*9*	*0*	*4*	*0*	
2028 (BUILD - P.M.)	***0***	***85***	***9***	***4***	***124***	***4***	***0***	***0***	***9***	***0***	***4***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Dreamy Way Dr. *1.00 1.00 1.00 1.00 PHF*

(17)

0.0% Truck	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	72	0	0	60	0	8	0	0	0	0	0
2028 (NO BUILD - A.M.)	*0*	*80*	*0*	*0*	*67*	*0*	*9*	*0*	*0*	*0*	*0*	*0*
2028 (BUILD - A.M.)	***0***	***80***	***0***	***0***	***68***	***0***	***9***	***0***	***0***	***0***	***0***	***0***

1.00 1.00 1.00 1.00 PHF

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	80	4	4	100	0	20	0	0	0	0	0
2028 (NO BUILD - P.M.)	*0*	*89*	*4*	*4*	*111*	*0*	*22*	*0*	*0*	*0*	*0*	*0*
2028 (BUILD - P.M.)	***0***	***90***	***4***	***4***	***111***	***0***	***22***	***0***	***0***	***0***	***0***	***0***

Black Arroyo Blvd. / 19th St. / Pinon Alt *1.00 1.00 1.00 1.00 PHF*

(18)

0.0% Truck	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	56	0	0	52	16	4	0	8	20	0	8
2028 (NO BUILD - A.M.)	*18*	*62*	*0*	*0*	*58*	*18*	*4*	*0*	*9*	*22*	*0*	*9*
2028 (BUILD - A.M.)	***0***	***62***	***0***	***0***	***58***	***34***	***4***	***0***	***9***	***69***	***0***	***10***

1.00 1.00 1.00 1.00 PHF

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	72	0	16	112	0	8	0	16	0	0	0
2028 (NO BUILD - P.M.)	*0*	*80*	*0*	*18*	*124*	*0*	*9*	*0*	*18*	*0*	*0*	*0*
2028 (BUILD - P.M.)	***1***	***80***	***0***	***18***	***124***	***48***	***9***	***0***	***18***	***32***	***0***	***0***

Black Arroyo Blvd. / Pinon Azul St. / Nu *1.00 1.00 1.00 1.00 PHF*

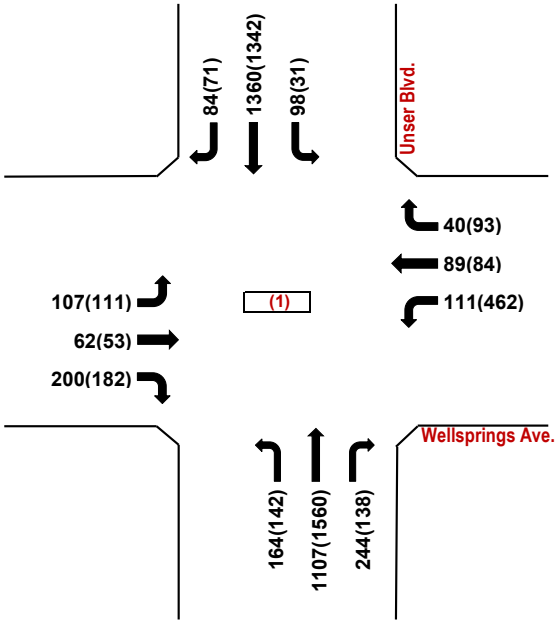
(19)

0.0% Truck	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	4	104	0	0	28	16	20	24	0	4	0	0
2028 (NO BUILD - A.M.)	*4*	*116*	*0*	*0*	*31*	*18*	*22*	*27*	*0*	*4*	*0*	*0*
2028 (BUILD - A.M.)	***0***	***163***	***0***	***0***	***34***	***18***	***34***	***27***	***0***	***4***	***0***	***0***

1.00 1.00 1.00 1.00 PHF

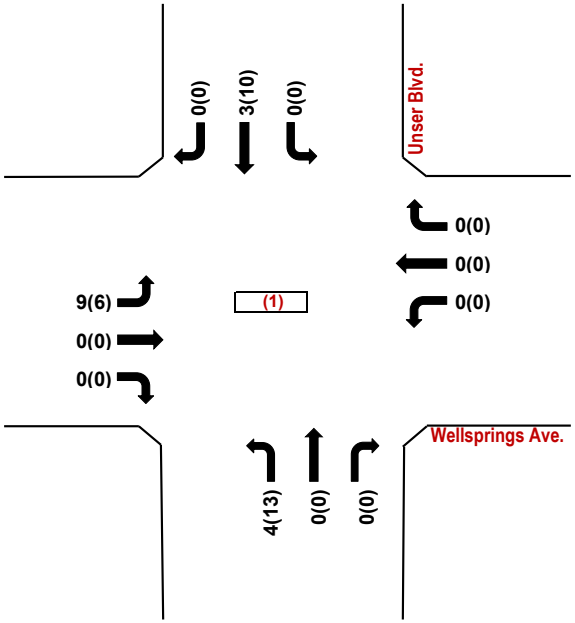
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	4	68	12	0	80	8	32	0	8	24	8	8
2028 (NO BUILD - P.M.)	*4*	*76*	*13*	*0*	*89*	*9*	*36*	*0*	*9*	*27*	*9*	*9*
2028 (BUILD - P.M.)	***4***	***108***	***13***	***0***	***99***	***9***	***74***	***0***	***9***	***27***	***9***	***9***

2028 NO BUILD Volumes



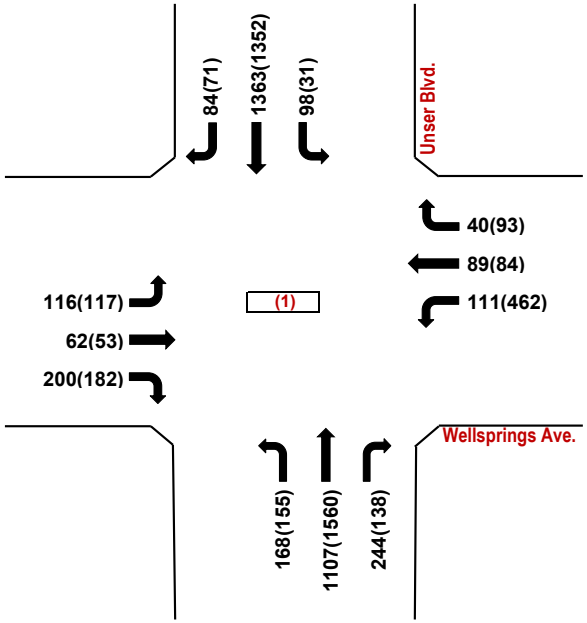
Wellsprings Ave. / Unser Blvd.

Trips Generated Volumes



Wellsprings Ave. / Unser Blvd.

2028 BUILD Volumes



Wellsprings Ave. / Unser Blvd.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (2)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2028**

	Growth Rates	3.70%			3.70%			3.70%			3.70%		
		Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		20	0	0	0	0	16	4	200	0	0	56	12
Background Traffic Growth		2	0	0	0	0	2	0	22	0	0	6	1
Subtotal (NO BUILD - A.M.)		***22***	***0***	***0***	***0***	***0***	***18***	***4***	***222***	***0***	***0***	***62***	***13***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	0	0	0	12	0	0	0	5	0	0
Total AM Peak Hour BUILD Volumes		**22**	**0**	**0**	**0**	**0**	**30**	**4**	**222**	**0**	**5**	**62**	**13**

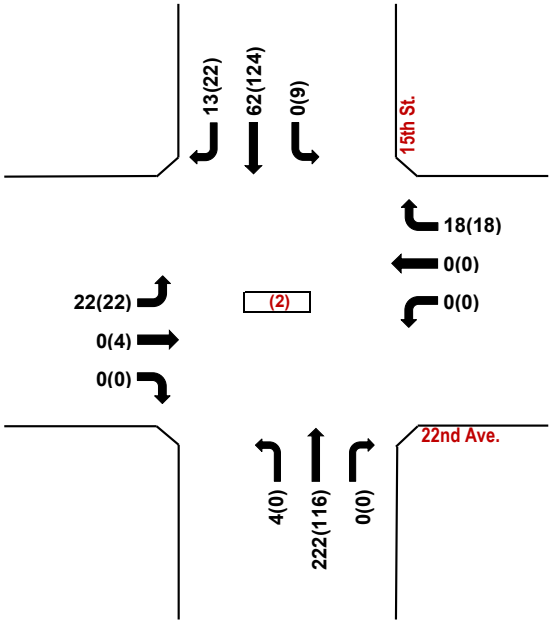
28+25 U-Turns

		3.70%			3.70%			3.70%			3.70%		
		Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		20	4	0	0	0	16	0	104	0	8	112	20
Background Traffic Growth		2	0	0	0	0	2	0	12	0	1	12	2
Subtotal (NO BUILD - P.M.)		***22***	***4***	***0***	***0***	***0***	***18***	***0***	***116***	***0***	***9***	***124***	***22***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	0	0	0	8	0	0	0	16	0	0
Total PM Peak Hour BUILD Volumes		**22**	**4**	**0**	**0**	**0**	**26**	**0**	**116**	**0**	**25**	**124**	**22**

22+13 U-Turns

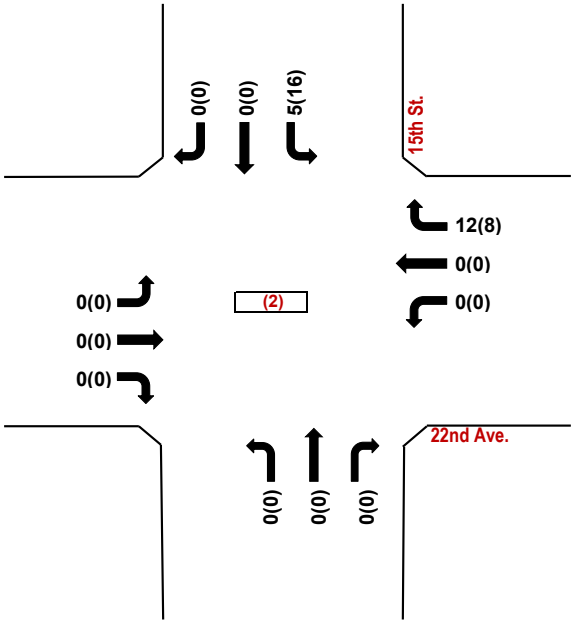
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



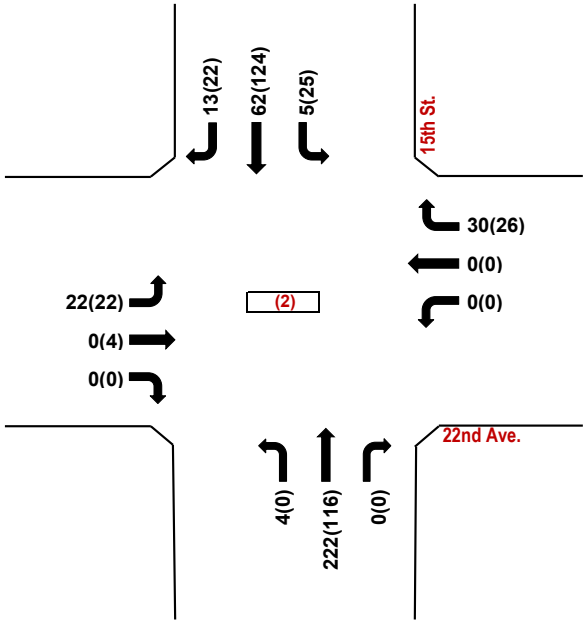
22nd Ave. / 15th St.

Trips Generated Volumes



22nd Ave. / 15th St.

2028 BUILD Volumes



22nd Ave. / 15th St.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (3)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2028**

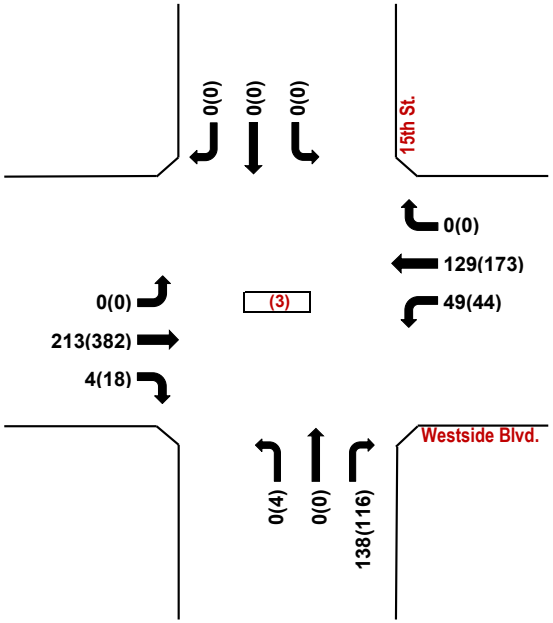
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	192	4	44	116	0	0	0	124	0	0	0
Background Traffic Growth	0	21	0	5	13	0	0	0	14	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***213***	***4***	***49***	***129***	***0***	***0***	***0***	***138***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	0	0	0	2	0	3	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**213**	**5**	**49**	**129**	**0**	**2**	**0**	**141**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	344	16	40	156	0	4	0	104	0	0	0
Background Traffic Growth	0	38	2	4	17	0	0	0	12	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***382***	***18***	***44***	***173***	***0***	***4***	***0***	***116***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	1	0	0	1	0	2	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**382**	**20**	**45**	**173**	**0**	**5**	**0**	**118**	**0**	**0**	**0**

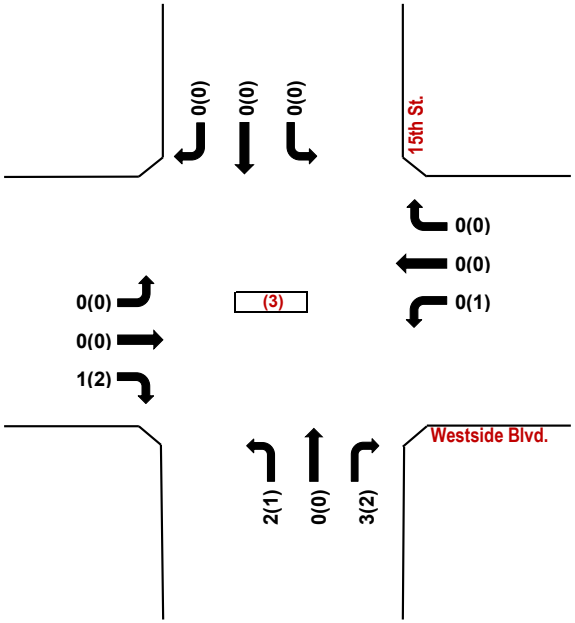
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



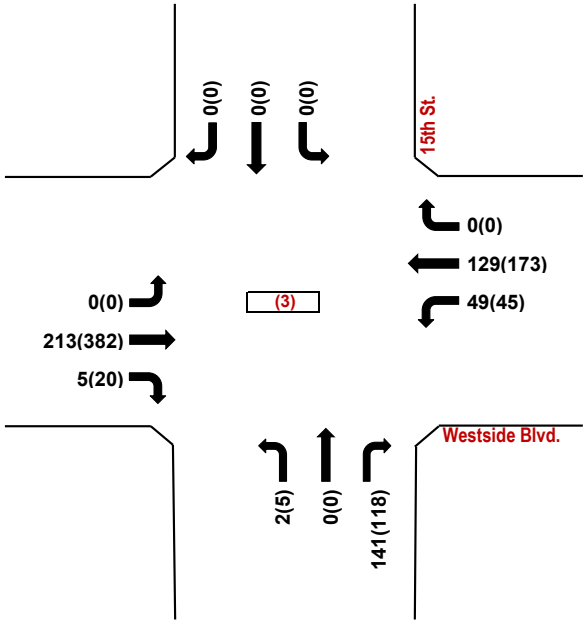
Westside Blvd. / 15th St.

Trips Generated Volumes



Westside Blvd. / 15th St.

2028 BUILD Volumes



Westside Blvd. / 15th St.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / Wellspring Ave.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (4)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2028**

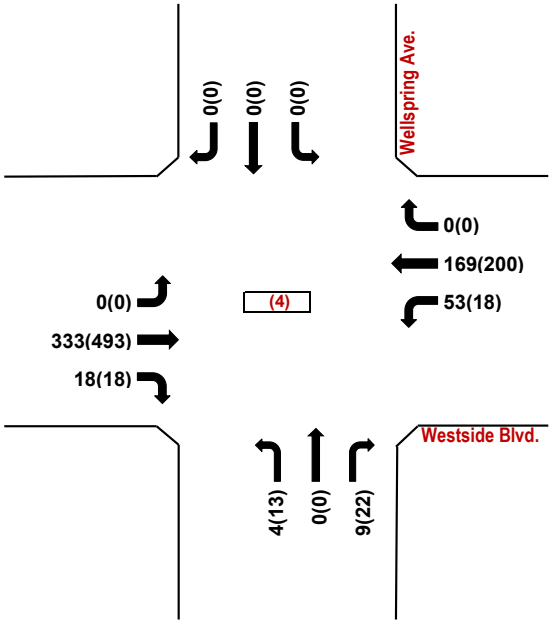
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	300	16	48	152	0	4	0	8	0	0	0
Background Traffic Growth	0	33	2	5	17	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***333***	***18***	***53***	***169***	***0***	***4***	***0***	***9***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**336**	**18**	**53**	**169**	**0**	**4**	**0**	**9**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	444	16	16	180	0	12	0	20	0	0	0
Background Traffic Growth	0	49	2	2	20	0	1	0	2	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***493***	***18***	***18***	***200***	***0***	***13***	***0***	***22***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	2	0	0	1	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**495**	**18**	**18**	**201**	**0**	**13**	**0**	**22**	**0**	**0**	**0**

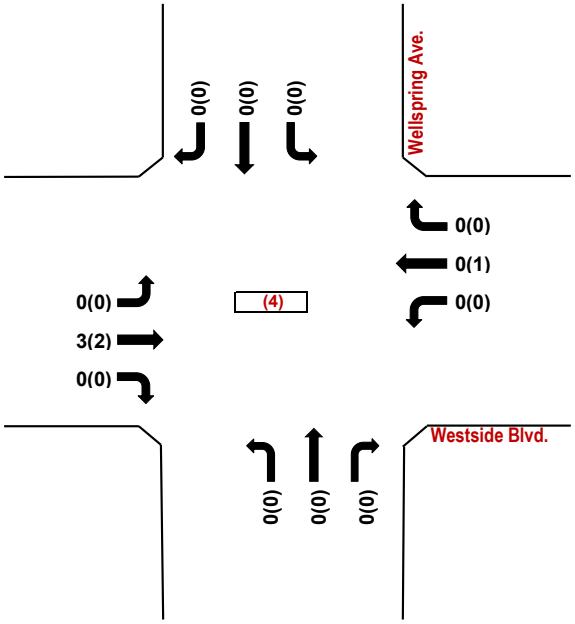
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



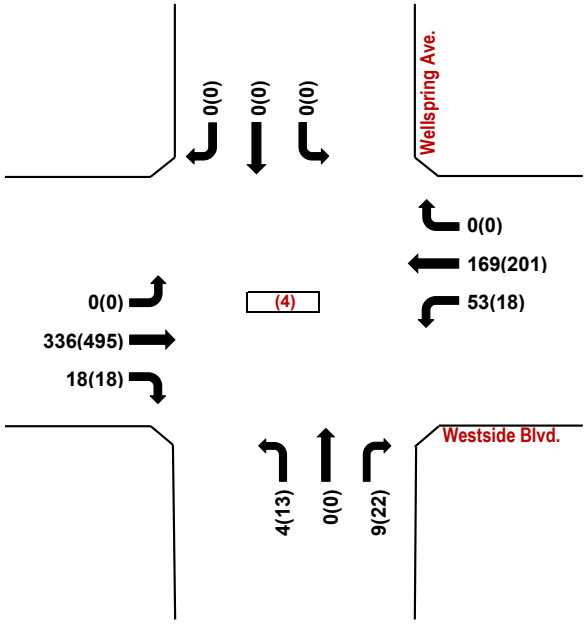
Westside Blvd. / Wellspring Ave.

Trips Generated Volumes



Westside Blvd. / Wellspring Ave.

2028 BUILD Volumes



Westside Blvd. / Wellspring Ave.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

20th Ave. / Wellspring Ave.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **20th Ave.** (5)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates 3.70% | 3.70% | 3.70% | 3.70%

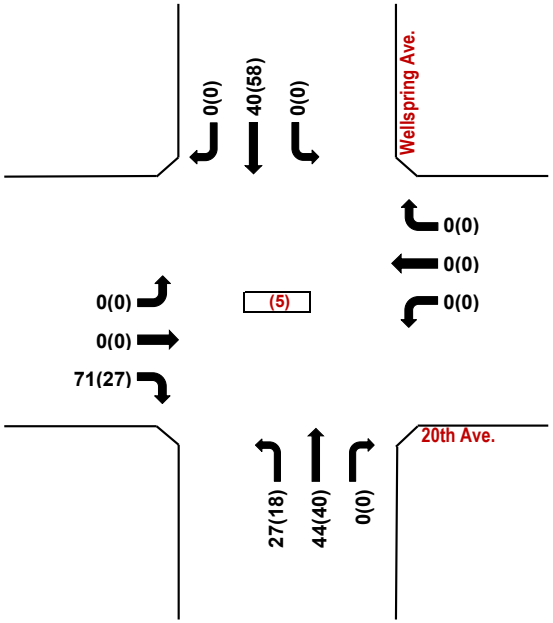
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	64	0	0	0	24	40	0	0	36	0
Background Traffic Growth	0	0	7	0	0	0	3	4	0	0	4	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***71***	***0***	***0***	***0***	***27***	***44***	***0***	***0***	***40***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**71**	**0**	**0**	**0**	**27**	**44**	**0**	**0**	**40**	**0**

3.70% | 3.70% | 3.70% | 3.70%

	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	16	36	0	0	52	0
Background Traffic Growth	0	0	3	0	0	0	2	4	0	0	6	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***27***	***0***	***0***	***0***	***18***	***40***	***0***	***0***	***58***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**27**	**0**	**0**	**0**	**18**	**40**	**0**	**0**	**58**	**0**

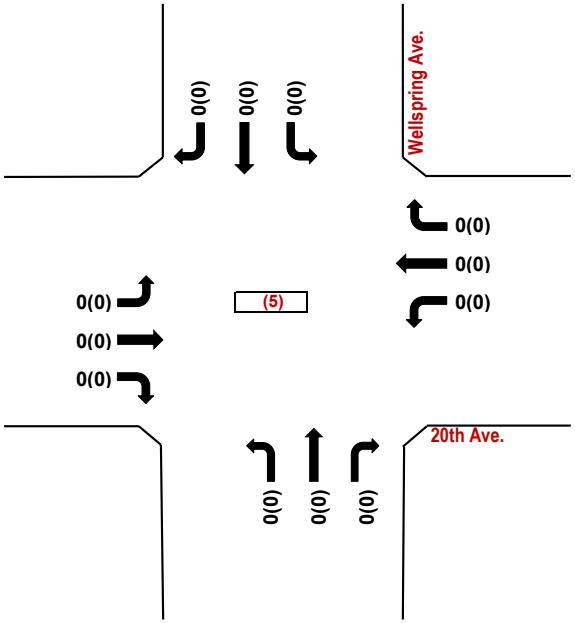
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



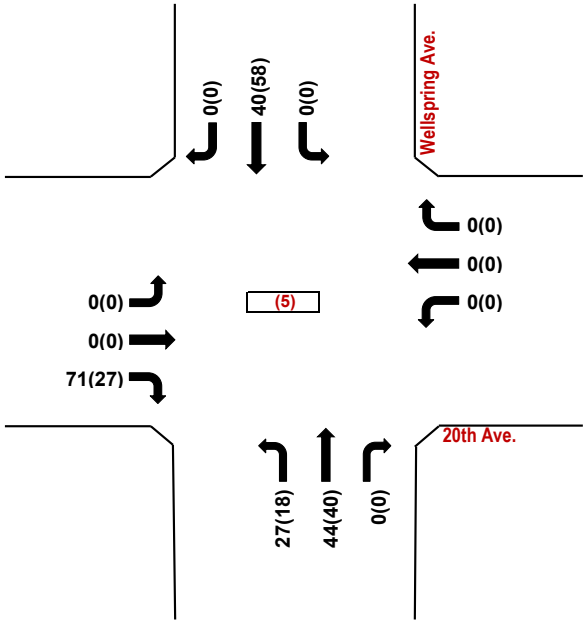
20th Ave. / Wellspring Ave.

Trips Generated Volumes



20th Ave. / Wellspring Ave.

2028 BUILD Volumes



20th Ave. / Wellspring Ave.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Wellspring Ave.** (6)

N-S Street: **Pavilion Wy./Eye Assn. Drwy**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

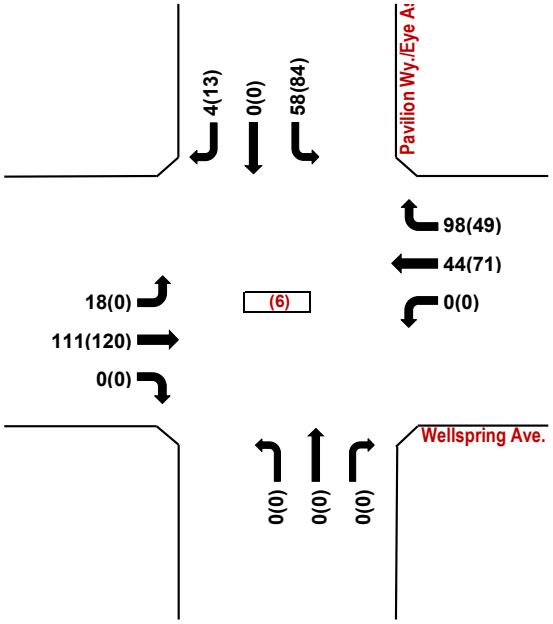
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	100	0	0	40	88	0	0	0	52	0	4
Background Traffic Growth	2	11	0	0	4	10	0	0	0	6	0	0
Subtotal (NO BUILD - A.M.)	***18***	***111***	***0***	***0***	***44***	***98***	***0***	***0***	***0***	***58***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**18**	**111**	**0**	**0**	**44**	**98**	**0**	**0**	**0**	**58**	**0**	**4**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	108	0	0	64	44	0	0	0	76	0	12
Background Traffic Growth	0	12	0	0	7	5	0	0	0	8	0	1
Subtotal (NO BUILD - P.M.)	***0***	***120***	***0***	***0***	***71***	***49***	***0***	***0***	***0***	***84***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**120**	**0**	**0**	**71**	**49**	**0**	**0**	**0**	**84**	**0**	**13**

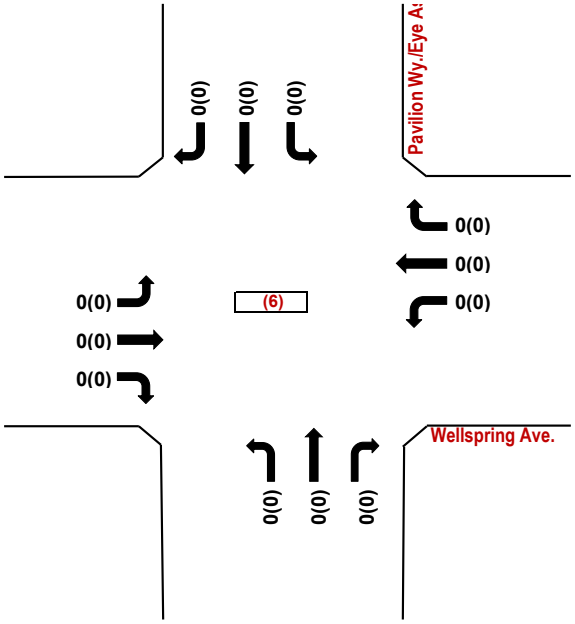
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



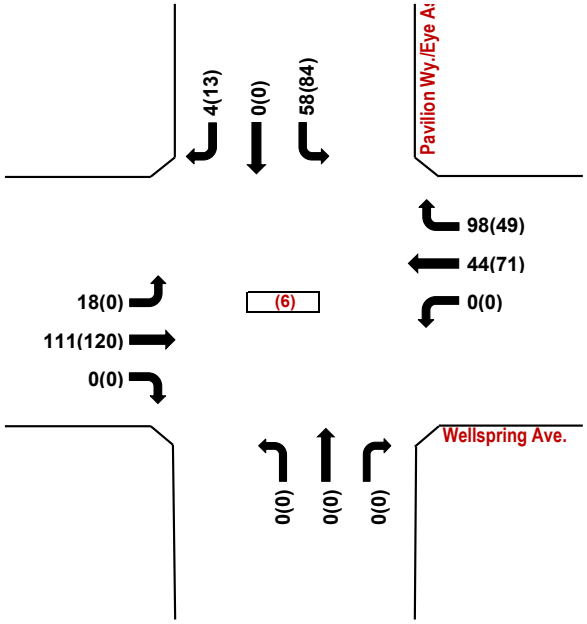
Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Trips Generated Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

2028 BUILD Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / N/A

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (7)

N-S Street: **N/A**

Year of Existing Counts 2025

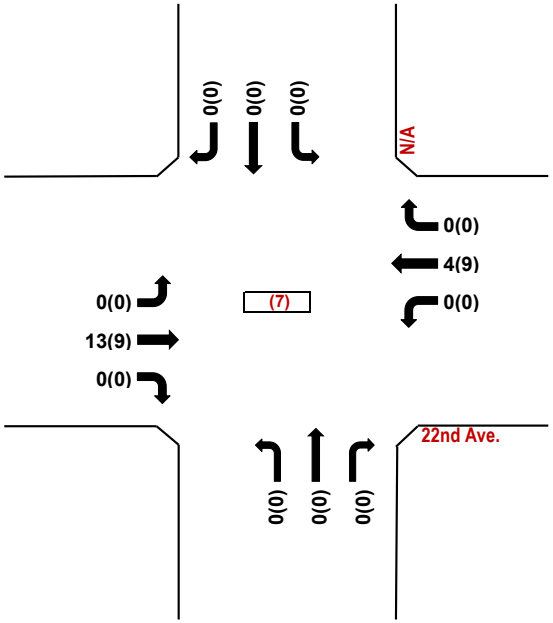
Horizon Year **2028**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (N/A)**			**Southbound (N/A)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	12	0	0	4	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***13***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	5	0	0	12	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**18**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (N/A)**			**Southbound (N/A)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	8	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	1	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***9***	***0***	***0***	***9***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	16	0	0	8	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**25**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

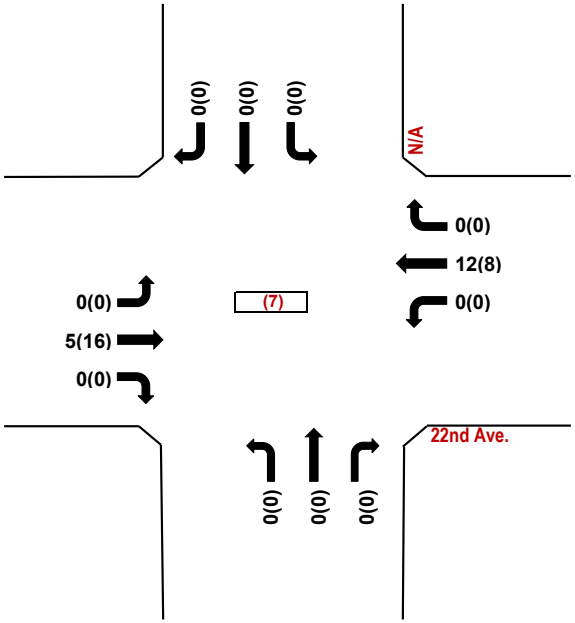
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



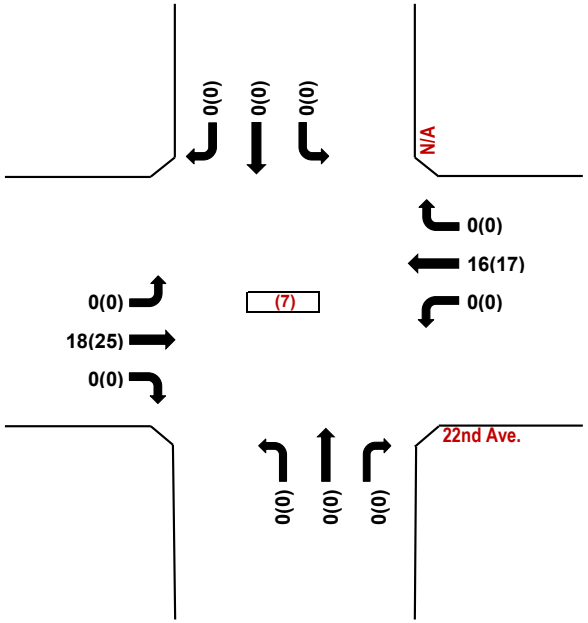
22nd Ave. / N/A

Trips Generated Volumes



22nd Ave. / N/A

2028 BUILD Volumes



22nd Ave. / N/A

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Driveway "A" / 19th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Driveway "A"** (8)

N-S Street: **19th St.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

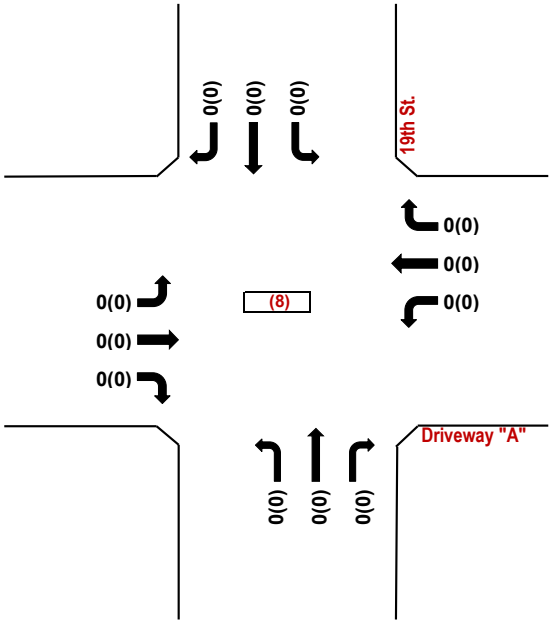
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.00%***	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	47	0	0	0	16	0	5	0	0	0
Total AM Peak Hour BUILD Volumes	**12**	**0**	**47**	**0**	**0**	**0**	**16**	**0**	**5**	**0**	**0**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.00%***	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	32	0	0	0	49	0	16	0	0	0
Total PM Peak Hour BUILD Volumes	**8**	**0**	**32**	**0**	**0**	**0**	**49**	**0**	**16**	**0**	**0**	**0**

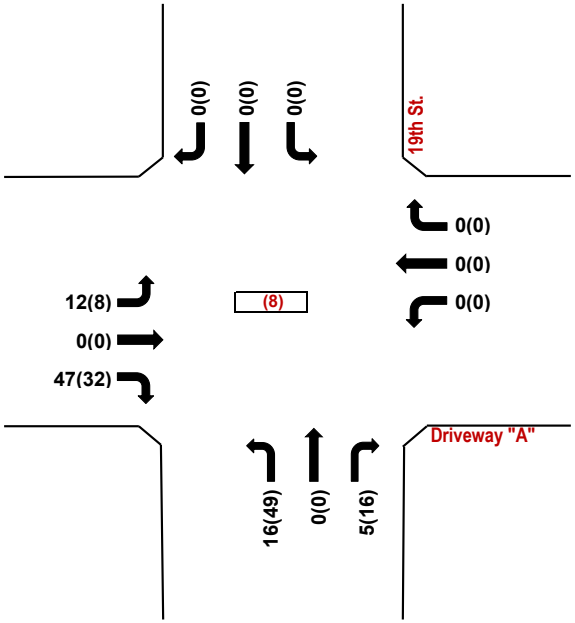
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



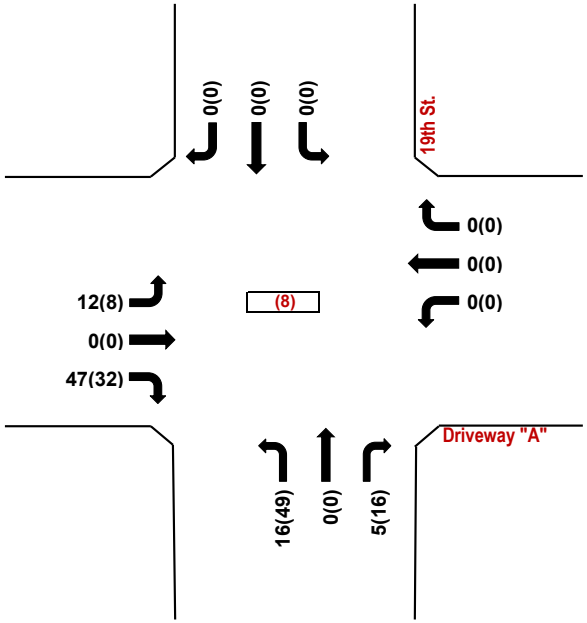
Driveway "A" / 19th St.

Trips Generated Volumes



Driveway "A" / 19th St.

2028 BUILD Volumes



Driveway "A" / 19th St.
Condition: Without Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Unser Blvd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (9)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

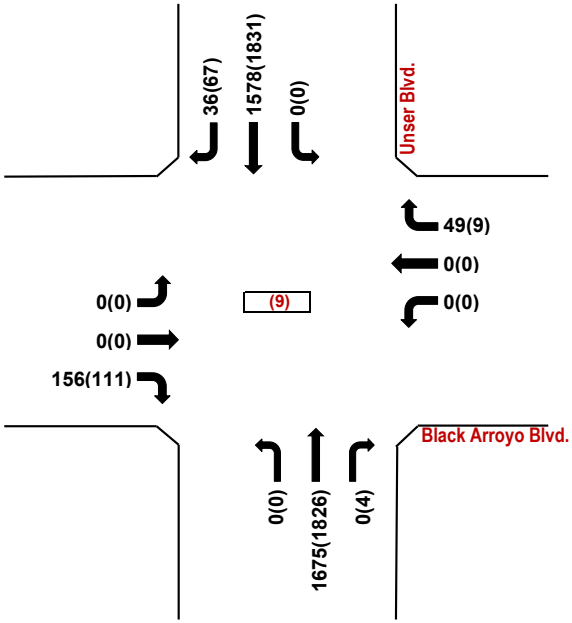
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth	0	0	16	0	0	5	0	167	0	0	158	4
Subtotal (NO BUILD - A.M.)	***0***	***0***	***156***	***0***	***0***	***49***	***0***	***1,675***	***0***	***0***	***1,578***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	0	0	0	0	4	0	0	0	3
Total AM Peak Hour BUILD Volumes	**0**	**0**	**203**	**0**	**0**	**49**	**0**	**1,679**	**0**	**0**	**1,578**	**39**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	11	0	0	1	0	182	0	0	183	7
Subtotal (NO BUILD - P.M.)	***0***	***0***	***111***	***0***	***0***	***9***	***0***	***1,826***	***4***	***0***	***1,831***	***67***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	0	13	0	0	0	10
Total PM Peak Hour BUILD Volumes	**0**	**0**	**143**	**0**	**0**	**9**	**0**	**1,839**	**4**	**0**	**1,831**	**77**

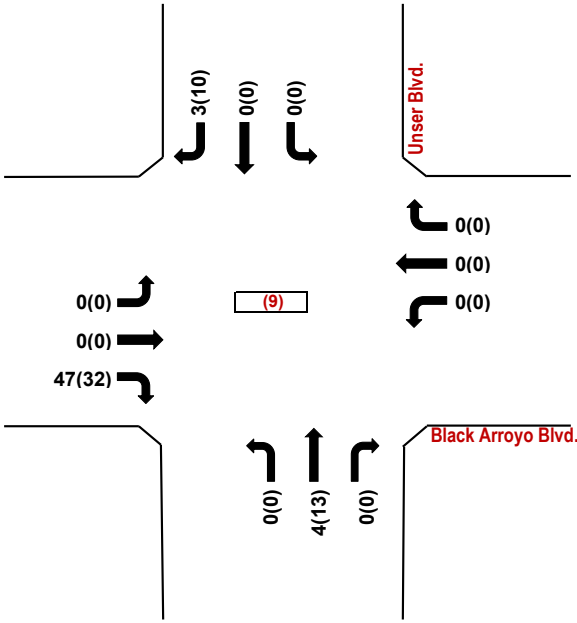
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



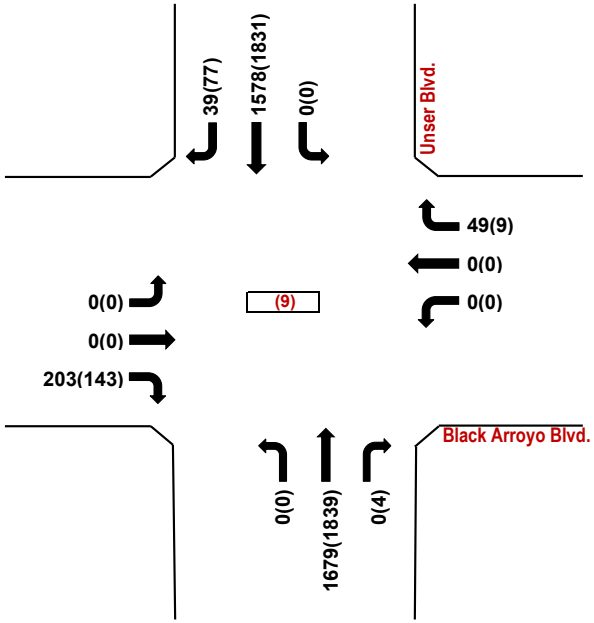
Black Arroyo Blvd. / Unser Blvd.

Trips Generated Volumes



Black Arroyo Blvd. / Unser Blvd.

2028 BUILD Volumes



Black Arroyo Blvd. / Unser Blvd.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Night Whisper Rd. / Unser Blvd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Night Whisper Rd.** (10)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

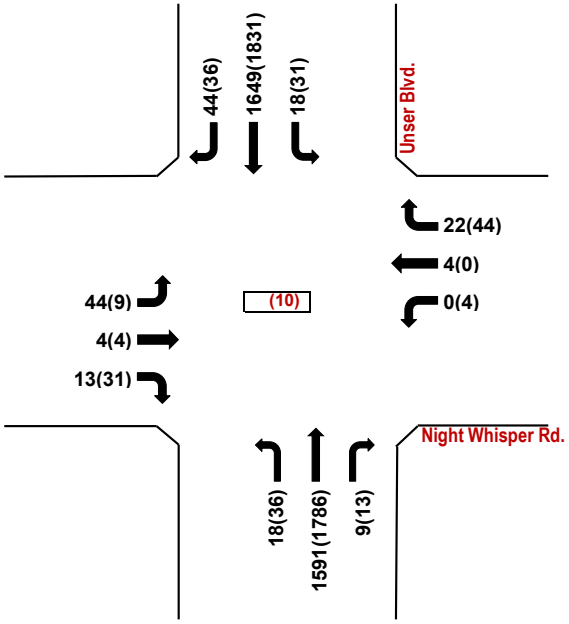
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Night Whisper Rd.)			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth	4	0	1	0	0	2	2	159	1	2	165	4
Subtotal	44	4	13	0	4	22	18	1,591	9	18	1,649	44
Subtotal (NO BUILD - A.M.)	***44***	***4***	***13***	***0***	***4***	***22***	***18***	***1,591***	***9***	***18***	***1,649***	***44***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	12	4	0	0	47	0
Total AM Peak Hour BUILD Volumes	**44**	**4**	**13**	**0**	**4**	**22**	**30**	**1,595**	**9**	**18**	**1,696**	**44**

	3.70%			3.70%			3.70%			3.70%		
	EB (Night Whisper Rd.)			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth	1	0	3	0	0	4	4	178	1	3	183	4
Subtotal	9	4	31	4	0	44	36	1,786	13	31	1,831	36
Subtotal (NO BUILD - P.M.)	***9***	***4***	***31***	***4***	***0***	***44***	***36***	***1,786***	***13***	***31***	***1,831***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	38	13	0	0	32	0
Total PM Peak Hour BUILD Volumes	**9**	**4**	**31**	**4**	**0**	**44**	**74**	**1,799**	**13**	**31**	**1,863**	**36**

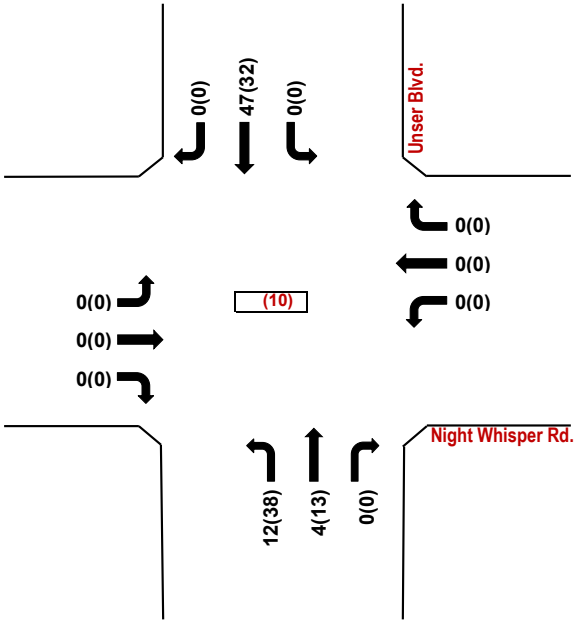
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



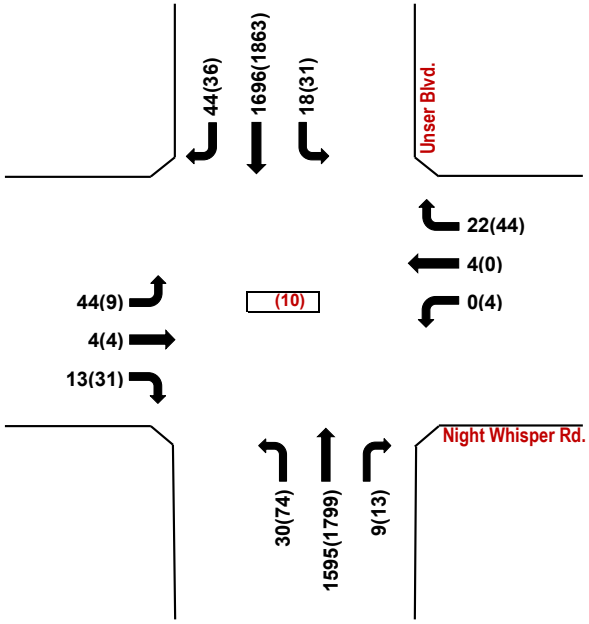
Night Whisper Rd. / Unser Blvd.

Trips Generated Volumes



Night Whisper Rd. / Unser Blvd.

2028 BUILD Volumes



Night Whisper Rd. / Unser Blvd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Pinon Verde Rd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (11)

N-S Street: **Pinon Verde Rd.**

Year of Existing Counts 2025

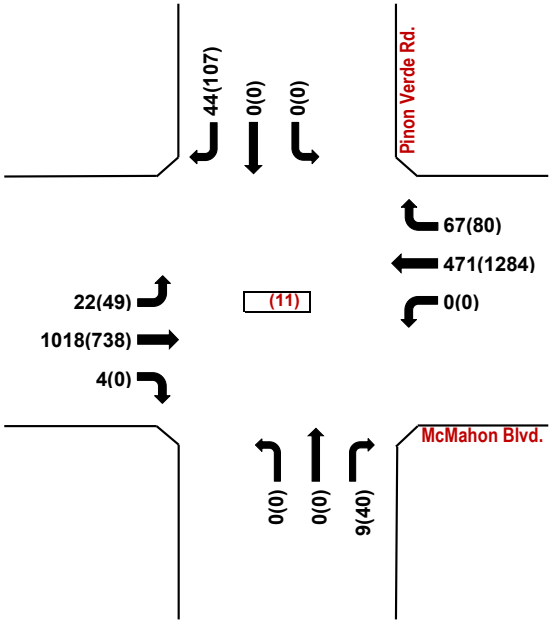
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	916	4	0	424	60	0	0	8	0	0	40
Background Traffic Growth	2	102	0	0	47	7	0	0	1	0	0	4
Subtotal	22	1,018	4	0	471	67	0	0	9	0	0	44
Subtotal (NO BUILD - A.M.)	***22***	***1,018***	***4***	***0***	***471***	***67***	***0***	***0***	***9***	***0***	***0***	***44***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**22**	**1,018**	**4**	**0**	**471**	**67**	**0**	**0**	**9**	**0**	**0**	**44**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	664	0	0	1,156	72	0	0	36	0	0	96
Background Traffic Growth	5	74	0	0	128	8	0	0	4	0	0	11
Subtotal	49	738	0	0	1,284	80	0	0	40	0	0	107
Subtotal (NO BUILD - P.M.)	***49***	***738***	***0***	***0***	***1,284***	***80***	***0***	***0***	***40***	***0***	***0***	***107***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**49**	**738**	**0**	**0**	**1,284**	**80**	**0**	**0**	**40**	**0**	**0**	**107**

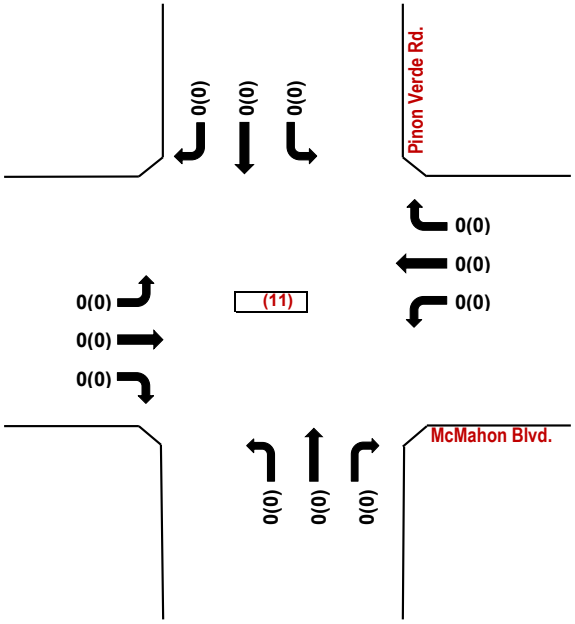
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



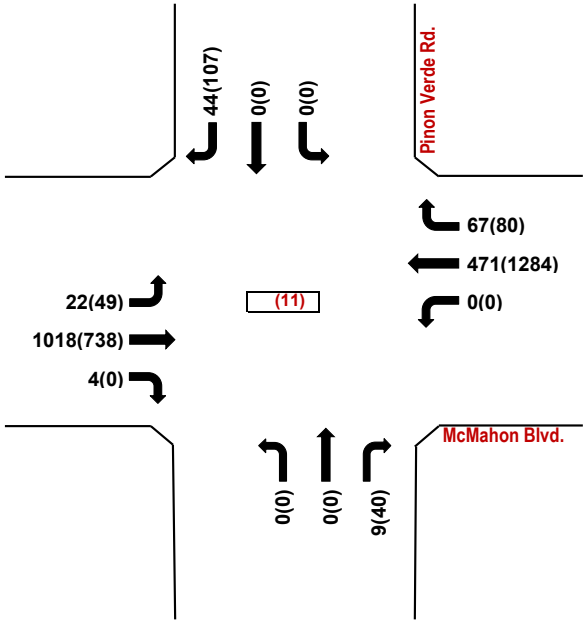
McMahon Blvd. / Pinon Verde Rd.

Trips Generated Volumes



McMahon Blvd. / Pinon Verde Rd.

2028 BUILD Volumes



McMahon Blvd. / Pinon Verde Rd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Bandelier Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (12)

N-S Street: **Bandelier Dr.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

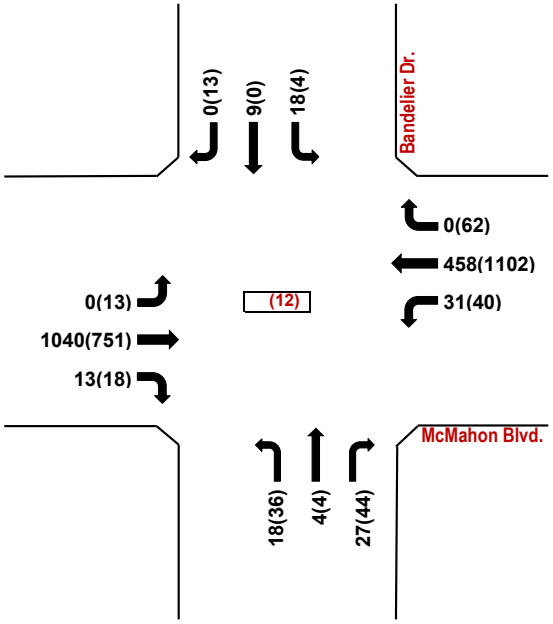
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	936	12	28	412	0	16	4	24	16	8	0
Background Traffic Growth	0	104	1	3	46	0	2	0	3	2	1	0
Subtotal	0	1,040	13	31	458	0	18	4	27	18	9	0
Subtotal (NO BUILD - A.M.)	***0***	***1,040***	***13***	***31***	***458***	***0***	***18***	***4***	***27***	***18***	***9***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**1,040**	**13**	**31**	**458**	**0**	**18**	**4**	**27**	**18**	**9**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	676	16	36	992	56	32	4	40	4	0	12
Background Traffic Growth	1	75	2	4	110	6	4	0	4	0	0	1
Subtotal	13	751	18	40	1,102	62	36	4	44	4	0	13
Subtotal (NO BUILD - P.M.)	***13***	***751***	***18***	***40***	***1,102***	***62***	***36***	***4***	***44***	***4***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**13**	**751**	**18**	**40**	**1,102**	**62**	**36**	**4**	**44**	**4**	**0**	**13**

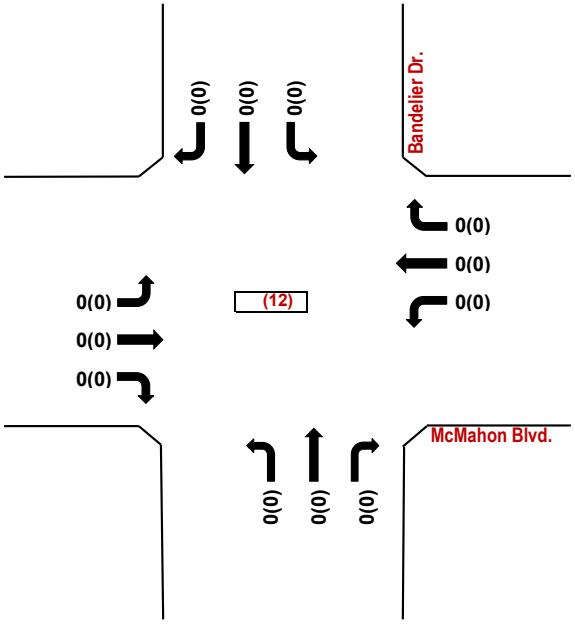
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



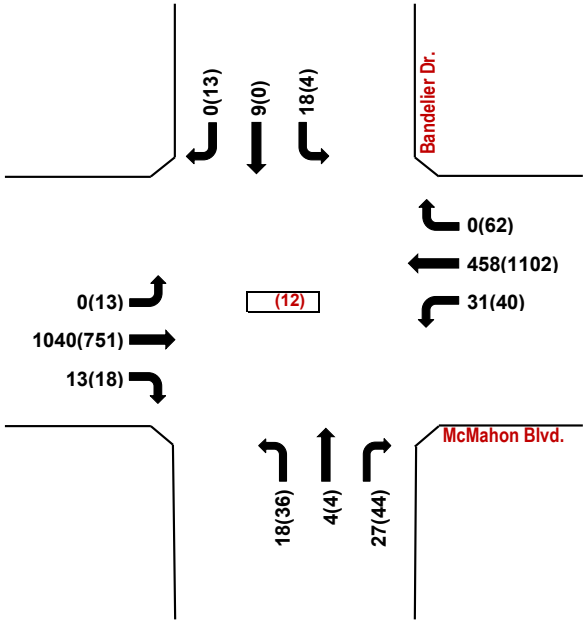
McMahon Blvd. / Bandelier Dr.

Trips Generated Volumes



McMahon Blvd. / Bandelier Dr.

2028 BUILD Volumes



McMahon Blvd. / Bandelier Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (13)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

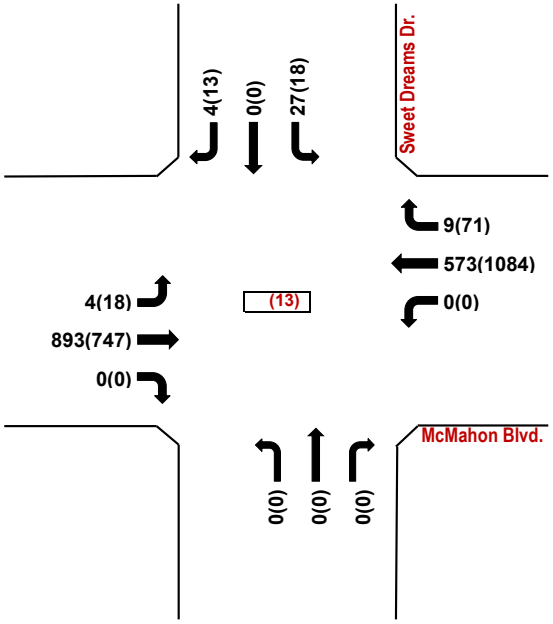
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	804	0	0	516	8	0	0	0	24	0	4
Background Traffic Growth	0	89	0	0	57	1	0	0	0	3	0	0
Subtotal	4	893	0	0	573	9	0	0	0	27	0	4
Subtotal (NO BUILD - A.M.)	***4***	***893***	***0***	***0***	***573***	***9***	***0***	***0***	***0***	***27***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**4**	**893**	**0**	**0**	**573**	**9**	**0**	**0**	**0**	**27**	**0**	**4**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	672	0	0	976	64	0	0	0	16	0	12
Background Traffic Growth	2	75	0	0	108	7	0	0	0	2	0	1
Subtotal	18	747	0	0	1,084	71	0	0	0	18	0	13
Subtotal (NO BUILD - P.M.)	***18***	***747***	***0***	***0***	***1,084***	***71***	***0***	***0***	***0***	***18***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**18**	**747**	**0**	**0**	**1,084**	**71**	**0**	**0**	**0**	**18**	**0**	**13**

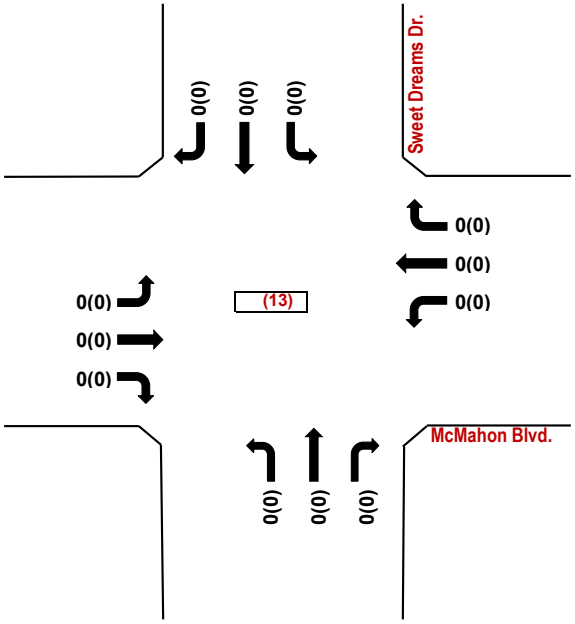
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



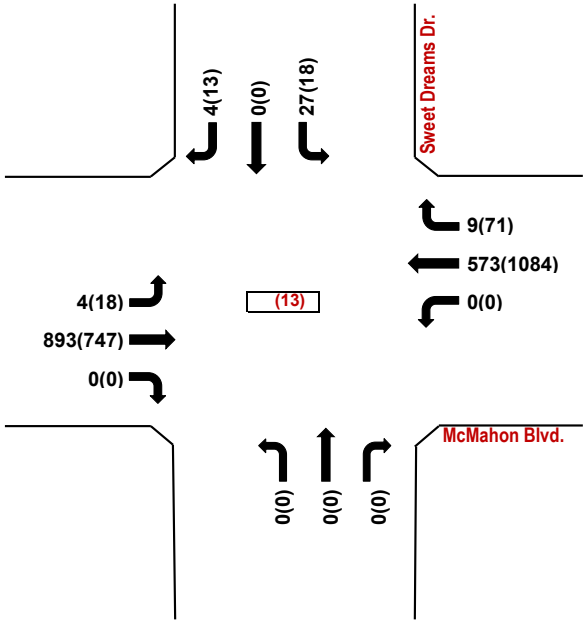
McMahon Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



McMahon Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



McMahon Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Milky Way St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (14)

N-S Street: **Milky Way St.**

Year of Existing Counts 2025

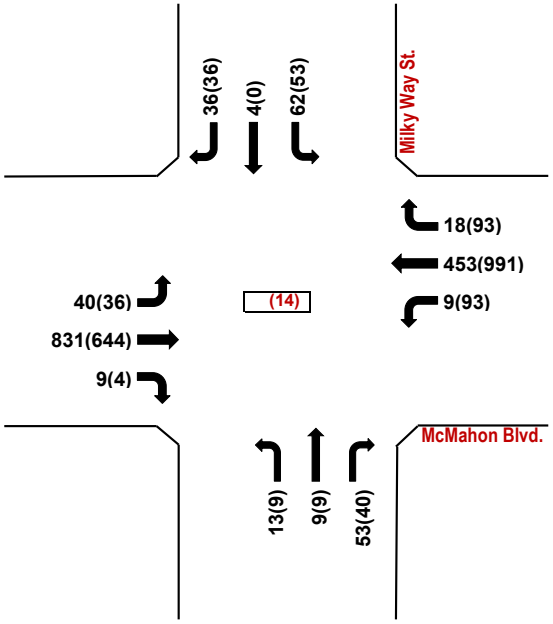
Horizon Year **2028**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	36	748	8	8	408	16	12	8	48	56	4	32
Background Traffic Growth	4	83	1	1	45	2	1	1	5	6	0	4
Subtotal	40	831	9	9	453	18	13	9	53	62	4	36
Subtotal (NO BUILD - A.M.)	***40***	***831***	***9***	***9***	***453***	***18***	***13***	***9***	***53***	***62***	***4***	***36***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	**40**	**831**	**9**	**9**	**453**	**18**	**13**	**9**	**53**	**62**	**4**	**37**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	32	580	4	84	892	84	8	8	36	48	0	32
Background Traffic Growth	4	64	0	9	99	9	1	1	4	5	0	4
Subtotal	36	644	4	93	991	93	9	9	40	53	0	36
Subtotal (NO BUILD - P.M.)	***36***	***644***	***4***	***93***	***991***	***93***	***9***	***9***	***40***	***53***	***0***	***36***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**37**	**644**	**4**	**93**	**991**	**93**	**9**	**9**	**40**	**53**	**0**	**36**

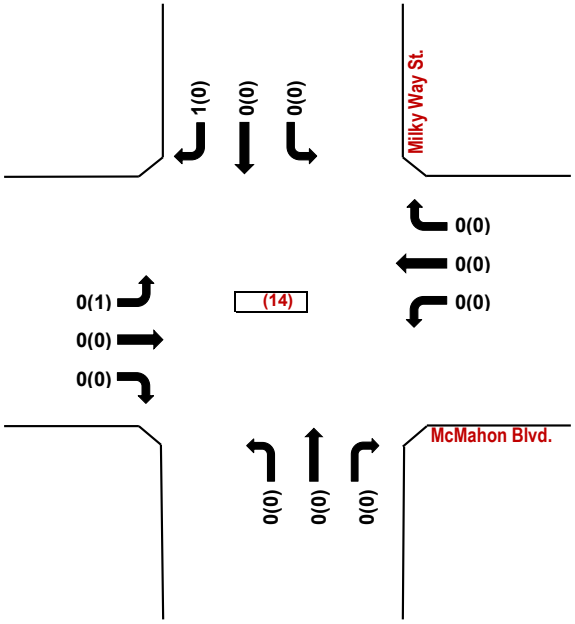
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



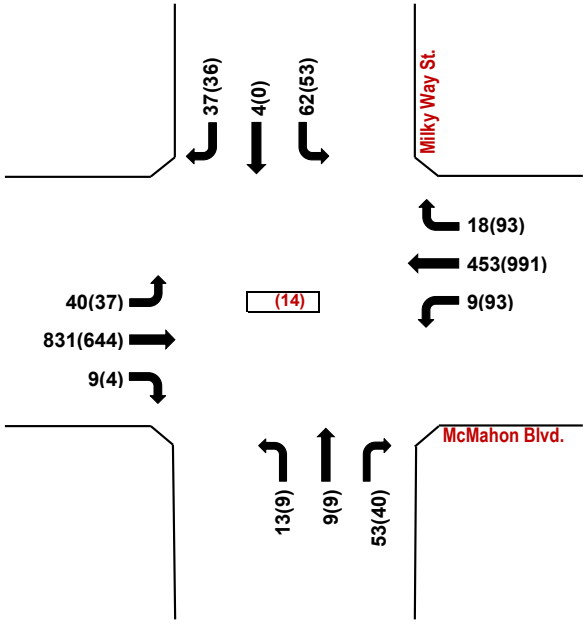
McMahon Blvd. / Milky Way St.

Trips Generated Volumes



McMahon Blvd. / Milky Way St.

2028 BUILD Volumes



McMahon Blvd. / Milky Way St.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (15)

N-S Street: **Milky Way St / 15th St.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

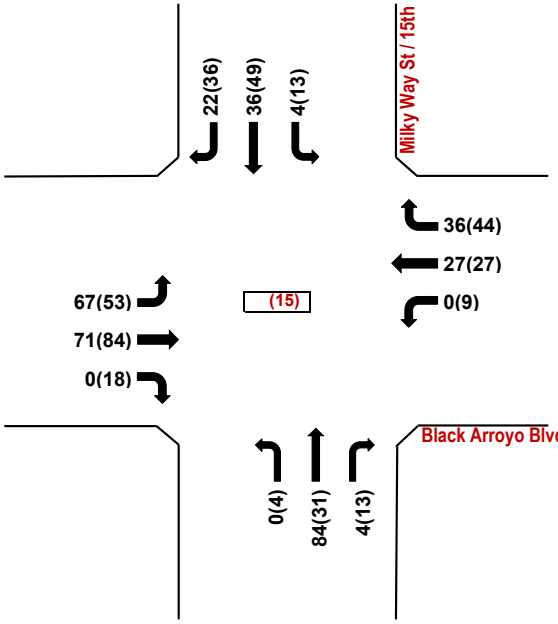
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	60	64	0	0	24	32	0	76	4	4	32	20
Background Traffic Growth	7	7	0	0	3	4	0	8	0	0	4	2
Subtotal	67	71	0	0	27	36	0	84	4	4	36	22
Subtotal (NO BUILD - A.M.)	***67***	***71***	***0***	***0***	***27***	***36***	***0***	***84***	***4***	***4***	***36***	***22***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**67**	**71**	**0**	**1**	**27**	**36**	**0**	**84**	**4**	**4**	**36**	**22**

3.70% **3.70%** **3.70%** **3.70%**

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	76	16	8	24	40	4	28	12	12	44	32
Background Traffic Growth	5	8	2	1	3	4	0	3	1	1	5	4
Subtotal	53	84	18	9	27	44	4	31	13	13	49	36
Subtotal (NO BUILD - P.M.)	***53***	***84***	***18***	***9***	***27***	***44***	***4***	***31***	***13***	***13***	***49***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**53**	**84**	**18**	**9**	**27**	**44**	**4**	**31**	**14**	**13**	**49**	**36**

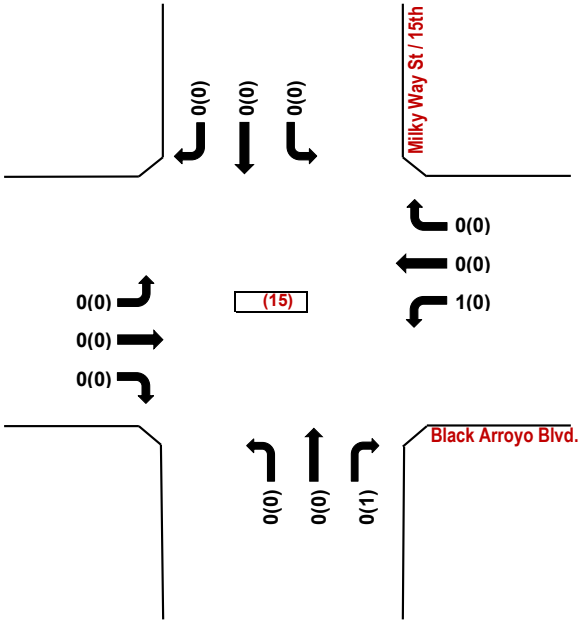
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



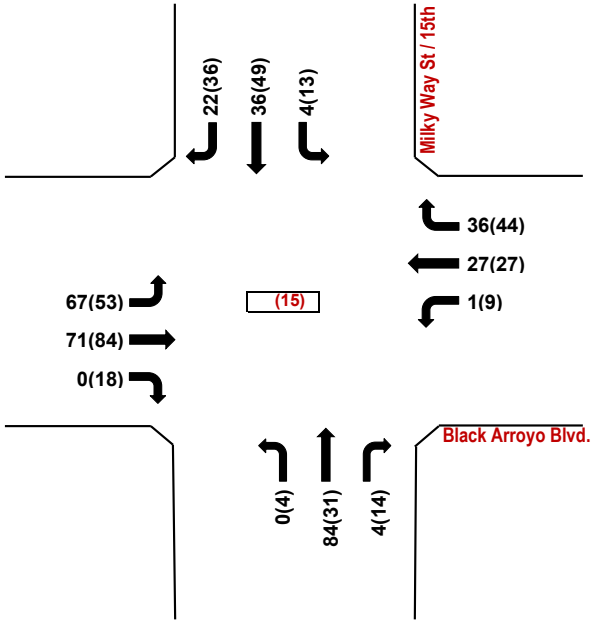
Black Arroyo Blvd. / Milky Way St / 15th St.

Trips Generated Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

2028 BUILD Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (16)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

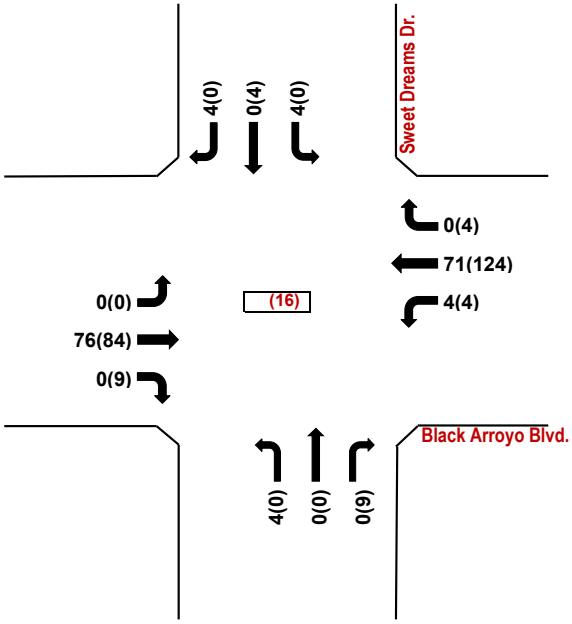
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	4	64	0	4	0	0	4	0	4
Background Traffic Growth	0	8	0	0	7	0	0	0	0	0	0	0
Subtotal	0	76	0	4	71	0	4	0	0	4	0	4
Subtotal (NO BUILD - A.M.)	***0***	***76***	***0***	***4***	***71***	***0***	***4***	***0***	***0***	***4***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**76**	**0**	**4**	**72**	**0**	**4**	**0**	**0**	**4**	**0**	**4**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	76	8	4	112	4	0	0	8	0	4	0
Background Traffic Growth	0	8	1	0	12	0	0	0	1	0	0	0
Subtotal	0	84	9	4	124	4	0	0	9	0	4	0
Subtotal (NO BUILD - P.M.)	***0***	***84***	***9***	***4***	***124***	***4***	***0***	***0***	***9***	***0***	***4***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**85**	**9**	**4**	**124**	**4**	**0**	**0**	**9**	**0**	**4**	**0**

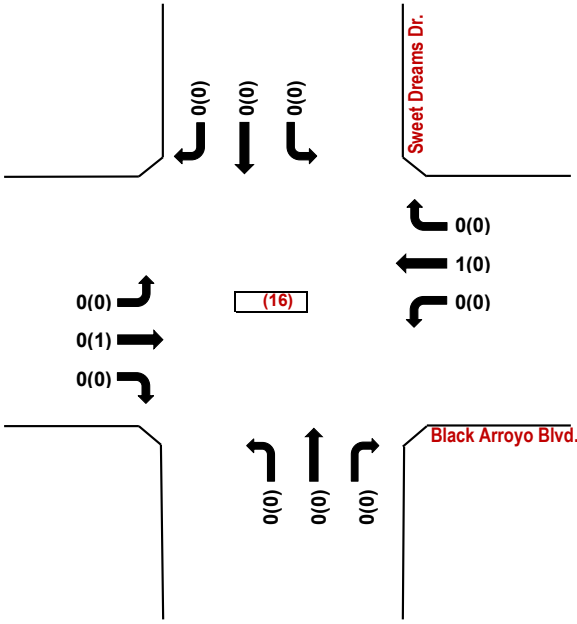
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



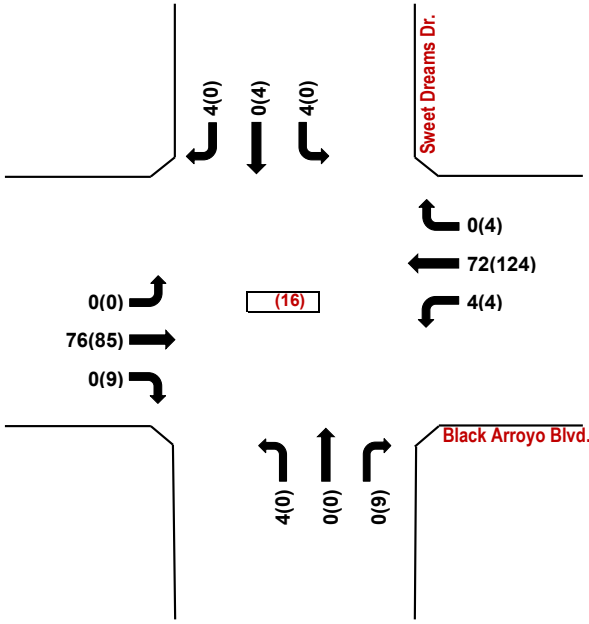
Black Arroyo Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Dreamy Way Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (17)

N-S Street: **Dreamy Way Dr.**

Year of Existing Counts 2025

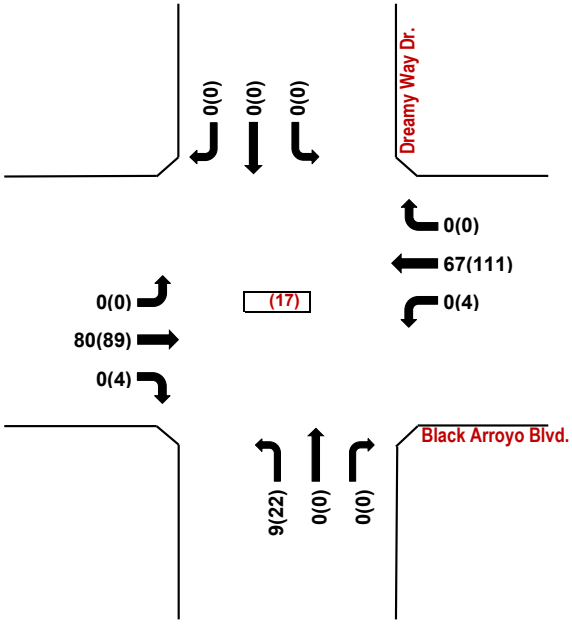
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	0	60	0	8	0	0	0	0	0
Background Traffic Growth	0	8	0	0	7	0	1	0	0	0	0	0
Subtotal	0	80	0	0	67	0	9	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***80***	***0***	***0***	***67***	***0***	***9***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**80**	**0**	**0**	**68**	**0**	**9**	**0**	**0**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	80	4	4	100	0	20	0	0	0	0	0
Background Traffic Growth	0	9	0	0	11	0	2	0	0	0	0	0
Subtotal	0	89	4	4	111	0	22	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***89***	***4***	***4***	***111***	***0***	***22***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**90**	**4**	**4**	**111**	**0**	**22**	**0**	**0**	**0**	**0**	**0**

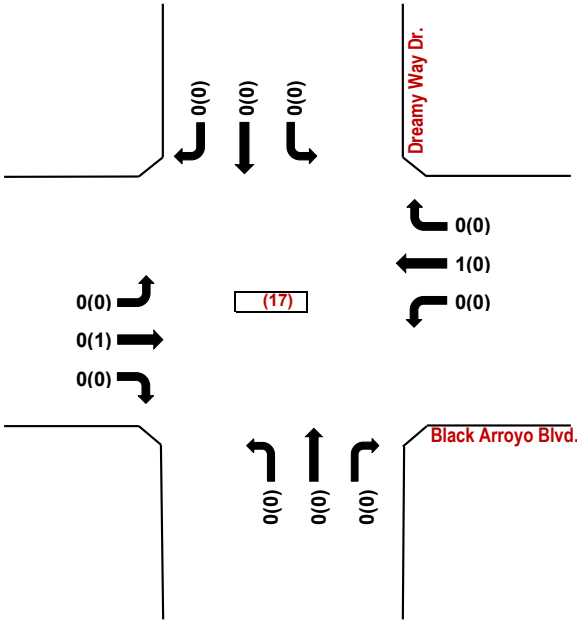
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



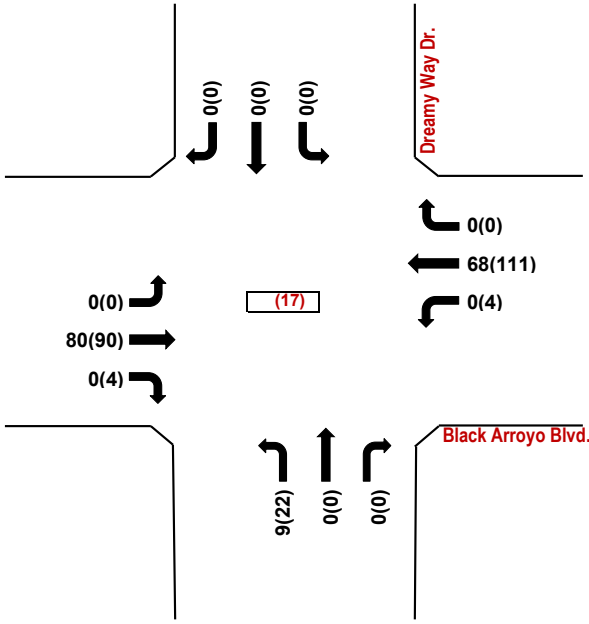
Black Arroyo Blvd. / Dreamy Way Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (18)

N-S Street: **19th St. / Pinon Altos Rd.**

Year of Existing Counts 2025

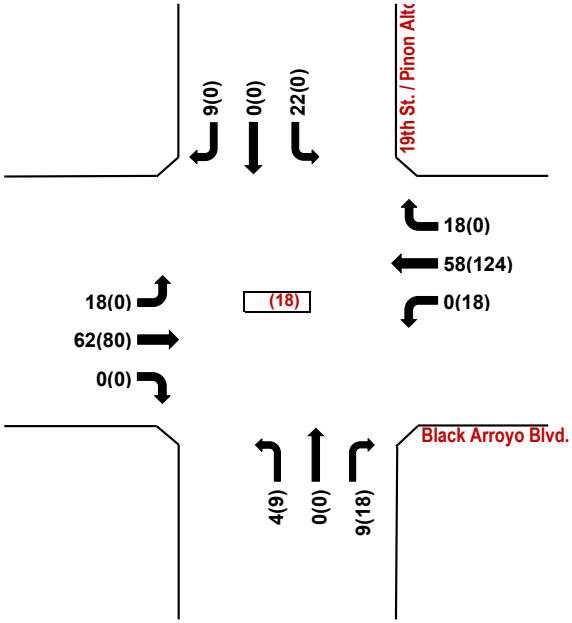
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	56	0	0	52	16	4	0	8	20	0	8
Background Traffic Growth	2	6	0	0	6	2	0	0	1	2	0	1
Subtotal	18	62	0	0	58	18	4	0	9	22	0	9
Subtotal (NO BUILD - A.M.)	***18***	***62***	***0***	***0***	***58***	***18***	***4***	***0***	***9***	***22***	***0***	***9***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***74.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	16	0	0	0	47	0	1
Total AM Peak Hour BUILD Volumes	**18**	**62**	**0**	**0**	**58**	**34**	**4**	**0**	**9**	**69**	**0**	**10**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	16	112	0	8	0	16	0	0	0
Background Traffic Growth	0	8	0	2	12	0	1	0	2	0	0	0
Subtotal	0	80	0	18	124	0	9	0	18	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***80***	***0***	***18***	***124***	***0***	***9***	***0***	***18***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***74.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	48	0	0	0	32	0	0
Total PM Peak Hour BUILD Volumes	**1**	**80**	**0**	**18**	**124**	**48**	**9**	**0**	**18**	**32**	**0**	**0**

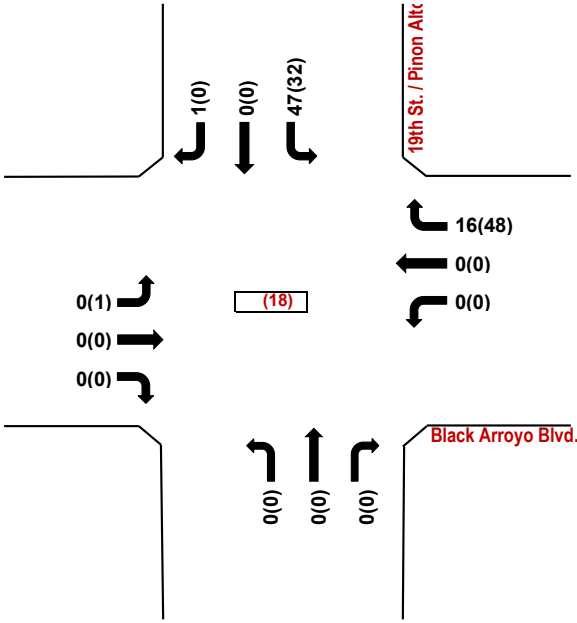
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



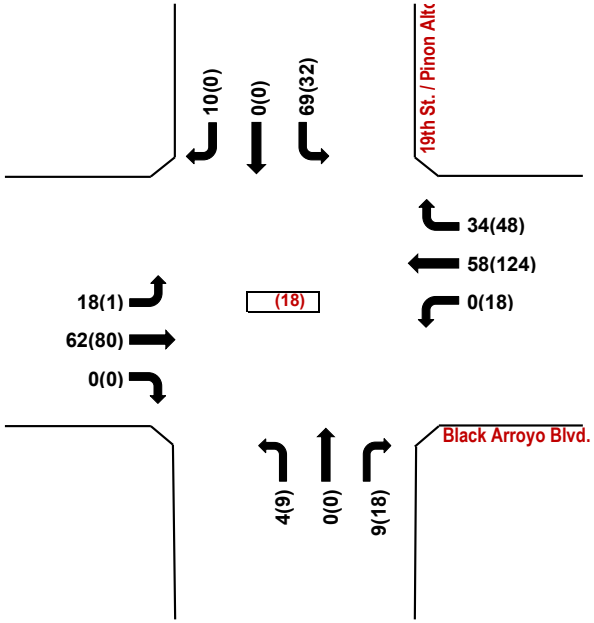
Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Trips Generated Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

2028 BUILD Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (19)

N-S Street: **Pinon Azul St. / Nursing Facility DW**

Year of Existing Counts 2025

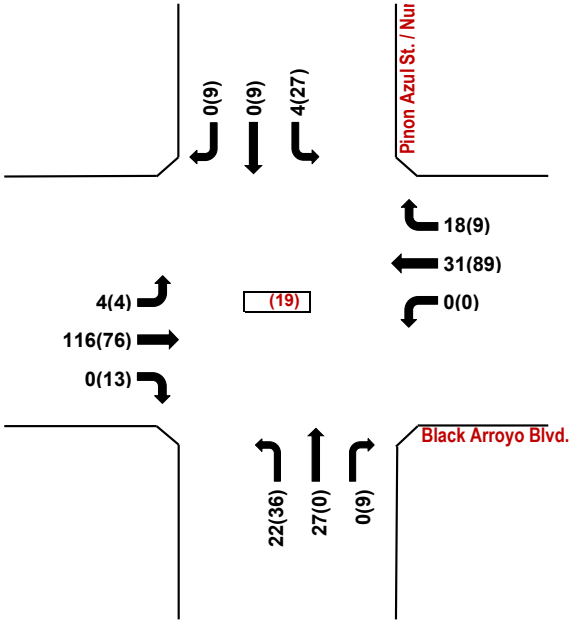
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	104	0	0	28	16	20	24	0	4	0	0
Background Traffic Growth	0	12	0	0	3	2	2	3	0	0	0	0
Subtotal	4	116	0	0	31	18	22	27	0	4	0	0
Subtotal (NO BUILD - A.M.)	***4***	***116***	***0***	***0***	***31***	***18***	***22***	***27***	***0***	***4***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	47	0	0	3	0	12	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**4**	**163**	**0**	**0**	**34**	**18**	**34**	**27**	**0**	**4**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	68	12	0	80	8	32	0	8	24	8	8
Background Traffic Growth	0	8	1	0	9	1	4	0	1	3	1	1
Subtotal	4	76	13	0	89	9	36	0	9	27	9	9
Subtotal (NO BUILD - P.M.)	***4***	***76***	***13***	***0***	***89***	***9***	***36***	***0***	***9***	***27***	***9***	***9***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	32	0	0	10	0	38	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**4**	**108**	**13**	**0**	**99**	**9**	**74**	**0**	**9**	**27**	**9**	**9**

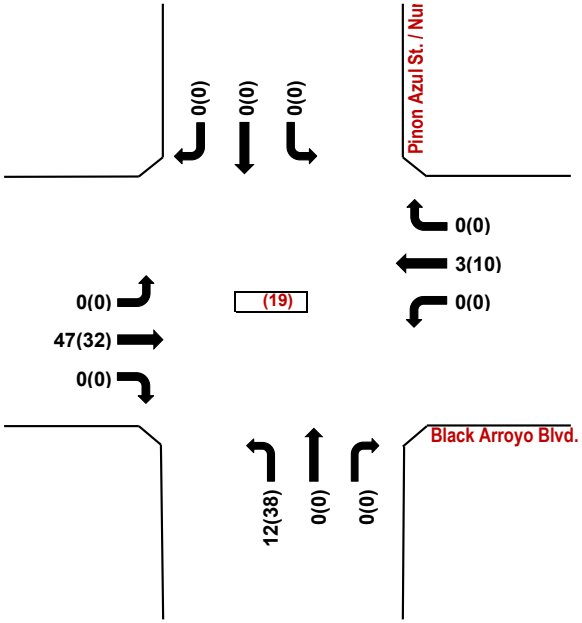
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



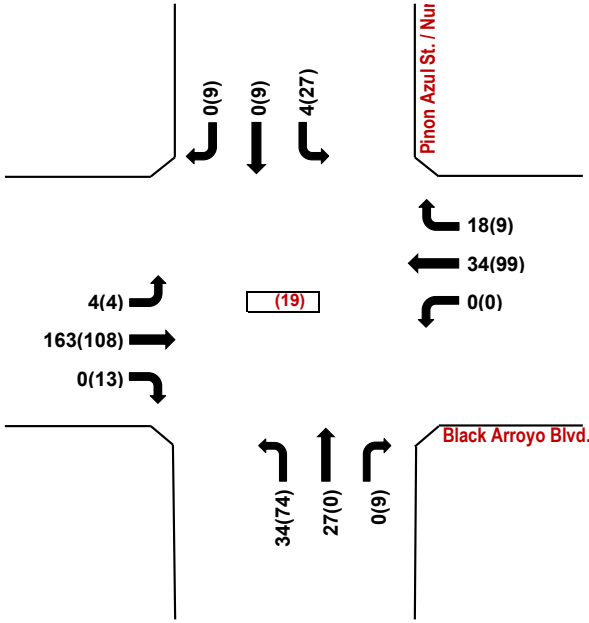
Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Trips Generated Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

2028 BUILD Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Wellsprings Ave. / Unser Blvd.

(1)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	96	56	180	100	80	36	148	996	220	88	1,224	76	
2038 (NO BUILD - A.M.)	*142*	*85*	*267*	*178*	*119*	*64*	*219*	*1,505*	*390*	*148*	*1,813*	*113*	
2038 (BUILD - A.M.)	***151***	***85***	***267***	***178***	***119***	***64***	***223***	***1,505***	***390***	***148***	***1,816***	***113***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	100	48	164	416	76	84	128	1,404	124	28	1,208	64	
2038 (NO BUILD - P.M.)	*148*	*78*	*243*	*784*	*120*	*183*	*190*	*2,172*	*385*	*96*	*1,789*	*95*	
2038 (BUILD - P.M.)	***154***	***78***	***243***	***784***	***120***	***183***	***203***	***2,172***	***385***	***96***	***1,799***	***95***	

22nd Ave. / 15th St.

(2)	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	0	0	0	0	16	4	200	0	0	56	12	
2038 (NO BUILD - A.M.)	*30*	*0*	*0*	*0*	*0*	*24*	*6*	*296*	*0*	*0*	*83*	*18*	
2038 (BUILD - A.M.)	***30***	***0***	***0***	***0***	***0***	***36***	***6***	***296***	***0***	***5***	***83***	***18***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	4	0	0	0	16	0	104	0	8	112	20	
2038 (NO BUILD - P.M.)	*30*	*6*	*0*	*0*	*0*	*24*	*0*	*154*	*0*	*12*	*166*	*30*	
2038 (BUILD - P.M.)	***30***	***6***	***0***	***0***	***0***	***32***	***0***	***154***	***0***	***28***	***166***	***30***	

Westside Blvd. / 15th St.

(3)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (15th St.)			Southbound (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	192	4	44	116	0	0	0	124	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*284*	*6*	*65*	*172*	*0*	*0*	*0*	*184*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***284***	***7***	***65***	***172***	***0***	***2***	***0***	***187***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (15th St.)			Southbound (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	344	16	40	156	0	4	0	104	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*509*	*24*	*59*	*231*	*0*	*6*	*0*	*154*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***509***	***26***	***60***	***231***	***0***	***7***	***0***	***156***	***0***	***0***	***0***	

Westside Blvd. / Wellspring Ave.

(4)	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	300	16	48	152	0	4	0	8	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*444*	*24*	*71*	*225*	*0*	*6*	*0*	*12*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***447***	***24***	***71***	***225***	***0***	***6***	***0***	***12***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	444	16	16	180	0	12	0	20	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*658*	*24*	*24*	*267*	*0*	*18*	*0*	*30*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***660***	***24***	***24***	***268***	***0***	***18***	***0***	***30***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

20th Ave. / Wellspring Ave.

(5)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	64	0	0	0	24	40	0	0	36	0	
2038 (NO BUILD - A.M.)	*0*	*0*	*95*	*0*	*0*	*0*	*36*	*59*	*0*	*0*	*53*	*0*	
2038 (BUILD - A.M.)	***0***	***0***	***95***	***0***	***0***	***0***	***36***	***59***	***0***	***0***	***53***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	24	0	0	0	16	36	0	0	52	0	
2038 (NO BUILD - P.M.)	*0*	*0*	*36*	*0*	*0*	*0*	*24*	*53*	*0*	*0*	*77*	*0*	
2038 (BUILD - P.M.)	***0***	***0***	***36***	***0***	***0***	***0***	***24***	***53***	***0***	***0***	***77***	***0***	

Wellspring Ave. / Pavilion Wy./Eye Ass

(6)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	100	0	0	40	88	0	0	0	52	0	4	
2038 (NO BUILD - A.M.)	*24*	*148*	*0*	*0*	*59*	*130*	*0*	*0*	*0*	*77*	*0*	*6*	
2038 (BUILD - A.M.)	***24***	***148***	***0***	***0***	***59***	***130***	***0***	***0***	***0***	***77***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	108	0	0	64	44	0	0	0	76	0	12	
2038 (NO BUILD - P.M.)	*0*	*160*	*0*	*0*	*95*	*65*	*0*	*0*	*0*	*113*	*0*	*18*	
2038 (BUILD - P.M.)	***0***	***160***	***0***	***0***	***95***	***65***	***0***	***0***	***0***	***113***	***0***	***18***	

22nd Ave. / Pavilion Way

(7)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	12	0	0	4	0	0	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*18*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***23***	***0***	***0***	***18***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	8	0	0	8	0	0	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*12*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***28***	***0***	***0***	***20***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	

Driveway "A" / 19th St.

(8)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***12***	***0***	***47***	***0***	***0***	***0***	***16***	***0***	***5***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***8***	***0***	***32***	***0***	***0***	***0***	***49***	***0***	***16***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Unser Blvd.

(9)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	140	0	0	44	0	1,508	0	0	1,420	32	
2038 (NO BUILD - A.M.)	*0*	*0*	*216*	*0*	*0*	*69*	*0*	*2,317*	*0*	*0*	*2,131*	*47*	
2038 (BUILD - A.M.)	***0***	***0***	***263***	***0***	***0***	***69***	***0***	***2,321***	***0***	***0***	***2,131***	***50***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	100	0	0	8	0	1,644	4	0	1,648	60	
2038 (NO BUILD - P.M.)	*0*	*0*	*166*	*0*	*0*	*13*	*0*	*2,481*	*6*	*0*	*2,500*	*89*	
2038 (BUILD - P.M.)	***0***	***0***	***198***	***0***	***0***	***13***	***0***	***2,494***	***6***	***0***	***2,500***	***99***	

Night Whisper Rd. / Unser Blvd.

(10)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	40	4	12	0	4	20	16	1,432	8	16	1,484	40	
2038 (NO BUILD - A.M.)	*59*	*6*	*18*	*0*	*6*	*30*	*24*	*2,121*	*12*	*24*	*2,198*	*59*	
2038 (BUILD - A.M.)	***59***	***6***	***18***	***0***	***6***	***30***	***36***	***2,125***	***12***	***24***	***2,245***	***59***	

	1.00			1.00			1.00			1.00			PHF
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	4	28	4	0	40	32	1,608	12	28	1,648	32	
2038 (NO BUILD - P.M.)	*12*	*6*	*41*	*6*	*0*	*59*	*47*	*2,381*	*18*	*41*	*2,441*	*47*	
2038 (BUILD - P.M.)	***12***	***6***	***41***	***6***	***0***	***59***	***60***	***2,394***	***18***	***41***	***2,473***	***47***	

McMahon Blvd. / Pinon Verde Rd.

(11)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	916	4	0	424	60	0	0	8	0	0	40	
2038 (NO BUILD - A.M.)	*30*	*1,357*	*6*	*0*	*628*	*89*	*0*	*0*	*12*	*0*	*0*	*59*	
2038 (BUILD - A.M.)	***30***	***1,357***	***6***	***0***	***628***	***89***	***0***	***0***	***12***	***0***	***0***	***59***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	44	664	0	0	1,156	72	0	0	36	0	0	96	
2038 (NO BUILD - P.M.)	*65*	*983*	*0*	*0*	*1,712*	*107*	*0*	*0*	*53*	*0*	*0*	*142*	
2038 (BUILD - P.M.)	***65***	***983***	***0***	***0***	***1,719***	***126***	***0***	***0***	***53***	***0***	***0***	***142***	

McMahon Blvd. / Bandelier Dr.

(12)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	936	12	28	412	0	16	4	24	16	8	0	
2038 (NO BUILD - A.M.)	*0*	*1,386*	*18*	*41*	*610*	*0*	*24*	*6*	*36*	*24*	*12*	*0*	
2038 (BUILD - A.M.)	***0***	***1,386***	***18***	***41***	***610***	***0***	***24***	***6***	***36***	***24***	***12***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	12	676	16	36	992	56	32	4	40	4	0	12	
2038 (NO BUILD - P.M.)	*18*	*1,001*	*24*	*53*	*1,469*	*83*	*47*	*6*	*59*	*6*	*0*	*18*	
2038 (BUILD - P.M.)	***18***	***1,001***	***24***	***53***	***1,469***	***90***	***47***	***6***	***59***	***6***	***0***	***18***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

McMahon Blvd. / Sweet Dreams Dr.

(13)	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	804	0	0	516	8	0	0	0	24	0	4	
2038 (NO BUILD - A.M.)	*6*	*1,191*	*0*	*0*	*764*	*12*	*0*	*0*	*0*	*36*	*0*	*6*	
2038 (BUILD - A.M.)	***6***	***1,191***	***0***	***0***	***764***	***12***	***0***	***0***	***0***	***36***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	672	0	0	976	64	0	0	0	16	0	12	
2038 (NO BUILD - P.M.)	*24*	*995*	*0*	*0*	*1,445*	*95*	*0*	*0*	*0*	*24*	*0*	*18*	
2038 (BUILD - P.M.)	***24***	***995***	***0***	***0***	***1,445***	***95***	***0***	***0***	***0***	***24***	***0***	***18***	

McMahon Blvd. / Milky Way St.

(14)	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	36	748	8	8	408	16	12	8	48	56	4	32	
2038 (NO BUILD - A.M.)	*53*	*1,108*	*12*	*12*	*604*	*24*	*18*	*12*	*71*	*83*	*6*	*47*	
2038 (BUILD - A.M.)	***53***	***1,108***	***12***	***12***	***604***	***24***	***18***	***12***	***71***	***83***	***6***	***48***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	32	580	4	84	892	84	8	8	36	48	0	32	
2038 (NO BUILD - P.M.)	*47*	*859*	*6*	*124*	*1,321*	*124*	*12*	*12*	*53*	*71*	*0*	*47*	
2038 (BUILD - P.M.)	***48***	***859***	***6***	***124***	***1,321***	***124***	***12***	***12***	***53***	***71***	***0***	***47***	

Black Arroyo Blvd. / Milky Way St / 15th

(15)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	60	64	0	0	24	32	0	76	4	4	32	20	
2038 (NO BUILD - A.M.)	*89*	*95*	*0*	*0*	*36*	*47*	*0*	*113*	*6*	*6*	*47*	*30*	
2038 (BUILD - A.M.)	***89***	***95***	***0***	***1***	***36***	***47***	***0***	***113***	***6***	***6***	***47***	***30***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	48	76	16	8	24	40	4	28	12	12	44	32	
2038 (NO BUILD - P.M.)	*71*	*113*	*24*	*12*	*36*	*59*	*6*	*41*	*18*	*18*	*65*	*47*	
2038 (BUILD - P.M.)	***71***	***113***	***24***	***12***	***36***	***59***	***6***	***41***	***19***	***18***	***65***	***47***	

Black Arroyo Blvd. / Sweet Dreams Dr.

(16)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	68	0	4	64	0	4	0	0	4	0	4	
2038 (NO BUILD - A.M.)	*0*	*101*	*0*	*6*	*95*	*0*	*6*	*0*	*0*	*6*	*0*	*6*	
2038 (BUILD - A.M.)	***0***	***101***	***0***	***6***	***96***	***0***	***6***	***0***	***0***	***6***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	76	8	4	112	4	0	0	8	0	4	0	
2038 (NO BUILD - P.M.)	*0*	*113*	*12*	*6*	*166*	*6*	*0*	*0*	*12*	*0*	*6*	*0*	
2038 (BUILD - P.M.)	***0***	***114***	***12***	***6***	***166***	***6***	***0***	***0***	***12***	***0***	***6***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: Without Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Dreamy Way Dr.

	1.00			1.00			1.00			1.00			PHF
(17)	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	72	0	0	60	0	8	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*107*	*0*	*0*	*89*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***107***	***0***	***0***	***90***	***0***	***12***	***0***	***0***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	80	4	4	100	0	20	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*118*	*6*	*6*	*148*	*0*	*30*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***119***	***6***	***6***	***148***	***0***	***30***	***0***	***7***	***0***	***0***	***0***	

Black Arroyo Blvd. / 19th St. / Pinon Alt

	1.00			1.00			1.00			1.00			PHF
(18)	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	56	0	0	52	16	4	0	8	20	0	8	
2038 (NO BUILD - A.M.)	*24*	*83*	*0*	*0*	*77*	*24*	*6*	*0*	*12*	*30*	*0*	*12*	
2038 (BUILD - A.M.)	***24***	***83***	***0***	***0***	***77***	***40***	***6***	***0***	***12***	***77***	***0***	***13***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	72	0	16	112	0	8	0	16	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*107*	*0*	*24*	*166*	*0*	*12*	*0*	*24*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***7***	***107***	***0***	***24***	***166***	***42***	***12***	***0***	***24***	***32***	***0***	***0***	

Black Arroyo Blvd. / Pinon Azul St. / Nu

	1.00			1.00			1.00			1.00			PHF
(19)	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	104	0	0	28	16	20	24	0	4	0	0	
2038 (NO BUILD - A.M.)	*6*	*154*	*0*	*0*	*41*	*24*	*30*	*36*	*0*	*6*	*0*	*0*	
2038 (BUILD - A.M.)	***6***	***201***	***0***	***0***	***44***	***24***	***42***	***36***	***0***	***6***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	68	12	0	80	8	32	0	8	24	8	8	
2038 (NO BUILD - P.M.)	*6*	*101*	*18*	*0*	*118*	*12*	*47*	*0*	*12*	*36*	*12*	*12*	
2038 (BUILD - P.M.)	***6***	***133***	***18***	***0***	***128***	***12***	***79***	***0***	***12***	***36***	***12***	***12***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellsprings Ave. / Unser Blvd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Wellsprings Ave.** (1)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

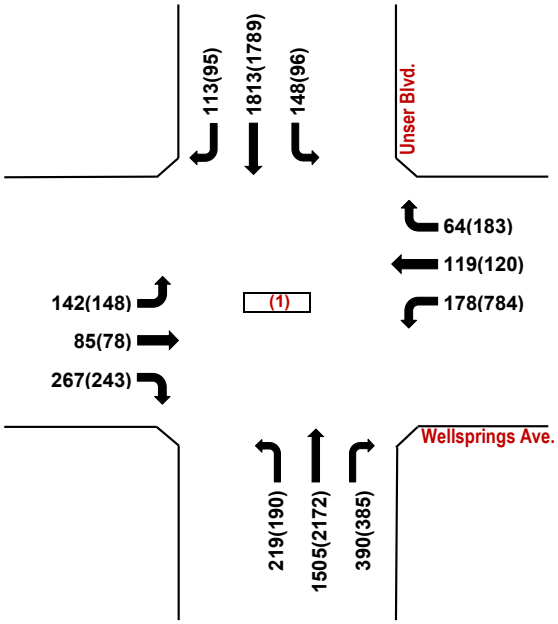
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	56	180	100	80	36	148	996	220	88	1,224	76
Background Traffic Growth	46	27	87	48	38	17	71	479	106	42	589	37
Subtotal	142	83	267	148	118	53	219	1,475	326	130	1,813	113
Village RR TIS	0	2	0	30	1	11	0	30	64	18	0	0
Subtotal (NO BUILD - A.M.)	***142***	***85***	***267***	***178***	***119***	***64***	***219***	***1,505***	***390***	***148***	***1,813***	***113***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	0	0	0	0	0	4	0	0	0	3	0
Total AM Peak Hour BUILD Volumes	**151**	**85**	**267**	**178**	**119**	**64**	**223**	**1,505**	**390**	**148**	**1,816**	**113**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	100	48	164	416	76	84	128	1,404	124	28	1,208	64
Background Traffic Growth	48	23	79	200	37	40	62	675	60	13	581	31
Subtotal	148	71	243	616	113	124	190	2,079	184	41	1,789	95
Village RR TIS	0	7	0	168	7	59	0	93	201	55	0	0
Subtotal (NO BUILD - P.M.)	***148***	***78***	***243***	***784***	***120***	***183***	***190***	***2,172***	***385***	***96***	***1,789***	***95***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	0	0	0	0	0	13	0	0	0	10	0
Total PM Peak Hour BUILD Volumes	**154**	**78**	**243**	**784**	**120**	**183**	**203**	**2,172**	**385**	**96**	**1,799**	**95**

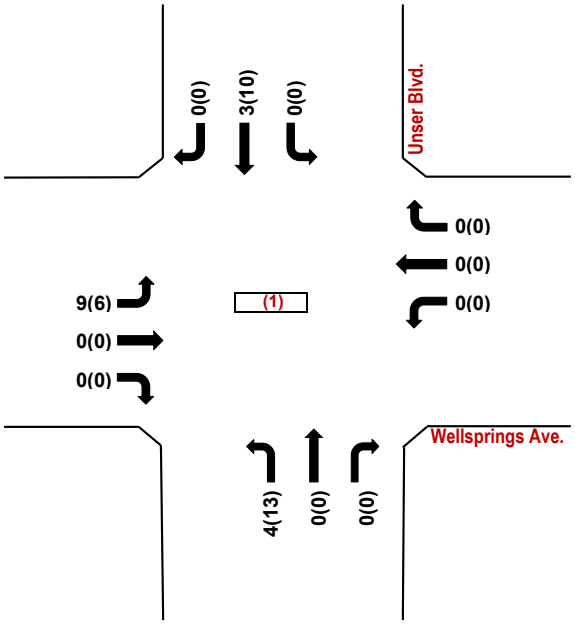
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



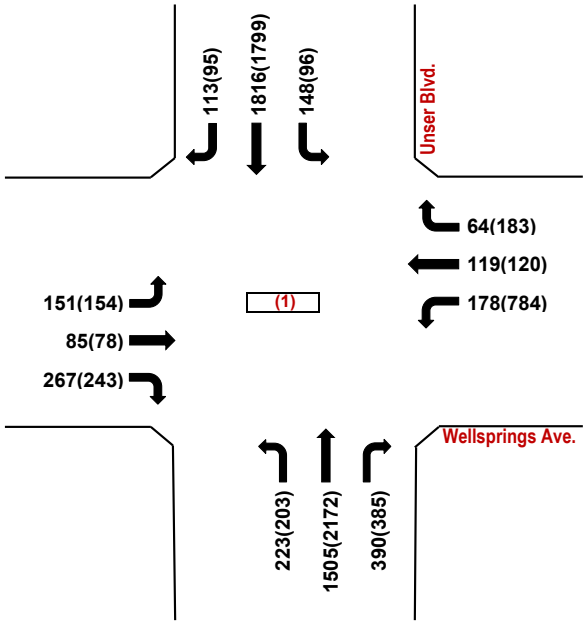
Wellsprings Ave. / Unser Blvd.

Trips Generated Volumes



Wellsprings Ave. / Unser Blvd.

2038 BUILD Volumes



Wellsprings Ave. / Unser Blvd.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (2)

N-S Street: **15th St.**

Year of Existing Counts 2025

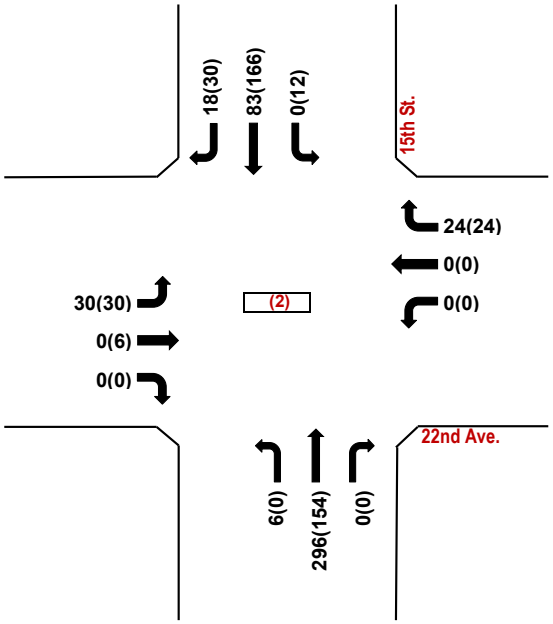
Horizon Year **2038**

	Growth Rates	3.70%			3.70%			3.70%			3.70%		
		Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		20	0	0	0	0	16	4	200	0	0	56	12
Background Traffic Growth		10	0	0	0	0	8	2	96	0	0	27	6
Subtotal (NO BUILD - A.M.)		***30***	***0***	***0***	***0***	***0***	***24***	***6***	***296***	***0***	***0***	***83***	***18***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	0	0	0	12	0	0	0	5	0	0
Total AM Peak Hour BUILD Volumes		**30**	**0**	**0**	**0**	**0**	**36**	**6**	**296**	**0**	**5**	**83**	**18**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	4	0	0	0	16	0	104	0	8	112	20
Background Traffic Growth	10	2	0	0	0	8	0	50	0	4	54	10
Subtotal (NO BUILD - P.M.)	***30***	***6***	***0***	***0***	***0***	***24***	***0***	***154***	***0***	***12***	***166***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***25.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	8	0	0	0	16	0	0
Total PM Peak Hour BUILD Volumes	**30**	**6**	**0**	**0**	**0**	**32**	**0**	**154**	**0**	**28**	**166**	**30**

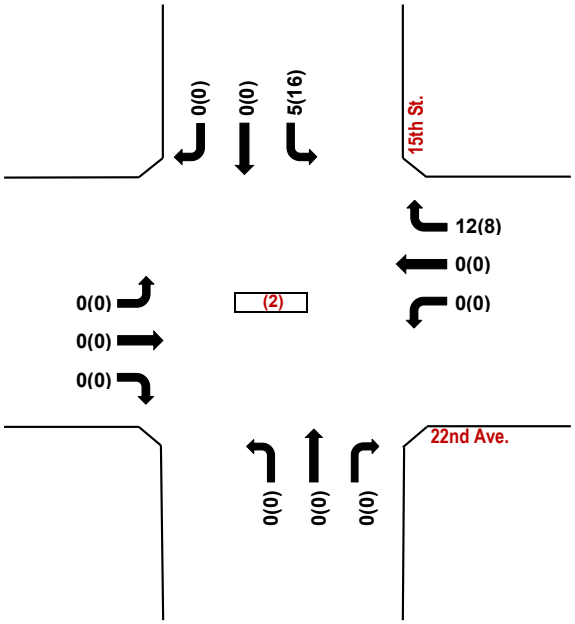
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



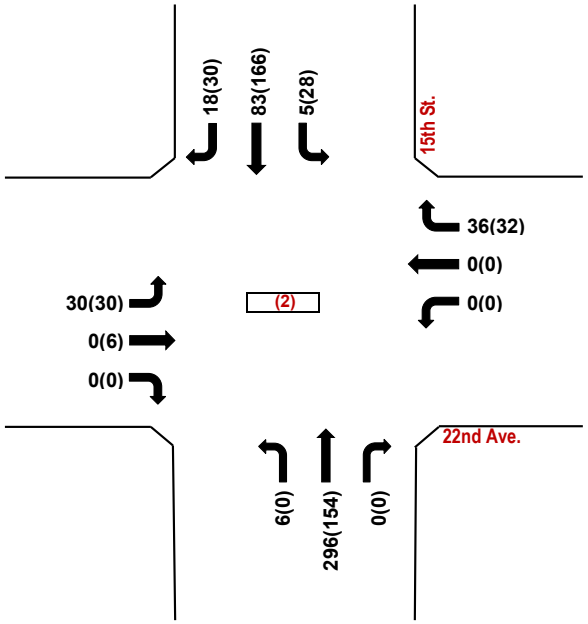
22nd Ave. / 15th St.

Trips Generated Volumes



22nd Ave. / 15th St.

2038 BUILD Volumes



22nd Ave. / 15th St.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (3)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2038**

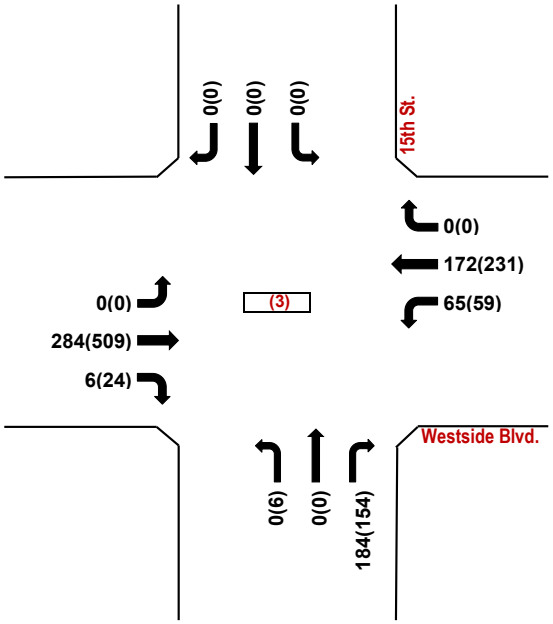
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	192	4	44	116	0	0	0	124	0	0	0
Background Traffic Growth	0	92	2	21	56	0	0	0	60	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***284***	***6***	***65***	***172***	***0***	***0***	***0***	***184***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	0	0	0	2	0	3	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**284**	**7**	**65**	**172**	**0**	**2**	**0**	**187**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	344	16	40	156	0	4	0	104	0	0	0
Background Traffic Growth	0	165	8	19	75	0	2	0	50	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***509***	***24***	***59***	***231***	***0***	***6***	***0***	***154***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	1	0	0	1	0	2	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**509**	**26**	**60**	**231**	**0**	**7**	**0**	**156**	**0**	**0**	**0**

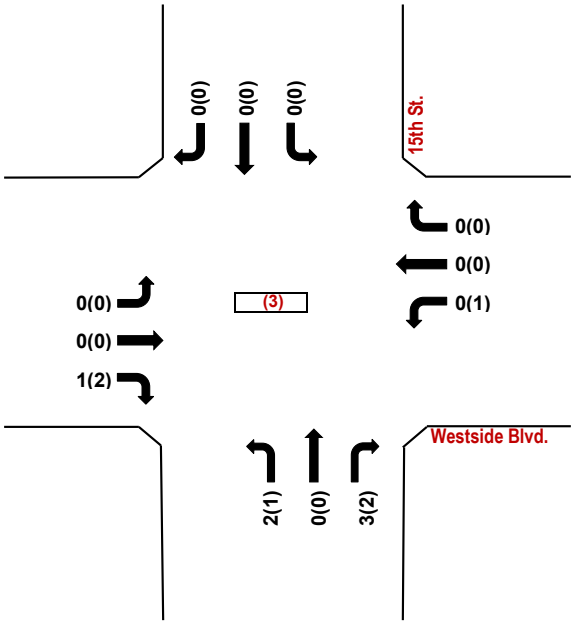
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



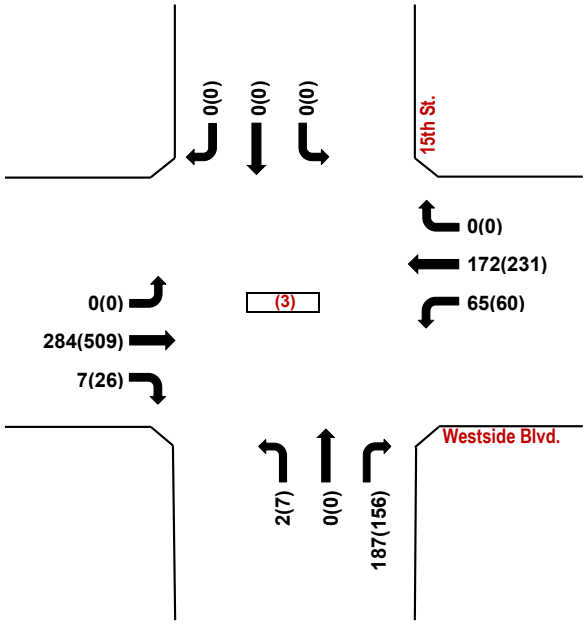
Westside Blvd. / 15th St.

Trips Generated Volumes



Westside Blvd. / 15th St.

2038 BUILD Volumes



Westside Blvd. / 15th St.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / Wellspring Ave.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (4)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2038**

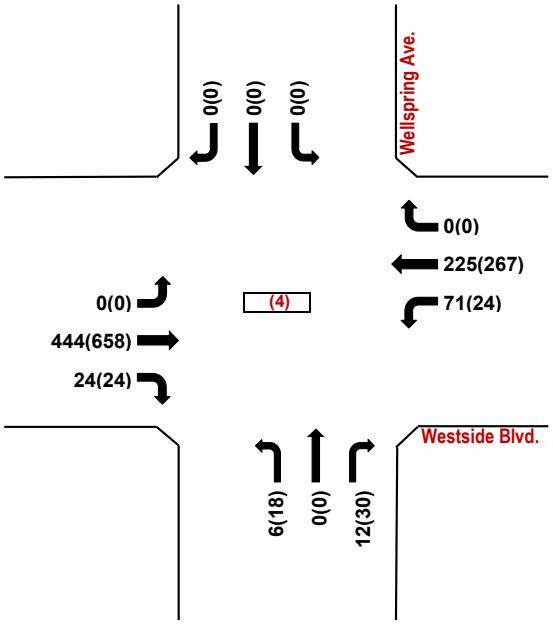
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	300	16	48	152	0	4	0	8	0	0	0
Background Traffic Growth	0	144	8	23	73	0	2	0	4	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***444***	***24***	***71***	***225***	***0***	***6***	***0***	***12***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	3	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**447**	**24**	**71**	**225**	**0**	**6**	**0**	**12**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	444	16	16	180	0	12	0	20	0	0	0
Background Traffic Growth	0	214	8	8	87	0	6	0	10	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***658***	***24***	***24***	***267***	***0***	***18***	***0***	***30***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	2	0	0	1	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**660**	**24**	**24**	**268**	**0**	**18**	**0**	**30**	**0**	**0**	**0**

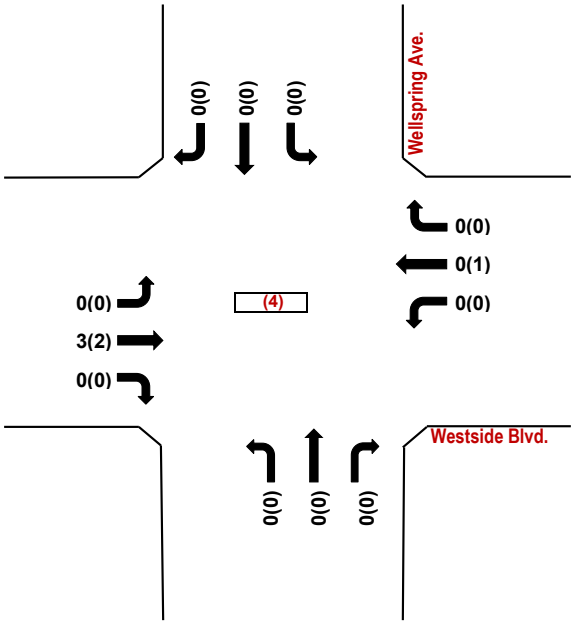
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



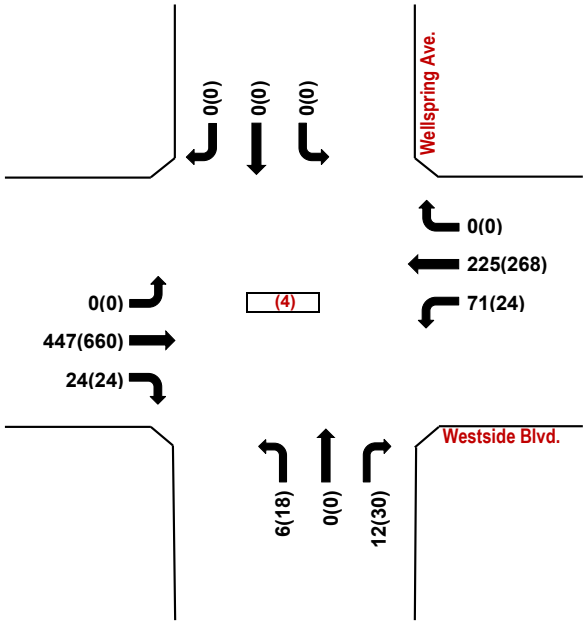
Westside Blvd. / Wellspring Ave.

Trips Generated Volumes



Westside Blvd. / Wellspring Ave.

2038 BUILD Volumes



Westside Blvd. / Wellspring Ave.
Condition: Without Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

20th Ave. / Wellspring Ave.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **20th Ave.** (5)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

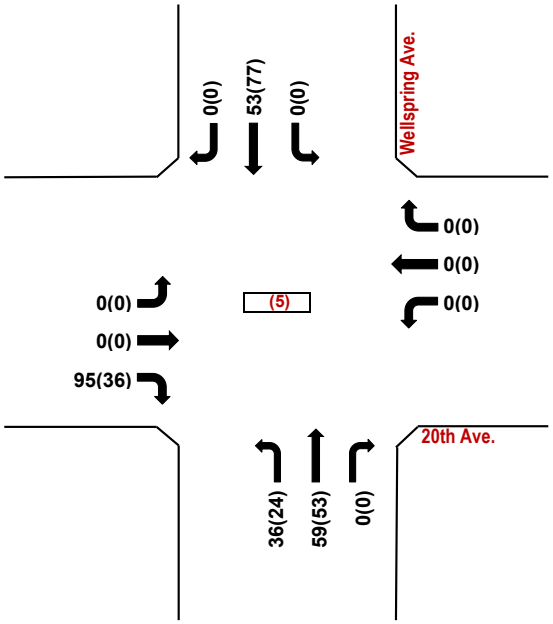
Horizon Year **2038**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (20th Ave.)			**Westbound (20th Ave.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	64	0	0	0	24	40	0	0	36	0
Background Traffic Growth	0	0	31	0	0	0	12	19	0	0	17	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***95***	***0***	***0***	***0***	***36***	***59***	***0***	***0***	***53***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**95**	**0**	**0**	**0**	**36**	**59**	**0**	**0**	**53**	**0**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (20th Ave.)			**Westbound (20th Ave.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	16	36	0	0	52	0
Background Traffic Growth	0	0	12	0	0	0	8	17	0	0	25	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***36***	***0***	***0***	***0***	***24***	***53***	***0***	***0***	***77***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**36**	**0**	**0**	**0**	**24**	**53**	**0**	**0**	**77**	**0**

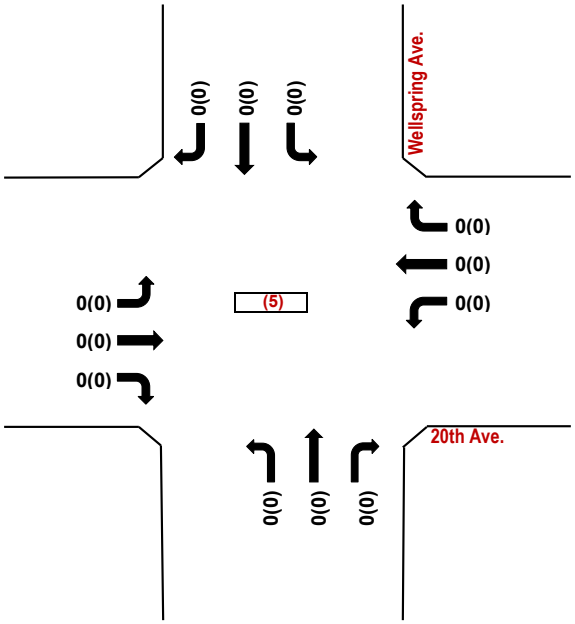
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



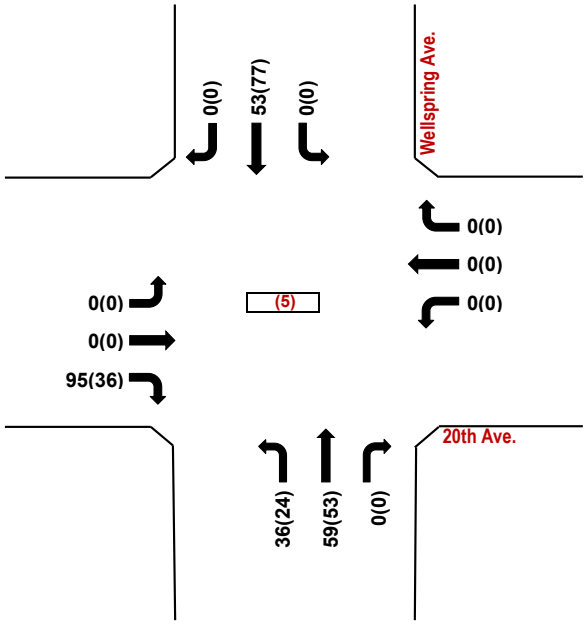
20th Ave. / Wellspring Ave.

Trips Generated Volumes



20th Ave. / Wellspring Ave.

2038 BUILD Volumes



20th Ave. / Wellspring Ave.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Wellspring Ave.** (6)

N-S Street: **Pavilion Wy./Eye Assn. Drwy**

Year of Existing Counts 2025

Horizon Year **2038**

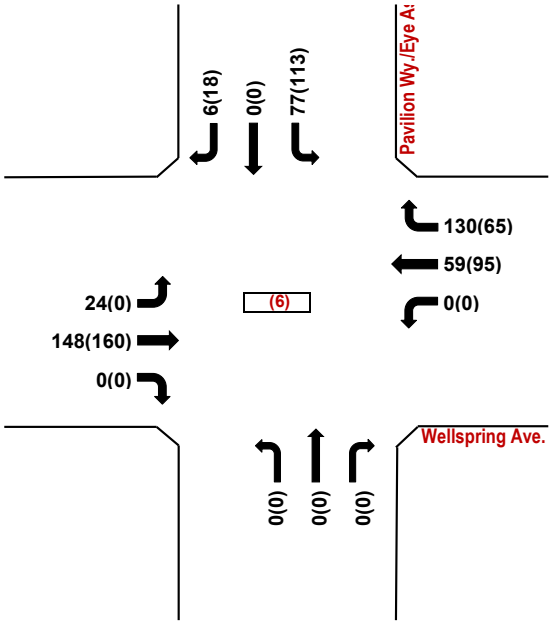
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellspring Ave.)			**Westbound (Wellspring Ave.)**			**NB (Pavilion Wy./Eye Assn. Drwy)**			**SB (Pavilion Wy./Eye Assn. Drwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	100	0	0	40	88	0	0	0	52	0	4
Background Traffic Growth	8	48	0	0	19	42	0	0	0	25	0	2
Subtotal (NO BUILD - A.M.)	***24***	***148***	***0***	***0***	***59***	***130***	***0***	***0***	***0***	***77***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**24**	**148**	**0**	**0**	**59**	**130**	**0**	**0**	**0**	**77**	**0**	**6**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellspring Ave.)			**Westbound (Wellspring Ave.)**			**NB (Pavilion Wy./Eye Assn. Drwy)**			**SB (Pavilion Wy./Eye Assn. Drwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	108	0	0	64	44	0	0	0	76	0	12
Background Traffic Growth	0	52	0	0	31	21	0	0	0	37	0	6
Subtotal (NO BUILD - P.M.)	***0***	***160***	***0***	***0***	***95***	***65***	***0***	***0***	***0***	***113***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**160**	**0**	**0**	**95**	**65**	**0**	**0**	**0**	**113**	**0**	**18**

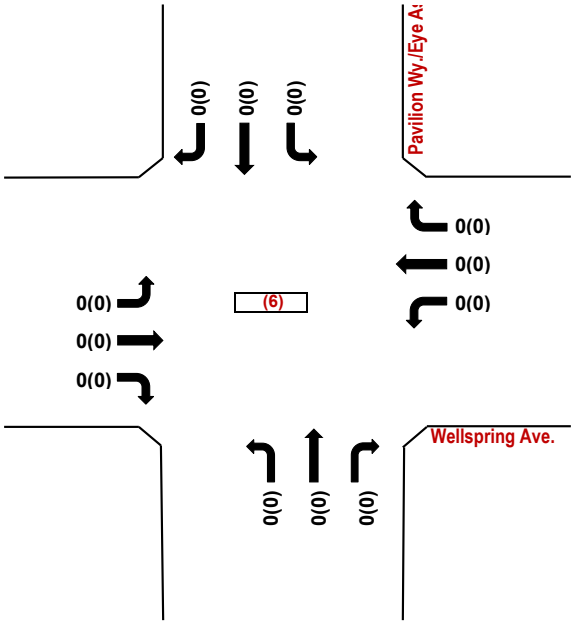
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



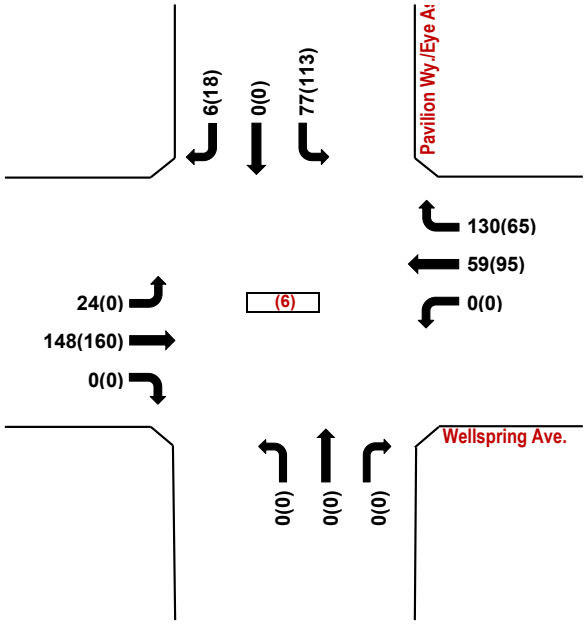
Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Trips Generated Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

2038 BUILD Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy
Condition: Without Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / Pavilion Way

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (7)

N-S Street: **Pavilion Way**

Year of Existing Counts 2025

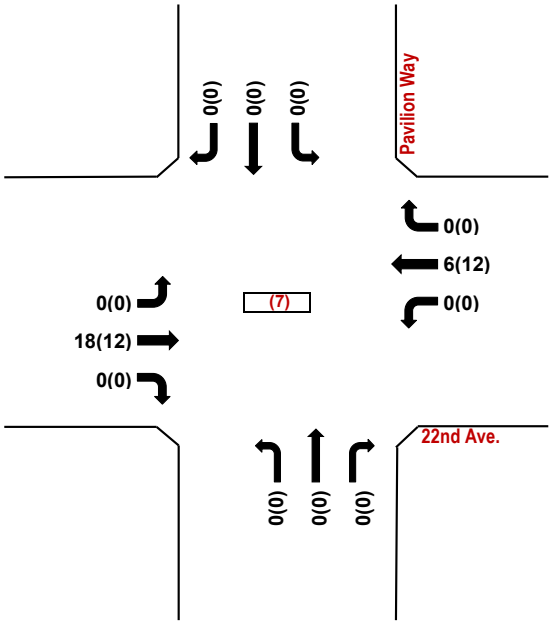
Horizon Year **2038**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (Pavilion Way)**			**Southbound (Pavilion Way)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	12	0	0	4	0	0	0	0	0	0	0
Background Traffic Growth	0	6	0	0	2	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***18***	***0***	***0***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	5	0	0	12	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**23**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (Pavilion Way)**			**Southbound (Pavilion Way)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	8	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***12***	***0***	***0***	***12***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	16	0	0	8	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**28**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

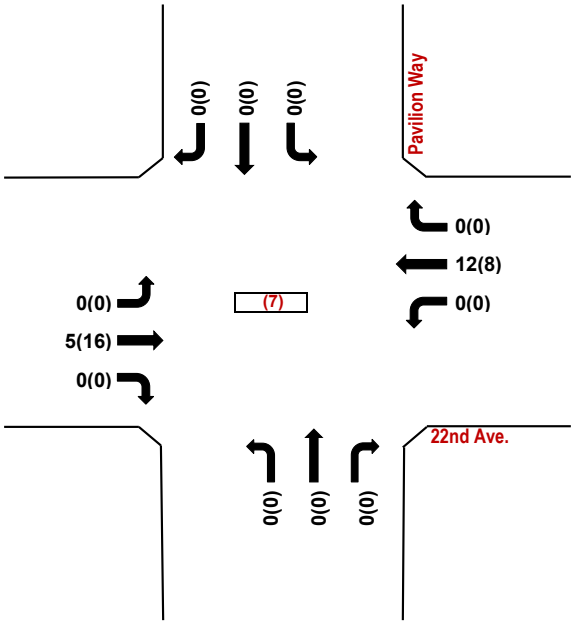
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



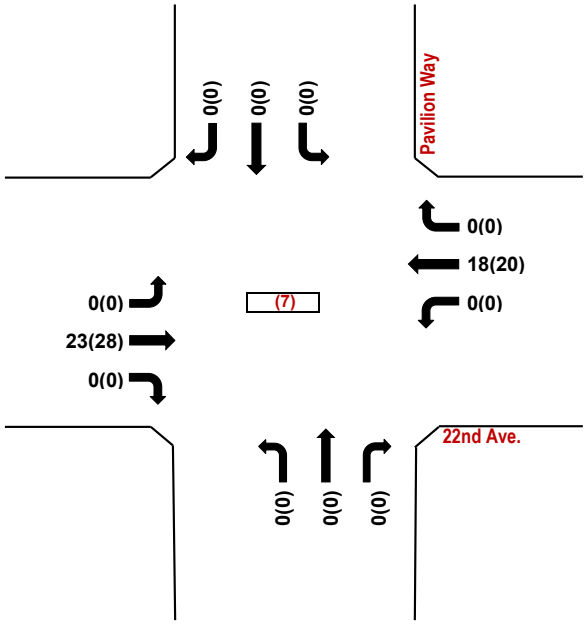
22nd Ave. / Pavilion Way

Trips Generated Volumes



22nd Ave. / Pavilion Way

2038 BUILD Volumes



22nd Ave. / Pavilion Way

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Driveway "A" / 19th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Driveway "A"** (8)

N-S Street: **19th St.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

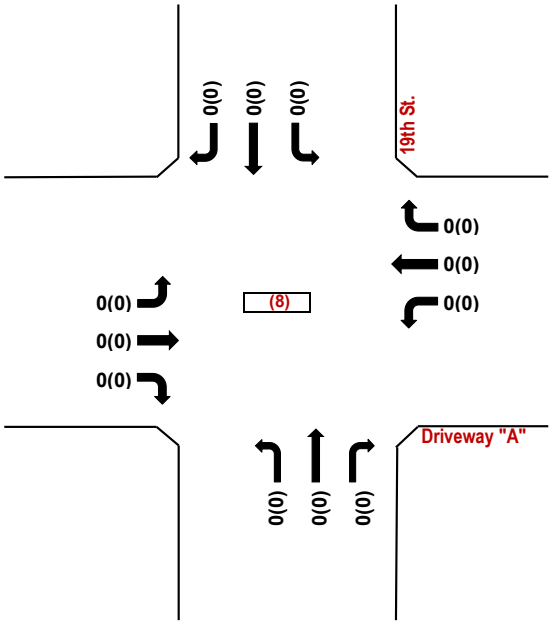
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.00%***	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	47	0	0	0	16	0	5	0	0	0
Total AM Peak Hour BUILD Volumes	**12**	**0**	**47**	**0**	**0**	**0**	**16**	**0**	**5**	**0**	**0**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***75.00%***	*0.00%*	***25.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	32	0	0	0	49	0	16	0	0	0
Total PM Peak Hour BUILD Volumes	**8**	**0**	**32**	**0**	**0**	**0**	**49**	**0**	**16**	**0**	**0**	**0**

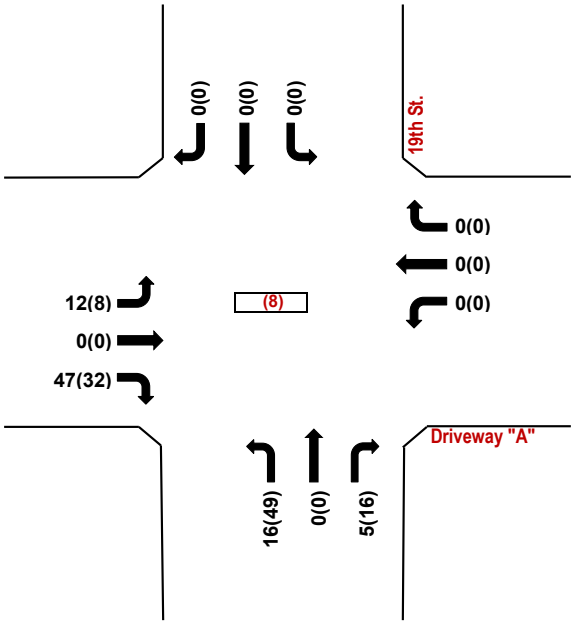
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



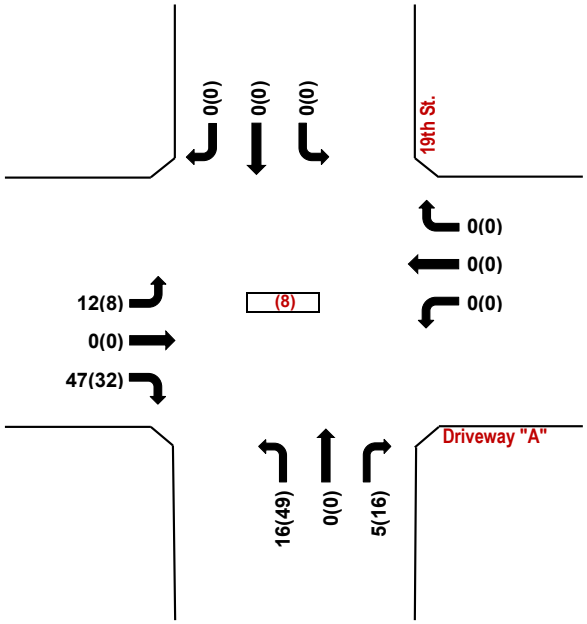
Driveway "A" / 19th St.

Trips Generated Volumes



Driveway "A" / 19th St.

2038 BUILD Volumes



Driveway "A" / 19th St.
Condition: Without Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Unser Blvd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (9)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

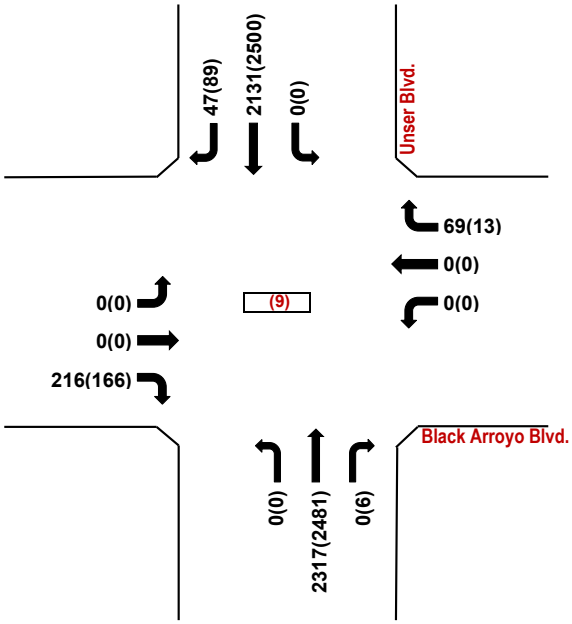
Horizon Year **2038**

	Growth Rates	3.70%			3.70%			3.70%			3.70%		
		Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth		0	0	67	0	0	21	0	725	0	0	683	15
Subtotal		0	0	207	0	0	65	0	2,233	0	0	2,103	47
Los Diamantes TIS		0	0	9	0	0	4	0	84	0	0	28	0
Subtotal (NO BUILD - A.M.)		***0***	***0***	***216***	***0***	***0***	***69***	***0***	***2,317***	***0***	***0***	***2,131***	***47***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated		0	0	47	0	0	0	0	4	0	0	0	3
Total AM Peak Hour BUILD Volumes		**0**	**0**	**263**	**0**	**0**	**69**	**0**	**2,321**	**0**	**0**	**2,131**	**50**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	48	0	0	4	0	791	2	0	793	29
Subtotal	0	0	148	0	0	12	0	2,435	6	0	2,441	89
Los Diamantes TIS	0	0	18	0	0	1	0	46	0	0	59	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***166***	***0***	***0***	***13***	***0***	***2,481***	***6***	***0***	***2,500***	***89***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***15.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	0	13	0	0	0	10
Total PM Peak Hour BUILD Volumes	**0**	**0**	**198**	**0**	**0**	**13**	**0**	**2,494**	**6**	**0**	**2,500**	**99**

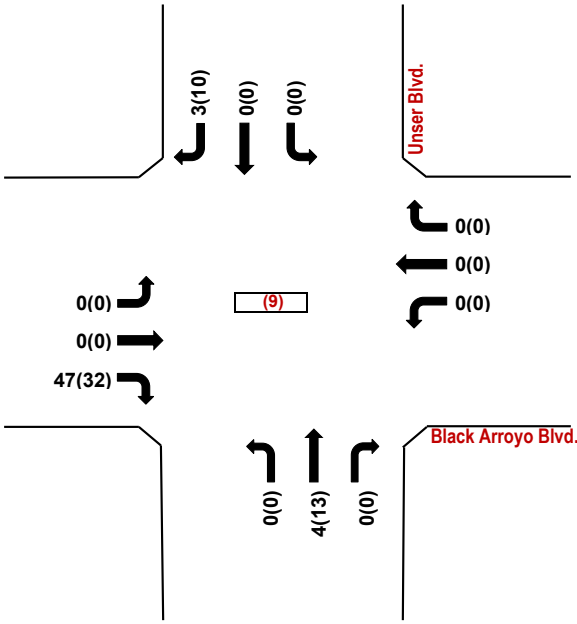
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2038 NO BUILD Volumes



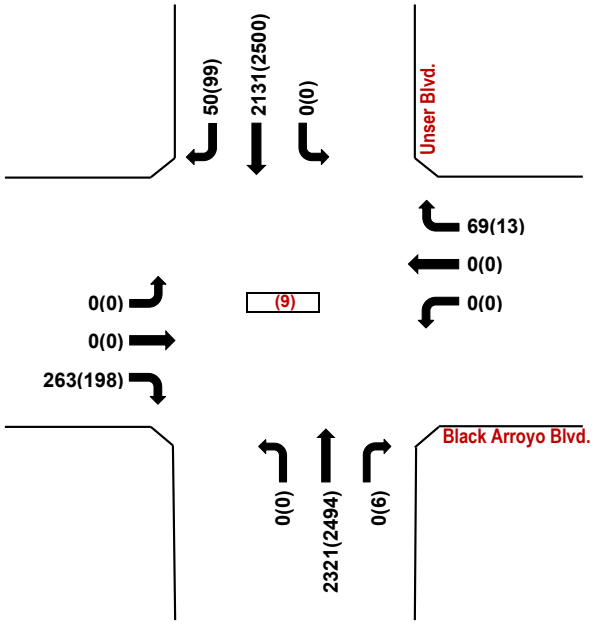
Black Arroyo Blvd. / Unser Blvd.

Trips Generated Volumes



Black Arroyo Blvd. / Unser Blvd.

2038 BUILD Volumes



Black Arroyo Blvd. / Unser Blvd.

Condition: Without Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Night Whisper Rd. / Unser Blvd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Night Whisper Rd.** (10)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

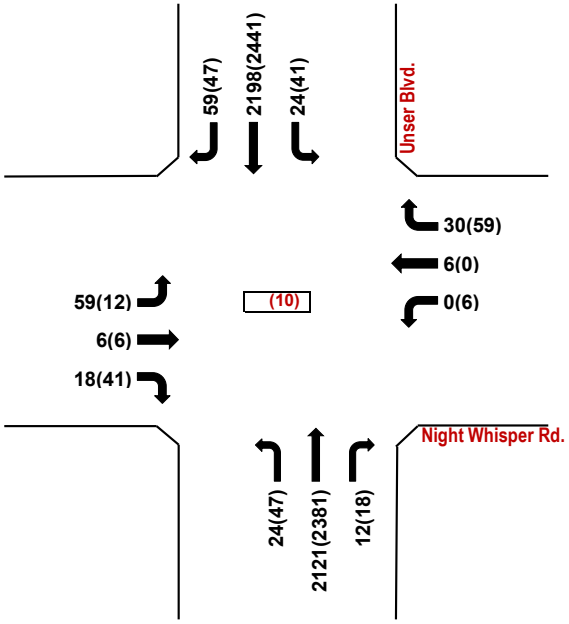
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth	19	2	6	0	2	10	8	689	4	8	714	19
Subtotal	59	6	18	0	6	30	24	2,121	12	24	2,198	59
Subtotal (NO BUILD - A.M.)	***59***	***6***	***18***	***0***	***6***	***30***	***24***	***2,121***	***12***	***24***	***2,198***	***59***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	12	4	0	0	47	0
Total AM Peak Hour BUILD Volumes	**59**	**6**	**18**	**0**	**6**	**30**	**36**	**2,125**	**12**	**24**	**2,245**	**59**

3.70% 3.70% 3.70% 3.70%

	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth	4	2	13	2	0	19	15	773	6	13	793	15
Subtotal	12	6	41	6	0	59	47	2,381	18	41	2,441	47
Subtotal (NO BUILD - P.M.)	***12***	***6***	***41***	***6***	***0***	***59***	***47***	***2,381***	***18***	***41***	***2,441***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	13	13	0	0	32	0
Total PM Peak Hour BUILD Volumes	**12**	**6**	**41**	**6**	**0**	**59**	**60**	**2,394**	**18**	**41**	**2,473**	**47**

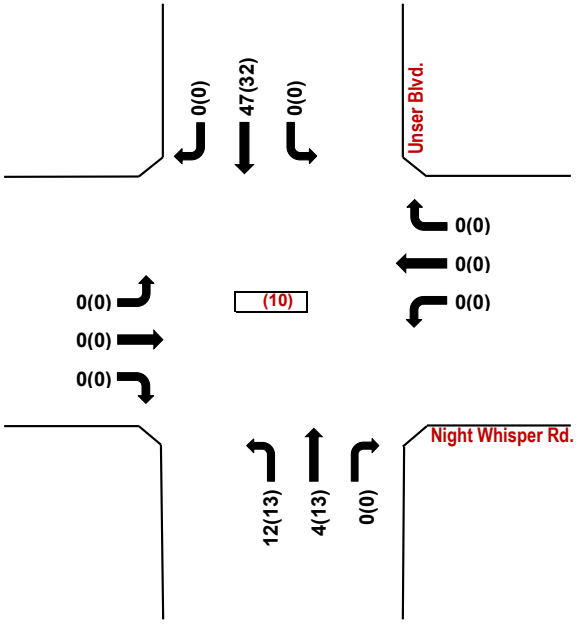
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



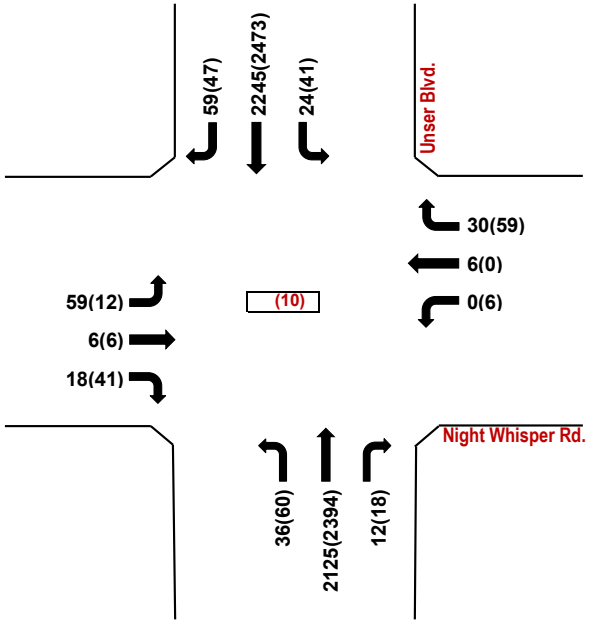
Night Whisper Rd. / Unser Blvd.

Trips Generated Volumes



Night Whisper Rd. / Unser Blvd.

2028 BUILD Volumes



Night Whisper Rd. / Unser Blvd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Pinon Verde Rd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (11)

N-S Street: **Pinon Verde Rd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

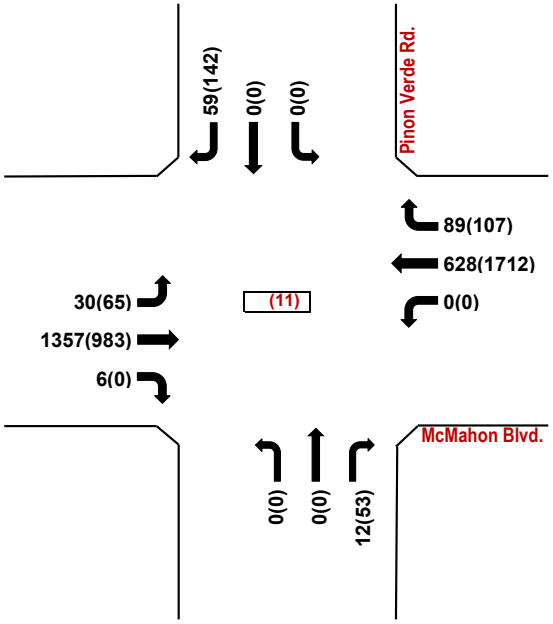
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	916	4	0	424	60	0	0	8	0	0	40
Background Traffic Growth	10	441	2	0	204	29	0	0	4	0	0	19
Subtotal	30	1,357	6	0	628	89	0	0	12	0	0	59
Subtotal (NO BUILD - A.M.)	***30***	***1,357***	***6***	***0***	***628***	***89***	***0***	***0***	***12***	***0***	***0***	***59***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**30**	**1,357**	**6**	**0**	**628**	**89**	**0**	**0**	**12**	**0**	**0**	**59**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	664	0	0	1,156	72	0	0	36	0	0	96
Background Traffic Growth	21	319	0	0	556	35	0	0	17	0	0	46
Subtotal	65	983	0	0	1,712	107	0	0	53	0	0	142
Subtotal (NO BUILD - P.M.)	***65***	***983***	***0***	***0***	***1,712***	***107***	***0***	***0***	***53***	***0***	***0***	***142***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***29.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	7	19	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**65**	**983**	**0**	**0**	**1,719**	**126**	**0**	**0**	**53**	**0**	**0**	**142**

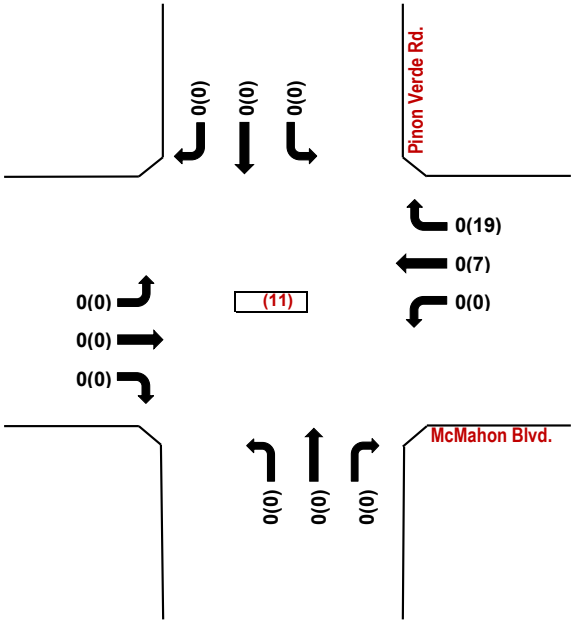
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



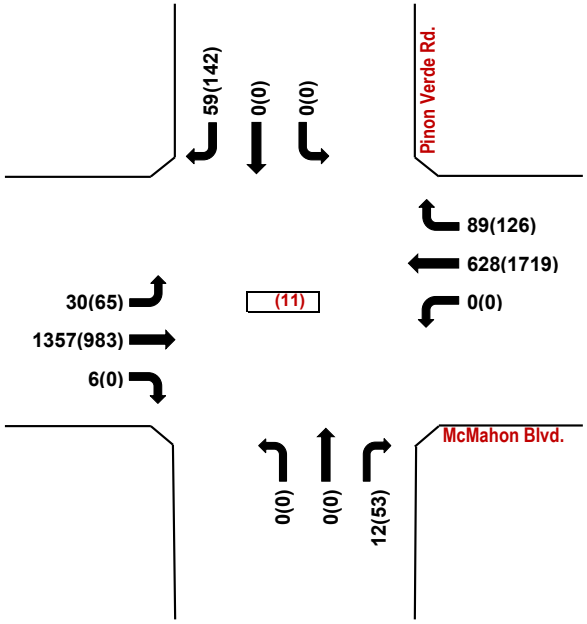
McMahon Blvd. / Pinon Verde Rd.

Trips Generated Volumes



McMahon Blvd. / Pinon Verde Rd.

2028 BUILD Volumes



McMahon Blvd. / Pinon Verde Rd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Bandelier Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (12)

N-S Street: **Bandelier Dr.**

Year of Existing Counts 2025

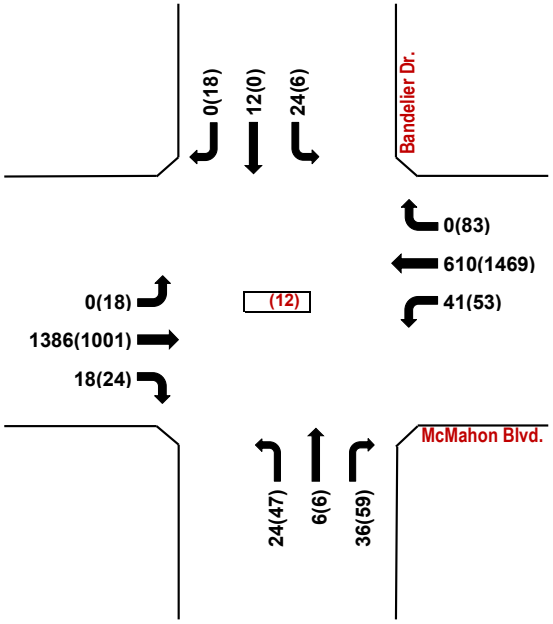
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	936	12	28	412	0	16	4	24	16	8	0
Background Traffic Growth	0	450	6	13	198	0	8	2	12	8	4	0
Subtotal	0	1,386	18	41	610	0	24	6	36	24	12	0
Subtotal (NO BUILD - A.M.)	***0***	***1,386***	***18***	***41***	***610***	***0***	***24***	***6***	***36***	***24***	***12***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**1,386**	**18**	**41**	**610**	**0**	**24**	**6**	**36**	**24**	**12**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	676	16	36	992	56	32	4	40	4	0	12
Background Traffic Growth	6	325	8	17	477	27	15	2	19	2	0	6
Subtotal	18	1,001	24	53	1,469	83	47	6	59	6	0	18
Subtotal (NO BUILD - P.M.)	***18***	***1,001***	***24***	***53***	***1,469***	***83***	***47***	***6***	***59***	***6***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	7	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**18**	**1,001**	**24**	**53**	**1,469**	**90**	**47**	**6**	**59**	**6**	**0**	**18**

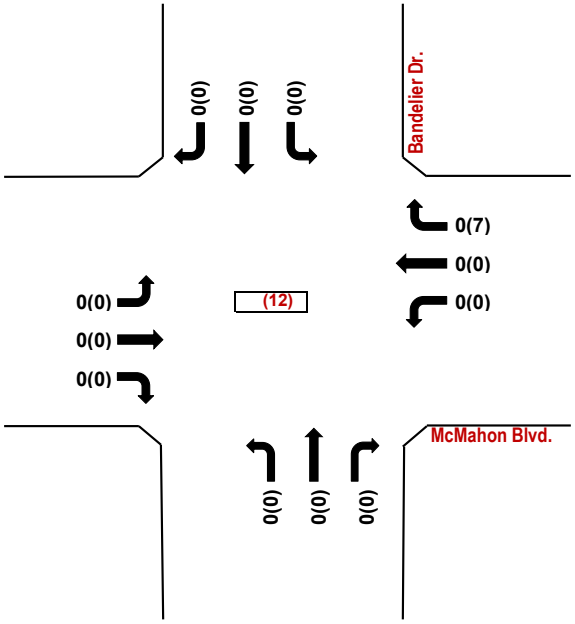
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



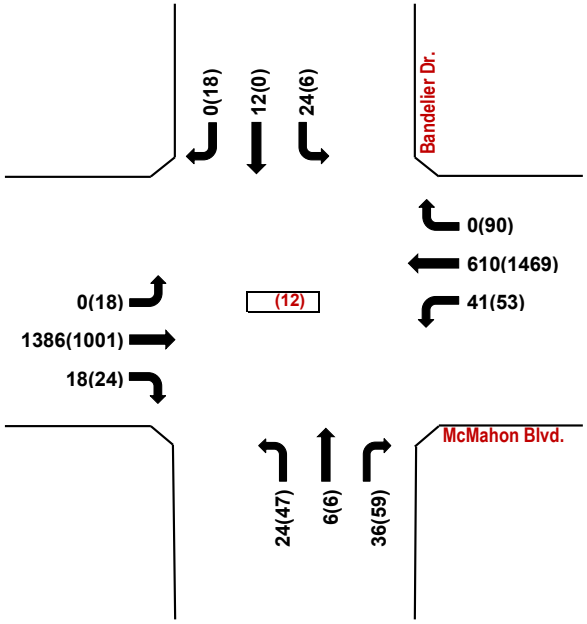
McMahon Blvd. / Bandelier Dr.

Trips Generated Volumes



McMahon Blvd. / Bandelier Dr.

2028 BUILD Volumes



McMahon Blvd. / Bandelier Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (13)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

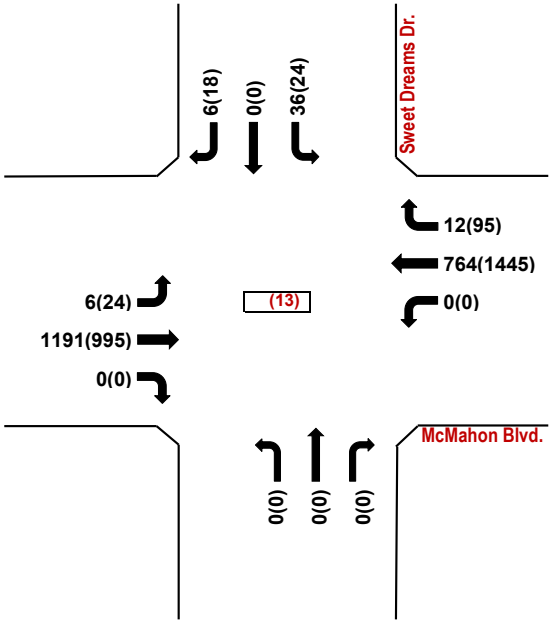
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	804	0	0	516	8	0	0	0	24	0	4
Background Traffic Growth	2	387	0	0	248	4	0	0	0	12	0	2
Subtotal	6	1,191	0	0	764	12	0	0	0	36	0	6
Subtotal (NO BUILD - A.M.)	***6***	***1,191***	***0***	***0***	***764***	***12***	***0***	***0***	***0***	***36***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**6**	**1,191**	**0**	**0**	**764**	**12**	**0**	**0**	**0**	**36**	**0**	**6**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	672	0	0	976	64	0	0	0	16	0	12
Background Traffic Growth	8	323	0	0	469	31	0	0	0	8	0	6
Subtotal	24	995	0	0	1,445	95	0	0	0	24	0	18
Subtotal (NO BUILD - P.M.)	***24***	***995***	***0***	***0***	***1,445***	***95***	***0***	***0***	***0***	***24***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**24**	**995**	**0**	**0**	**1,445**	**95**	**0**	**0**	**0**	**24**	**0**	**18**

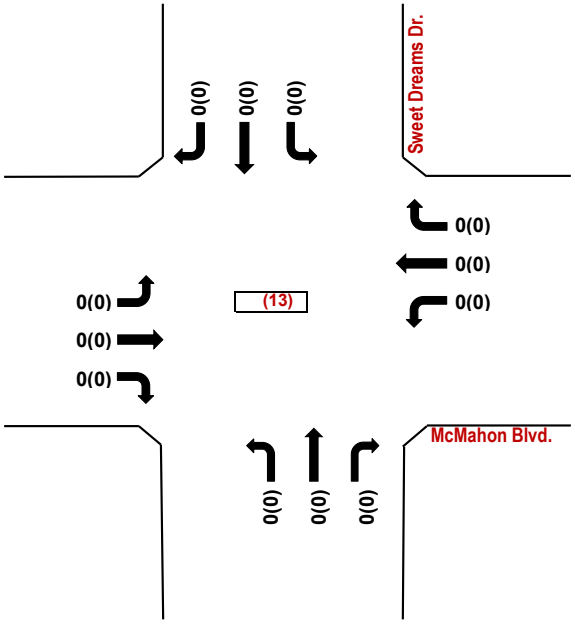
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



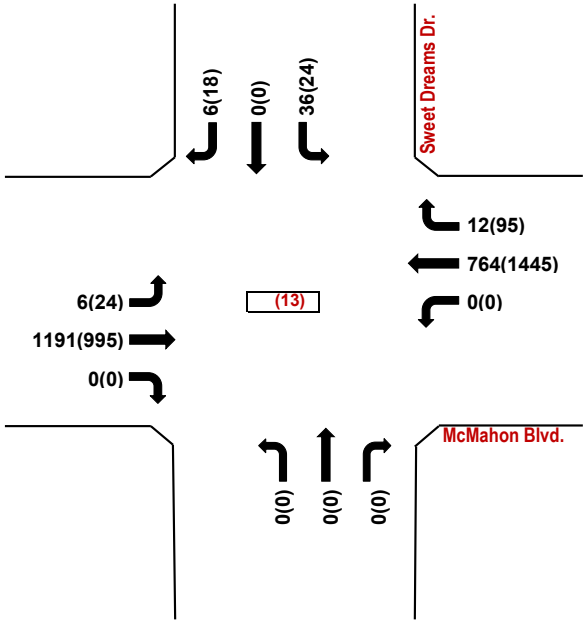
McMahon Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



McMahon Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



McMahon Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Milky Way St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (14)

N-S Street: **Milky Way St.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

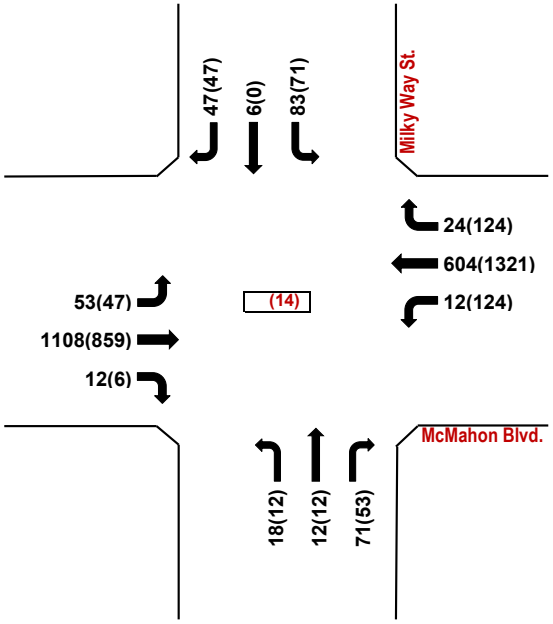
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	36	748	8	8	408	16	12	8	48	56	4	32
Background Traffic Growth	17	360	4	4	196	8	6	4	23	27	2	15
Subtotal	53	1,108	12	12	604	24	18	12	71	83	6	47
Subtotal (NO BUILD - A.M.)	***53***	***1,108***	***12***	***12***	***604***	***24***	***18***	***12***	***71***	***83***	***6***	***47***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	**53**	**1,108**	**12**	**12**	**604**	**24**	**18**	**12**	**71**	**83**	**6**	**48**

3.70% 3.70% 3.70% 3.70%

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	32	580	4	84	892	84	8	8	36	48	0	32
Background Traffic Growth	15	279	2	40	429	40	4	4	17	23	0	15
Subtotal	47	859	6	124	1,321	124	12	12	53	71	0	47
Subtotal (NO BUILD - P.M.)	***47***	***859***	***6***	***124***	***1,321***	***124***	***12***	***12***	***53***	***71***	***0***	***47***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**48**	**859**	**6**	**124**	**1,321**	**124**	**12**	**12**	**53**	**71**	**0**	**47**

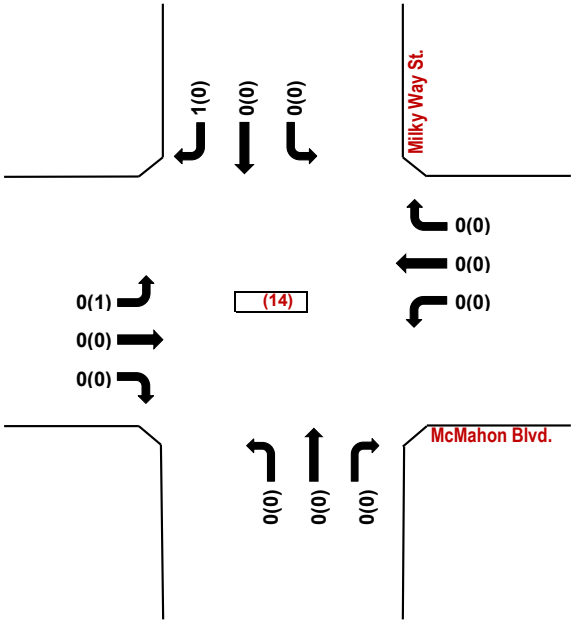
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



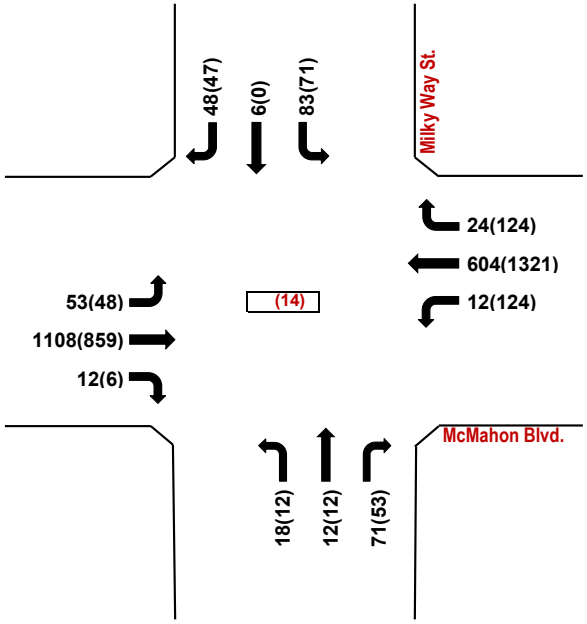
McMahon Blvd. / Milky Way St.

Trips Generated Volumes



McMahon Blvd. / Milky Way St.

2028 BUILD Volumes



McMahon Blvd. / Milky Way St.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (15)

N-S Street: **Milky Way St / 15th St.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

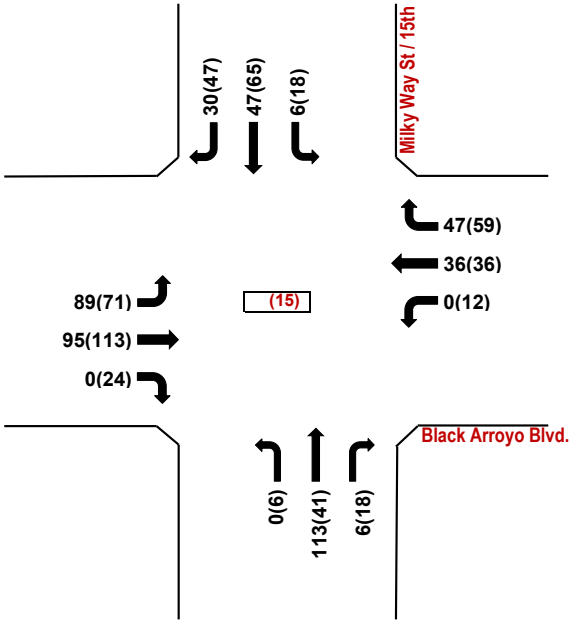
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	60	64	0	0	24	32	0	76	4	4	32	20
Background Traffic Growth	29	31	0	0	12	15	0	37	2	2	15	10
Subtotal	89	95	0	0	36	47	0	113	6	6	47	30
Subtotal (NO BUILD - A.M.)	***89***	***95***	***0***	***0***	***36***	***47***	***0***	***113***	***6***	***6***	***47***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**89**	**95**	**0**	**1**	**36**	**47**	**0**	**113**	**6**	**6**	**47**	**30**

3.70% **3.70%** **3.70%** **3.70%**

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	76	16	8	24	40	4	28	12	12	44	32
Background Traffic Growth	23	37	8	4	12	19	2	13	6	6	21	15
Subtotal	71	113	24	12	36	59	6	41	18	18	65	47
Subtotal (NO BUILD - P.M.)	***71***	***113***	***24***	***12***	***36***	***59***	***6***	***41***	***18***	***18***	***65***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**71**	**113**	**24**	**12**	**36**	**59**	**6**	**41**	**19**	**18**	**65**	**47**

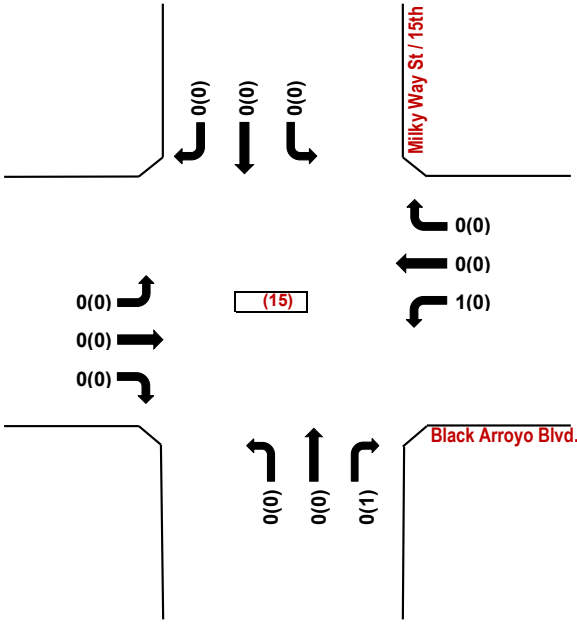
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



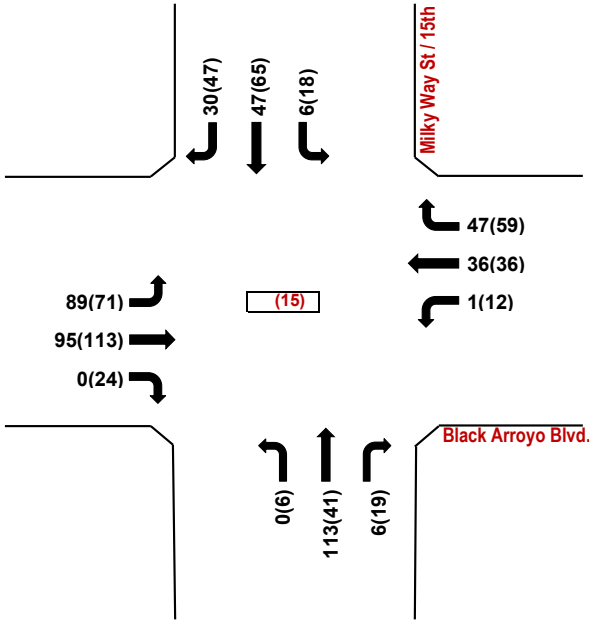
Black Arroyo Blvd. / Milky Way St / 15th St.

Trips Generated Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

2028 BUILD Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (16)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

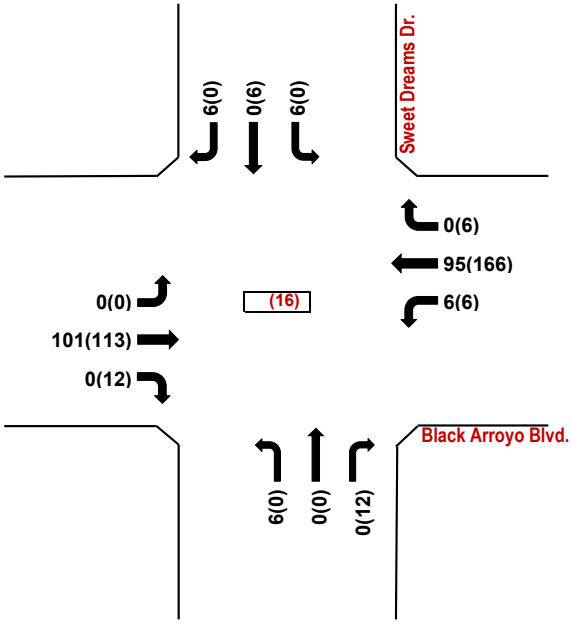
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	4	64	0	4	0	0	4	0	4
Background Traffic Growth	0	33	0	2	31	0	2	0	0	2	0	2
Subtotal	0	101	0	6	95	0	6	0	0	6	0	6
Subtotal (NO BUILD - A.M.)	***0***	***101***	***0***	***6***	***95***	***0***	***6***	***0***	***0***	***6***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**101**	**0**	**6**	**96**	**0**	**6**	**0**	**0**	**6**	**0**	**6**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	76	8	4	112	4	0	0	8	0	4	0
Background Traffic Growth	0	37	4	2	54	2	0	0	4	0	2	0
Subtotal	0	113	12	6	166	6	0	0	12	0	6	0
Subtotal (NO BUILD - P.M.)	***0***	***113***	***12***	***6***	***166***	***6***	***0***	***0***	***12***	***0***	***6***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**114**	**12**	**6**	**166**	**6**	**0**	**0**	**12**	**0**	**6**	**0**

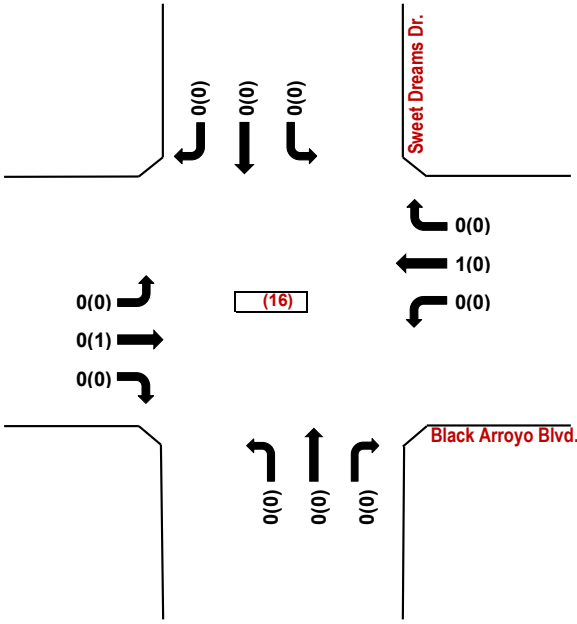
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



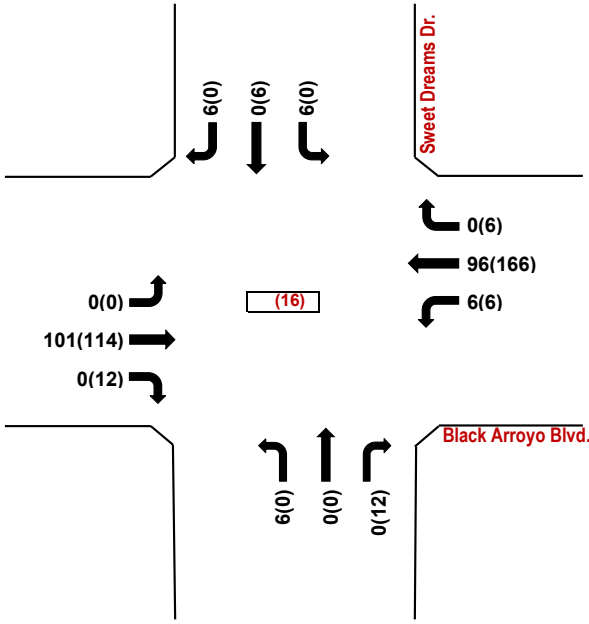
Black Arroyo Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Dreamy Way Dr.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (17)

N-S Street: **Dreamy Way Dr.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%**

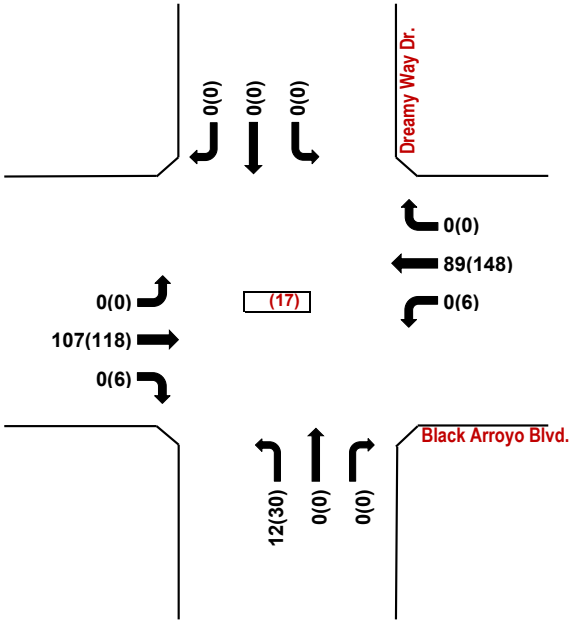
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	0	60	0	8	0	0	0	0	0
Background Traffic Growth	0	35	0	0	29	0	4	0	0	0	0	0
Subtotal	0	107	0	0	89	0	12	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***107***	***0***	***0***	***89***	***0***	***12***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**107**	**0**	**0**	**90**	**0**	**12**	**0**	**0**	**0**	**0**	**0**

3.70%

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	80	4	4	100	0	20	0	0	0	0	0
Background Traffic Growth	0	38	2	2	48	0	10	0	0	0	0	0
Subtotal	0	118	6	6	148	0	30	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***118***	***6***	***6***	***148***	***0***	***30***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	7	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**119**	**6**	**6**	**148**	**0**	**30**	**0**	**7**	**0**	**0**	**0**

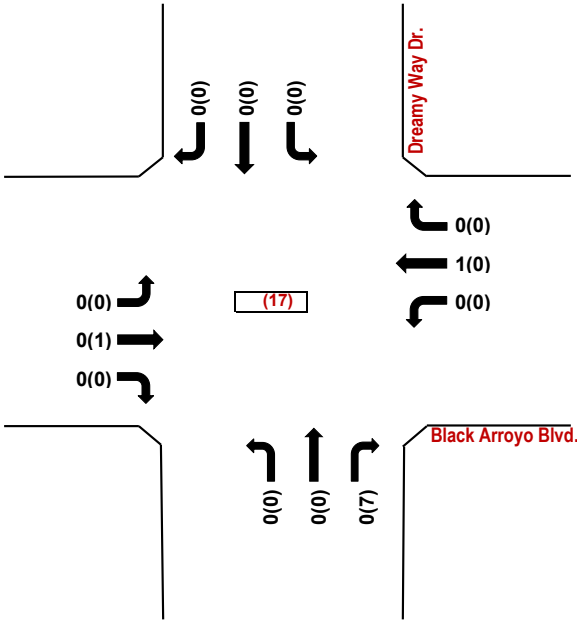
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



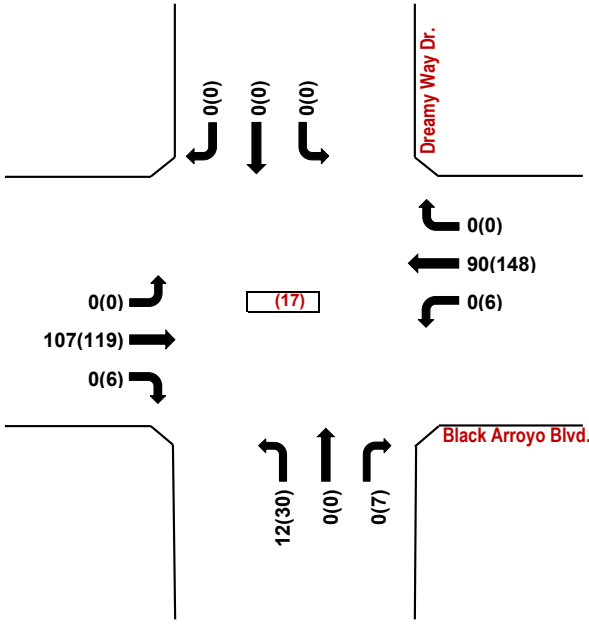
Black Arroyo Blvd. / Dreamy Way Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (18)

N-S Street: **19th St. / Pinon Altos Rd.**

Year of Existing Counts 2025

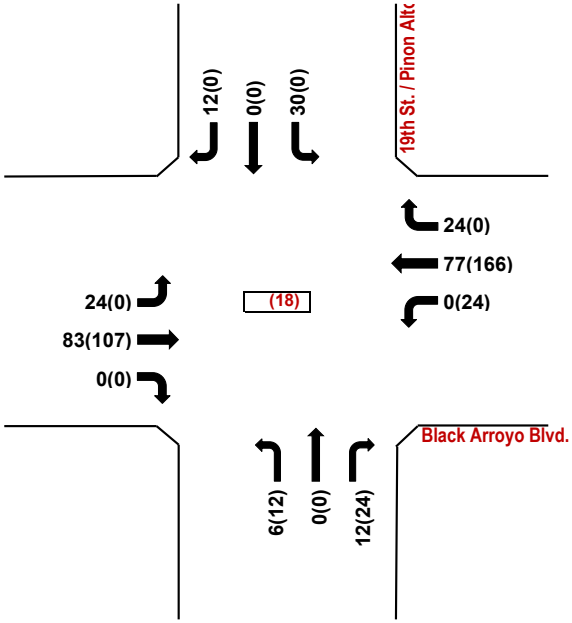
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	56	0	0	52	16	4	0	8	20	0	8
Background Traffic Growth	8	27	0	0	25	8	2	0	4	10	0	4
Subtotal	24	83	0	0	77	24	6	0	12	30	0	12
Subtotal (NO BUILD - A.M.)	***24***	***83***	***0***	***0***	***77***	***24***	***6***	***0***	***12***	***30***	***0***	***12***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***74.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	16	0	0	0	47	0	1
Total AM Peak Hour BUILD Volumes	**24**	**83**	**0**	**0**	**77**	**40**	**6**	**0**	**12**	**77**	**0**	**13**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	16	112	0	8	0	16	0	0	0
Background Traffic Growth	0	35	0	8	54	0	4	0	8	0	0	0
Subtotal	0	107	0	24	166	0	12	0	24	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***107***	***0***	***24***	***166***	***0***	***12***	***0***	***24***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***11.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***64.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	7	0	0	0	0	42	0	0	0	32	0	0
Total PM Peak Hour BUILD Volumes	**7**	**107**	**0**	**24**	**166**	**42**	**12**	**0**	**24**	**32**	**0**	**0**

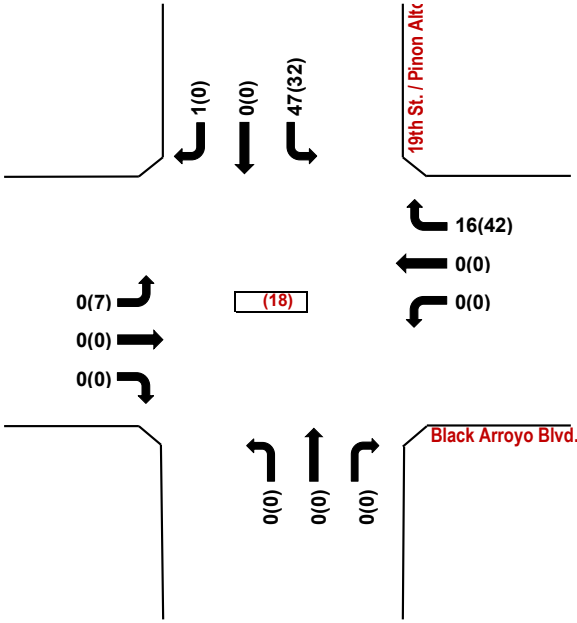
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



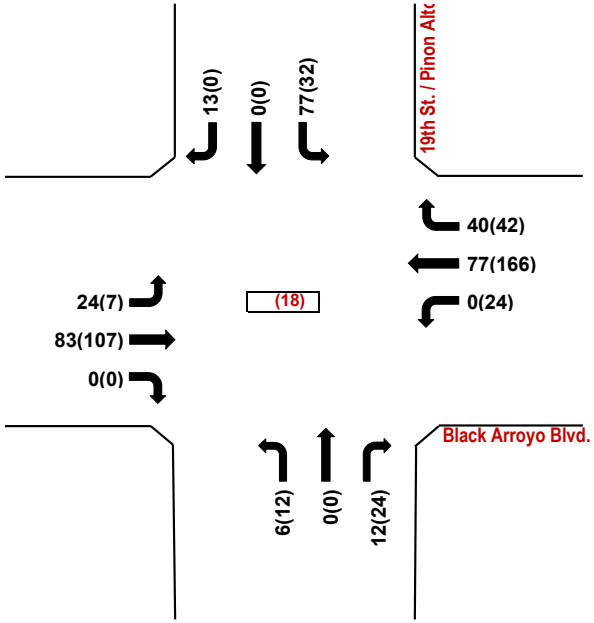
Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Trips Generated Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

2028 BUILD Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: Without Pavilion Way

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: Without Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (19)

N-S Street: **Pinon Azul St. / Nursing Facility DW**

Year of Existing Counts 2025

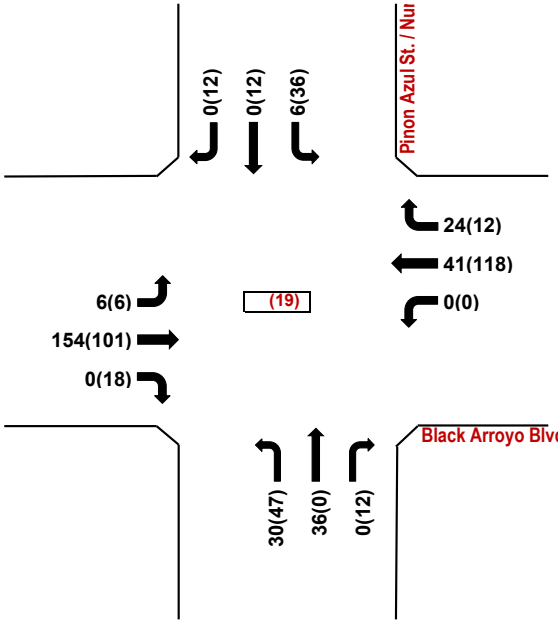
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	104	0	0	28	16	20	24	0	4	0	0
Background Traffic Growth	2	50	0	0	13	8	10	12	0	2	0	0
Subtotal	6	154	0	0	41	24	30	36	0	6	0	0
Subtotal (NO BUILD - A.M.)	***6***	***154***	***0***	***0***	***41***	***24***	***30***	***36***	***0***	***6***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	47	0	0	3	0	12	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**6**	**201**	**0**	**0**	**44**	**24**	**42**	**36**	**0**	**6**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	68	12	0	80	8	32	0	8	24	8	8
Background Traffic Growth	2	33	6	0	38	4	15	0	4	12	4	4
Subtotal	6	101	18	0	118	12	47	0	12	36	12	12
Subtotal (NO BUILD - P.M.)	***6***	***101***	***18***	***0***	***118***	***12***	***47***	***0***	***12***	***36***	***12***	***12***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***15.00%***	*0.00%*	***49.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	32	0	0	10	0	32	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**6**	**133**	**18**	**0**	**128**	**12**	**79**	**0**	**12**	**36**	**12**	**12**

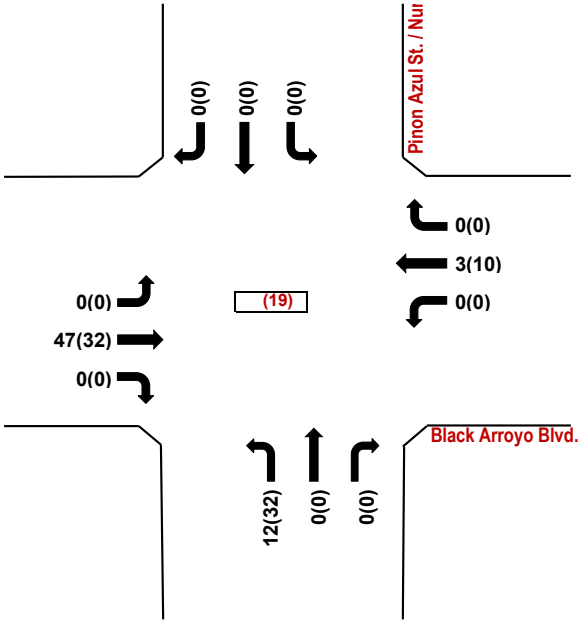
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



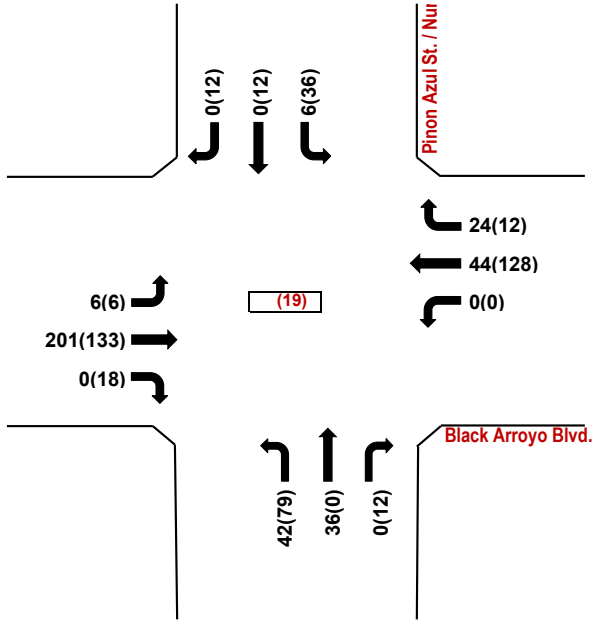
Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Trips Generated Volumes



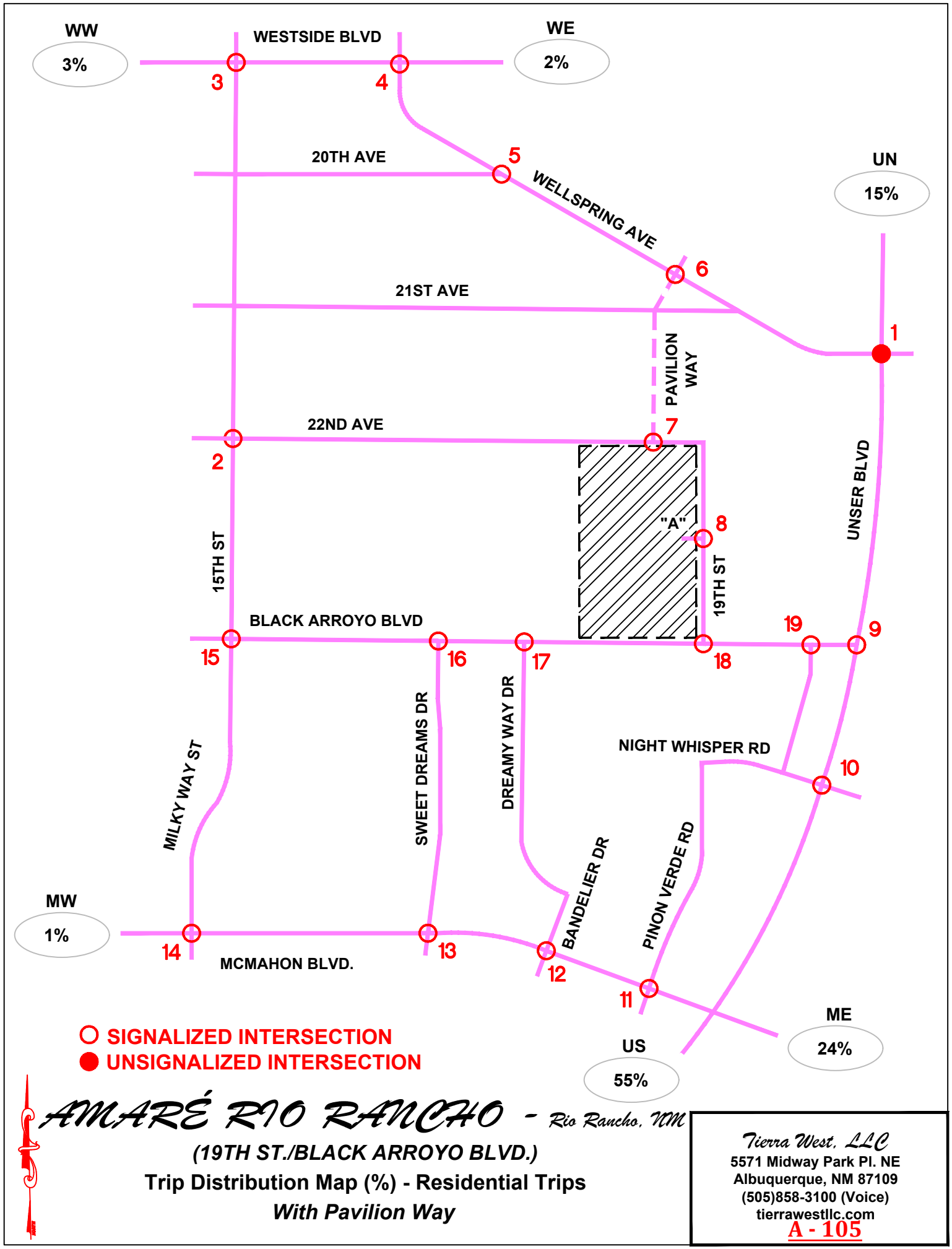
Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

2028 BUILD Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: Without Pavilion Way



AMARÉ RIO RANCHO - Rio Rancho, NM

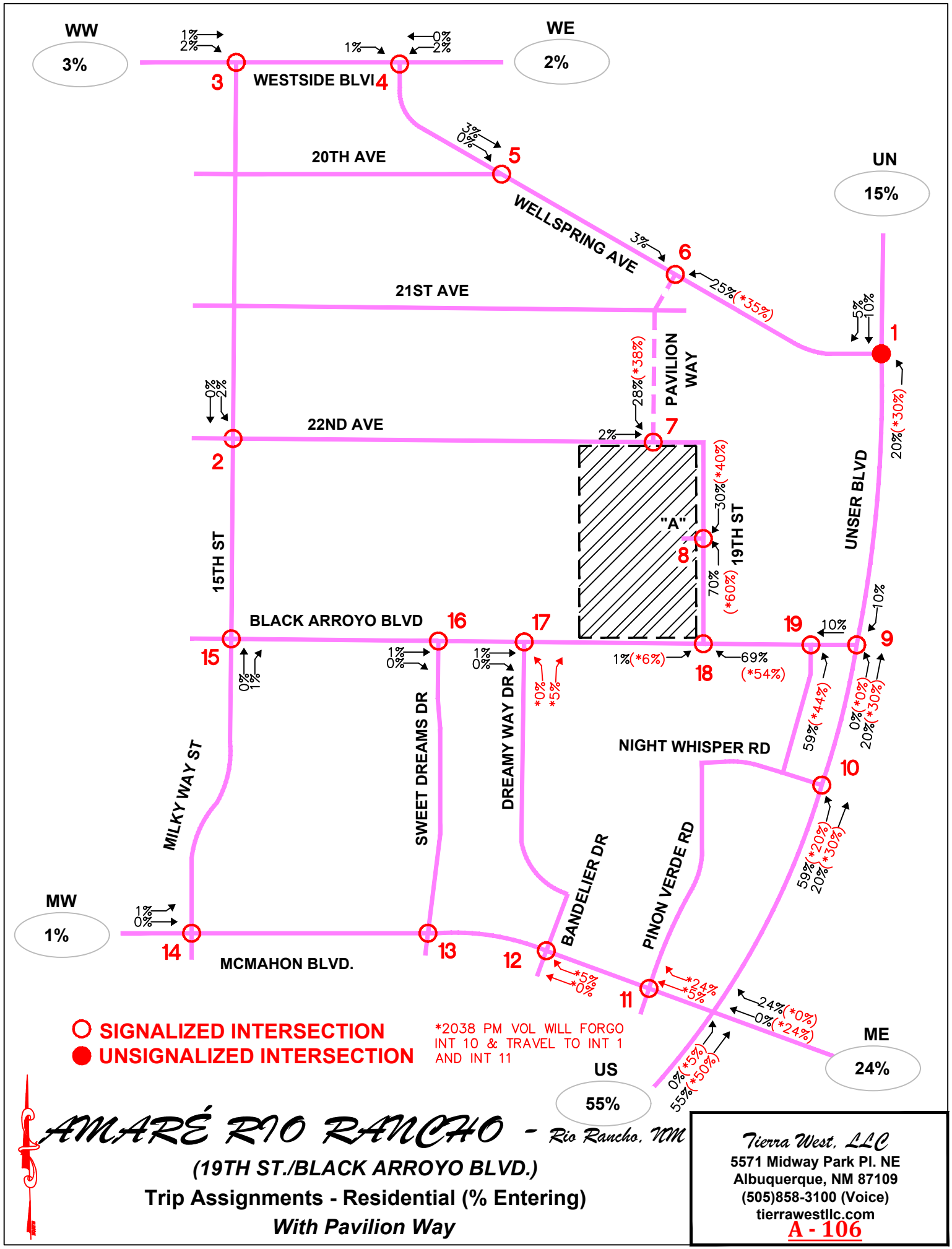
(19TH ST./BLACK ARROYO BLVD.)

Trip Distribution Map (%) - Residential Trips

With Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

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○ SIGNALIZED INTERSECTION
● UNSIGNALIZED INTERSECTION

*2038 PM VOL WILL FORGO INT 10 & TRAVEL TO INT 1 AND INT 11

AMARÉ RIO RANCHO - Rio Rancho, NM

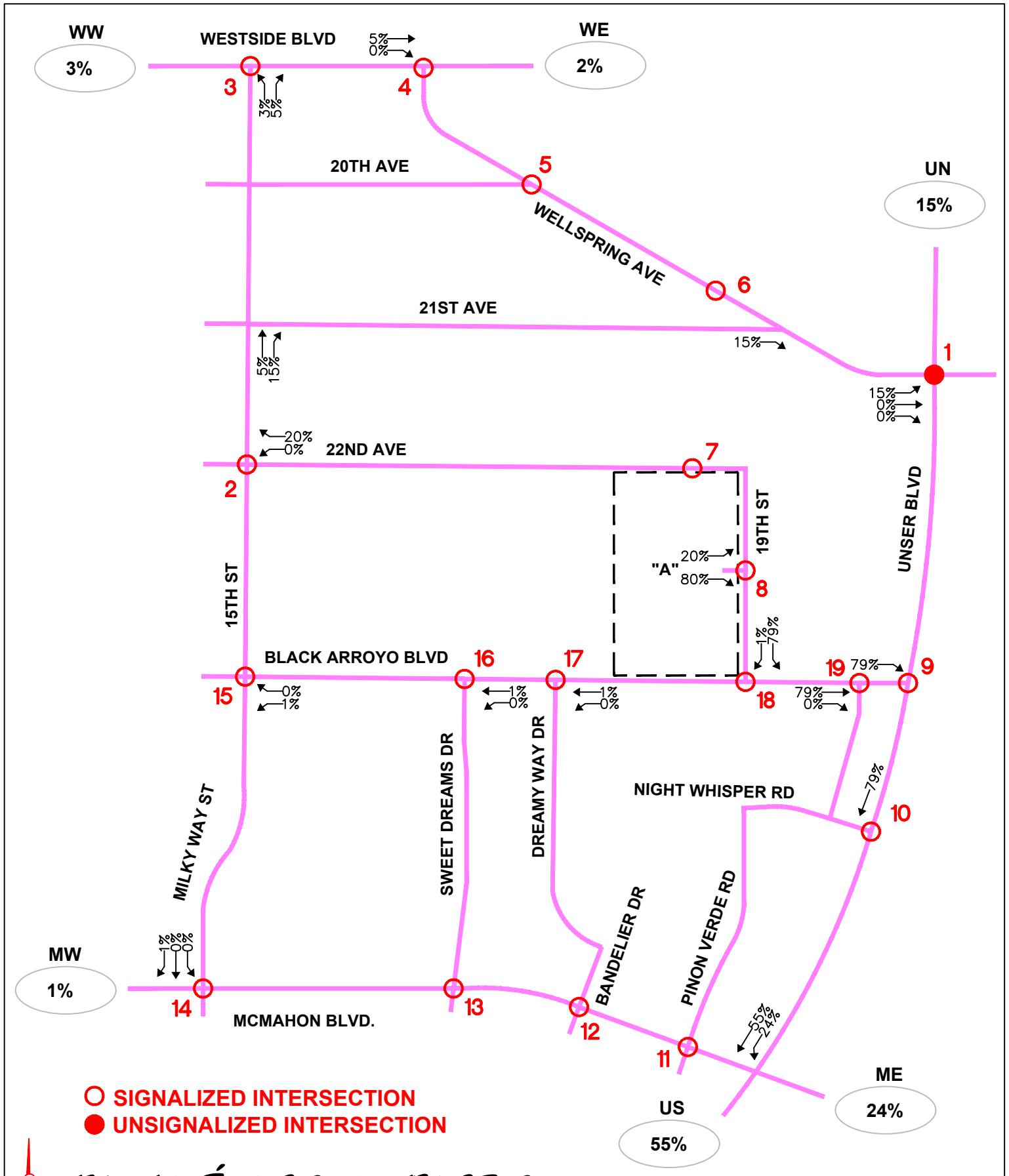
(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Entering)

With Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

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AMARÉ RIO RANCHO - Rio Rancho, NM

(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Exiting)

Without Pavilion Way

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

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Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Wellsprings Ave. / Unser Blvd.

(1)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Wellsprings Ave.)**			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	96	56	180	100	80	36	148	996	220	88	1,224	76	
2028 (NO BUILD - A.M.)	*107*	*62*	*200*	*111*	*89*	*40*	*164*	*1,107*	*244*	*98*	*1,360*	*84*	
2028 (BUILD - A.M.)	***116***	***62***	***200***	***111***	***89***	***40***	***168***	***1,107***	***244***	***98***	***1,362***	***85***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	100	48	164	416	76	84	128	1,404	124	28	1,208	64	
2028 (NO BUILD - P.M.)	*111*	*53*	*182*	*462*	*84*	*93*	*142*	*1,560*	*138*	*31*	*1,342*	*71*	
2028 (BUILD - P.M.)	***117***	***53***	***182***	***462***	***84***	***93***	***155***	***1,560***	***138***	***31***	***1,349***	***74***	

22nd Ave. / 15th St.

(2)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (22nd Ave.)**			**Westbound (22nd Ave.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	0	0	0	0	16	4	200	0	0	56	12	
2028 (NO BUILD - A.M.)	*22*	*0*	*0*	*0*	*0*	*18*	*4*	*222*	*0*	*0*	*62*	*13*	
2028 (BUILD - A.M.)	***22***	***0***	***0***	***0***	***0***	***20***	***4***	***222***	***0***	***0***	***62***	***13***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	4	0	0	0	16	0	104	0	8	112	20	
2028 (NO BUILD - P.M.)	*22*	*4*	*0*	*0*	*0*	*18*	*0*	*116*	*0*	*9*	*124*	*22*	
2028 (BUILD - P.M.)	***22***	***4***	***0***	***0***	***0***	***19***	***0***	***116***	***0***	***10***	***124***	***22***	

Westside Blvd. / 15th St.

(3)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Westside Blvd.)**			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	192	4	44	116	0	0	0	124	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*213*	*4*	*49*	*129*	*0*	*0*	*0*	*138*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***213***	***4***	***49***	***129***	***0***	***2***	***0***	***138***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	344	16	40	156	0	4	0	104	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*382*	*18*	*44*	*173*	*0*	*4*	*0*	*116*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***383***	***19***	***44***	***173***	***0***	***5***	***0***	***116***	***0***	***0***	***0***	

Westside Blvd. / Wellspring Ave.

(4)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Westside Blvd.)**			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	300	16	48	152	0	4	0	8	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*333*	*18*	*53*	*169*	*0*	*4*	*0*	*9*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***333***	***18***	***53***	***169***	***0***	***4***	***0***	***10***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	444	16	16	180	0	12	0	20	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*493*	*18*	*18*	*200*	*0*	*13*	*0*	*22*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***493***	***19***	***19***	***200***	***0***	***13***	***0***	***23***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

20th Ave. / Wellspring Ave.

(5)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	64	0	0	0	24	40	0	0	36	0	
2028 (NO BUILD - A.M.)	*0*	*0*	*71*	*0*	*0*	*0*	*27*	*44*	*0*	*0*	*40*	*0*	
2028 (BUILD - A.M.)	***0***	***0***	***71***	***0***	***0***	***0***	***27***	***45***	***0***	***0***	***41***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	24	0	0	0	16	36	0	0	52	0	
2028 (NO BUILD - P.M.)	*0*	*0*	*27*	*0*	*0*	*0*	*18*	*40*	*0*	*0*	*58*	*0*	
2028 (BUILD - P.M.)	***0***	***0***	***27***	***0***	***0***	***0***	***18***	***41***	***0***	***0***	***60***	***0***	

Wellspring Ave. / Pavilion Wy./Eye Ass

(6)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	100	0	0	40	88	0	0	0	52	0	4	
2028 (NO BUILD - A.M.)	*18*	*111*	*0*	*0*	*44*	*98*	*0*	*0*	*0*	*58*	*0*	*4*	
2028 (BUILD - A.M.)	***18***	***111***	***1***	***5***	***44***	***98***	***1***	***0***	***9***	***58***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	108	0	0	64	44	0	0	0	76	0	12	
2028 (NO BUILD - P.M.)	*0*	*120*	*0*	*0*	*71*	*49*	*0*	*0*	*0*	*84*	*0*	*13*	
2028 (BUILD - P.M.)	***0***	***120***	***2***	***16***	***71***	***49***	***1***	***0***	***6***	***84***	***0***	***13***	

22nd Ave. / Pavilion Way

(7)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	12	0	0	4	0	0	0	0	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*13*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***0***	***13***	***0***	***0***	***6***	***10***	***0***	***0***	***0***	***6***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	8	0	0	8	0	0	0	0	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*9*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***0***	***10***	***0***	***0***	***10***	***7***	***0***	***0***	***0***	***18***	***0***	***0***	

Driveway "A" / 19th St.

(8)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2028 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - A.M.)	***12***	***0***	***47***	***0***	***0***	***0***	***15***	***0***	***0***	***0***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2028 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2028 (BUILD - P.M.)	***8***	***0***	***32***	***0***	***0***	***0***	***46***	***0***	***0***	***0***	***0***	***20***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Unser Blvd.

(9)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Black Arroyo Blvd.)**			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	140	0	0	44	0	1,508	0	0	1,420	32	
2028 (NO BUILD - A.M.)	*0*	*0*	*156*	*0*	*0*	*49*	*0*	*1,675*	*0*	*0*	*1,578*	*36*	
2028 (BUILD - A.M.)	***0***	***0***	***203***	***0***	***0***	***49***	***0***	***1,679***	***0***	***0***	***1,578***	***38***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	100	0	0	8	0	1,644	4	0	1,648	60	
2028 (NO BUILD - P.M.)	*0*	*0*	*111*	*0*	*0*	*9*	*0*	*1,826*	*4*	*0*	*1,831*	*67*	
2028 (BUILD - P.M.)	***0***	***0***	***143***	***0***	***0***	***9***	***0***	***1,839***	***4***	***0***	***1,831***	***74***	

Night Whisper Rd. / Unser Blvd.

(10)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**EB (Night Whisper Rd.)**			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	40	4	12	0	4	20	16	1,432	8	16	1,484	40	
2028 (NO BUILD - A.M.)	*44*	*4*	*13*	*0*	*4*	*22*	*18*	*1,591*	*9*	*18*	*1,649*	*44*	
2028 (BUILD - A.M.)	***44***	***4***	***13***	***0***	***4***	***22***	***30***	***1,595***	***9***	***18***	***1,696***	***44***	

	1.00			1.00			1.00			1.00			PHF
	EB (Night Whisper Rd.)			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	4	28	4	0	40	32	1,608	12	28	1,648	32	
2028 (NO BUILD - P.M.)	*9*	*4*	*31*	*4*	*0*	*44*	*36*	*1,786*	*13*	*31*	*1,831*	*36*	
2028 (BUILD - P.M.)	***9***	***4***	***31***	***4***	***0***	***44***	***74***	***1,799***	***13***	***31***	***1,863***	***36***	

McMahon Blvd. / Pinon Verde Rd.

(11)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	916	4	0	424	60	0	0	8	0	0	40	
2028 (NO BUILD - A.M.)	*22*	*1,018*	*4*	*0*	*471*	*67*	*0*	*0*	*9*	*0*	*0*	*44*	
2028 (BUILD - A.M.)	***22***	***1,018***	***4***	***0***	***471***	***67***	***0***	***0***	***9***	***0***	***0***	***44***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	44	664	0	0	1,156	72	0	0	36	0	0	96	
2028 (NO BUILD - P.M.)	*49*	*738*	*0*	*0*	*1,284*	*80*	*0*	*0*	*40*	*0*	*0*	*107*	
2028 (BUILD - P.M.)	***49***	***738***	***0***	***0***	***1,284***	***80***	***0***	***0***	***40***	***0***	***0***	***107***	

McMahon Blvd. / Bandelier Dr.

(12)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	936	12	28	412	0	16	4	24	16	8	0	
2028 (NO BUILD - A.M.)	*0*	*1,040*	*13*	*31*	*458*	*0*	*18*	*4*	*27*	*18*	*9*	*0*	
2028 (BUILD - A.M.)	***0***	***1,040***	***13***	***31***	***458***	***0***	***18***	***4***	***27***	***18***	***9***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	12	676	16	36	992	56	32	4	40	4	0	12	
2028 (NO BUILD - P.M.)	*13*	*751*	*18*	*40*	*1,102*	*62*	*36*	*4*	*44*	*4*	*0*	*13*	
2028 (BUILD - P.M.)	***13***	***751***	***18***	***40***	***1,102***	***62***	***36***	***4***	***44***	***4***	***0***	***13***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

McMahon Blvd. / Sweet Dreams Dr.

(13)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Sweet Dreams Dr.)**			**Southbound (Sweet Dreams Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	804	0	0	516	8	0	0	0	24	0	4	
2028 (NO BUILD - A.M.)	*4*	*893*	*0*	*0*	*573*	*9*	*0*	*0*	*0*	*27*	*0*	*4*	
2028 (BUILD - A.M.)	***4***	***893***	***0***	***0***	***573***	***9***	***0***	***0***	***0***	***27***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Sweet Dreams Dr.)**			**Southbound (Sweet Dreams Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	672	0	0	976	64	0	0	0	16	0	12	
2028 (NO BUILD - P.M.)	*18*	*747*	*0*	*0*	*1,084*	*71*	*0*	*0*	*0*	*18*	*0*	*13*	
2028 (BUILD - P.M.)	***18***	***747***	***0***	***0***	***1,084***	***71***	***0***	***0***	***0***	***18***	***0***	***13***	

McMahon Blvd. / Milky Way St.

(14)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	36	748	8	8	408	16	12	8	48	56	4	32	
2028 (NO BUILD - A.M.)	*40*	*831*	*9*	*9*	*453*	*18*	*13*	*9*	*53*	*62*	*4*	*36*	
2028 (BUILD - A.M.)	***40***	***831***	***9***	***9***	***453***	***18***	***13***	***9***	***53***	***62***	***4***	***37***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	32	580	4	84	892	84	8	8	36	48	0	32	
2028 (NO BUILD - P.M.)	*36*	*644*	*4*	*93*	*991*	*93*	*9*	*9*	*40*	*53*	*0*	*36*	
2028 (BUILD - P.M.)	***37***	***644***	***4***	***93***	***991***	***93***	***9***	***9***	***40***	***53***	***0***	***36***	

Black Arroyo Blvd. / Milky Way St / 15th

(15)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**EB (Black Arroyo Blvd.)**			**WB (Black Arroyo Blvd.)**			**NB (Milky Way St)**			**SB (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	60	64	0	0	24	32	0	76	4	4	32	20	
2028 (NO BUILD - A.M.)	*67*	*71*	*0*	*0*	*27*	*36*	*0*	*84*	*4*	*4*	*36*	*22*	
2028 (BUILD - A.M.)	***67***	***71***	***0***	***1***	***27***	***36***	***0***	***84***	***4***	***4***	***36***	***22***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Milky Way St)**			**SB (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	48	76	16	8	24	40	4	28	12	12	44	32	
2028 (NO BUILD - P.M.)	*53*	*84*	*18*	*9*	*27*	*44*	*4*	*31*	*13*	*13*	*49*	*36*	
2028 (BUILD - P.M.)	***53***	***84***	***18***	***9***	***27***	***44***	***4***	***31***	***14***	***13***	***49***	***36***	

Black Arroyo Blvd. / Sweet Dreams Dr.

(16)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**EB (Black Arroyo Blvd.)**			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	68	0	4	64	0	4	0	0	4	0	4	
2028 (NO BUILD - A.M.)	*0*	*76*	*0*	*4*	*71*	*0*	*4*	*0*	*0*	*4*	*0*	*4*	
2028 (BUILD - A.M.)	***0***	***76***	***0***	***4***	***72***	***0***	***4***	***0***	***0***	***4***	***0***	***4***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	76	8	4	112	4	0	0	8	0	4	0	
2028 (NO BUILD - P.M.)	*0*	*84*	*9*	*4*	*124*	*4*	*0*	*0*	*9*	*0*	*4*	*0*	
2028 (BUILD - P.M.)	***0***	***85***	***9***	***4***	***124***	***4***	***0***	***0***	***9***	***0***	***4***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2028) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Dreamy Way Dr. *1.00 1.00 1.00 1.00 PHF*

(17)

0.0% Truck	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	72	0	0	60	0	8	0	0	0	0	0
2028 (NO BUILD - A.M.)	*0*	*80*	*0*	*0*	*67*	*0*	*9*	*0*	*0*	*0*	*0*	*0*
2028 (BUILD - A.M.)	***0***	***80***	***0***	***0***	***68***	***0***	***9***	***0***	***0***	***0***	***0***	***0***

1.00 1.00 1.00 1.00 PHF

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	80	4	4	100	0	20	0	0	0	0	0
2028 (NO BUILD - P.M.)	*0*	*89*	*4*	*4*	*111*	*0*	*22*	*0*	*0*	*0*	*0*	*0*
2028 (BUILD - P.M.)	***0***	***90***	***4***	***4***	***111***	***0***	***22***	***0***	***0***	***0***	***0***	***0***

Black Arroyo Blvd. / 19th St. / Pinon Alt *1.00 1.00 1.00 1.00 PHF*

(18)

0.0% Truck	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	56	0	0	52	16	4	0	8	20	0	8
2028 (NO BUILD - A.M.)	*18*	*62*	*0*	*0*	*58*	*18*	*4*	*0*	*9*	*22*	*0*	*9*
2028 (BUILD - A.M.)	***18***	***62***	***0***	***0***	***58***	***32***	***4***	***0***	***9***	***69***	***0***	***10***

1.00 1.00 1.00 1.00 PHF

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	72	0	16	112	0	8	0	16	0	0	0
2028 (NO BUILD - P.M.)	*0*	*80*	*0*	*18*	*124*	*0*	*9*	*0*	*18*	*0*	*0*	*0*
2028 (BUILD - P.M.)	***1***	***80***	***0***	***18***	***124***	***45***	***9***	***0***	***18***	***32***	***0***	***0***

Black Arroyo Blvd. / Pinon Azul St. / Nu *1.00 1.00 1.00 1.00 PHF*

(19)

0.0% Truck	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	4	104	0	0	28	16	20	24	0	4	0	0
2028 (NO BUILD - A.M.)	*4*	*116*	*0*	*0*	*31*	*18*	*22*	*27*	*0*	*4*	*0*	*0*
2028 (BUILD - A.M.)	***4***	***163***	***0***	***0***	***33***	***18***	***34***	***27***	***0***	***4***	***0***	***0***

1.00 1.00 1.00 1.00 PHF

	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	4	68	12	0	80	8	32	0	8	24	8	8
2028 (NO BUILD - P.M.)	*4*	*76*	*13*	*0*	*89*	*9*	*36*	*0*	*9*	*27*	*9*	*9*
2028 (BUILD - P.M.)	***4***	***108***	***13***	***0***	***96***	***9***	***74***	***0***	***9***	***27***	***9***	***9***

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Wellsprings Ave.** (1)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

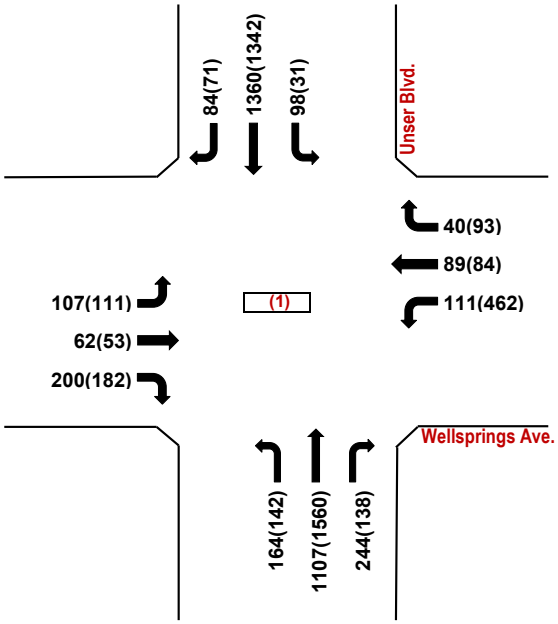
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	56	180	100	80	36	148	996	220	88	1,224	76
Background Traffic Growth	11	6	20	11	9	4	16	111	24	10	136	8
Subtotal (NO BUILD - A.M.)	***107***	***62***	***200***	***111***	***89***	***40***	***164***	***1,107***	***244***	***98***	***1,360***	***84***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	0	0	0	0	0	4	0	0	0	2	1
Total AM Peak Hour BUILD Volumes	**116**	**62**	**200**	**111**	**89**	**40**	**168**	**1,107**	**244**	**98**	**1,362**	**85**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	100	48	164	416	76	84	128	1,404	124	28	1,208	64
Background Traffic Growth	11	5	18	46	8	9	14	156	14	3	134	7
Subtotal (NO BUILD - P.M.)	***111***	***53***	***182***	***462***	***84***	***93***	***142***	***1,560***	***138***	***31***	***1,342***	***71***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	0	0	0	0	0	13	0	0	0	7	3
Total PM Peak Hour BUILD Volumes	**117**	**53**	**182**	**462**	**84**	**93**	**155**	**1,560**	**138**	**31**	**1,349**	**74**

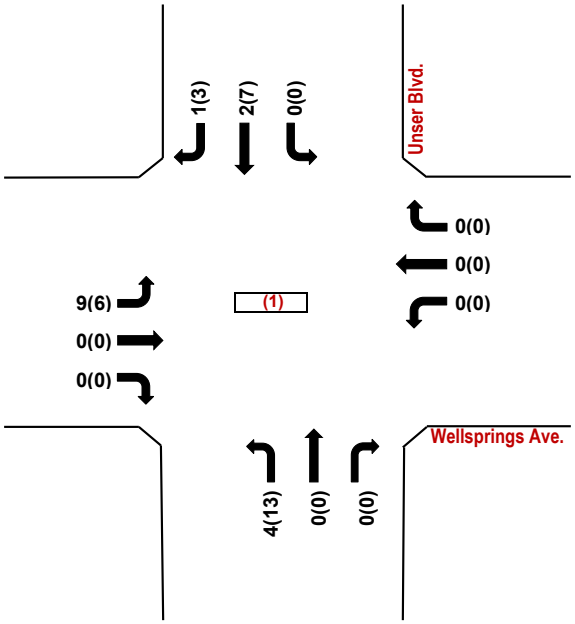
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



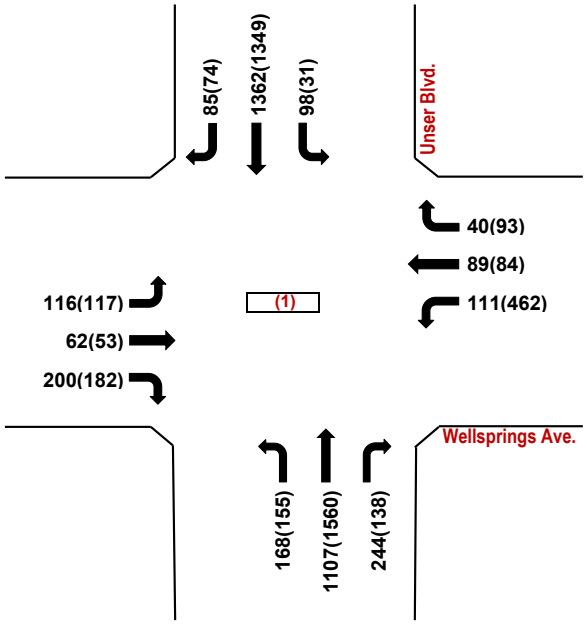
Wellsprings Ave. / Unser Blvd.

Trips Generated Volumes



Wellsprings Ave. / Unser Blvd.

2028 BUILD Volumes



Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (2)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

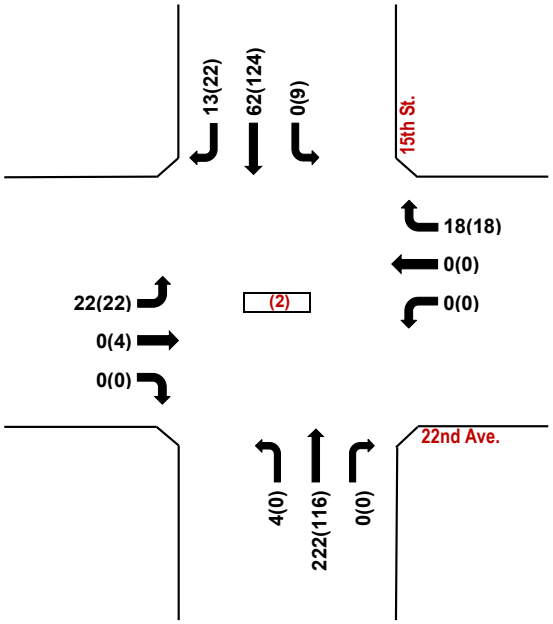
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	0	0	0	0	16	4	200	0	0	56	12
Background Traffic Growth	2	0	0	0	0	2	0	22	0	0	6	1
Subtotal (NO BUILD - A.M.)	***22***	***0***	***0***	***0***	***0***	***18***	***4***	***222***	***0***	***0***	***62***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	2	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**22**	**0**	**0**	**0**	**0**	**20**	**4**	**222**	**0**	**0**	**62**	**13**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	4	0	0	0	16	0	104	0	8	112	20
Background Traffic Growth	2	0	0	0	0	2	0	12	0	1	12	2
Subtotal (NO BUILD - P.M.)	***22***	***4***	***0***	***0***	***0***	***18***	***0***	***116***	***0***	***9***	***124***	***22***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	1	0	0	0	1	0	0
Total PM Peak Hour BUILD Volumes	**22**	**4**	**0**	**0**	**0**	**19**	**0**	**116**	**0**	**10**	**124**	**22**

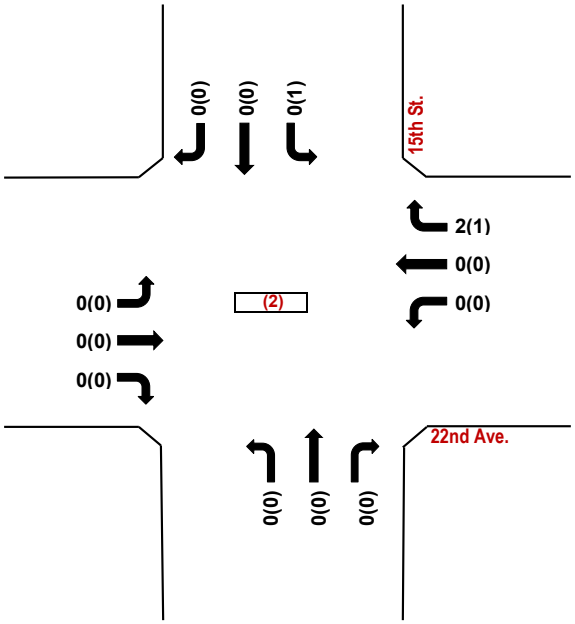
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



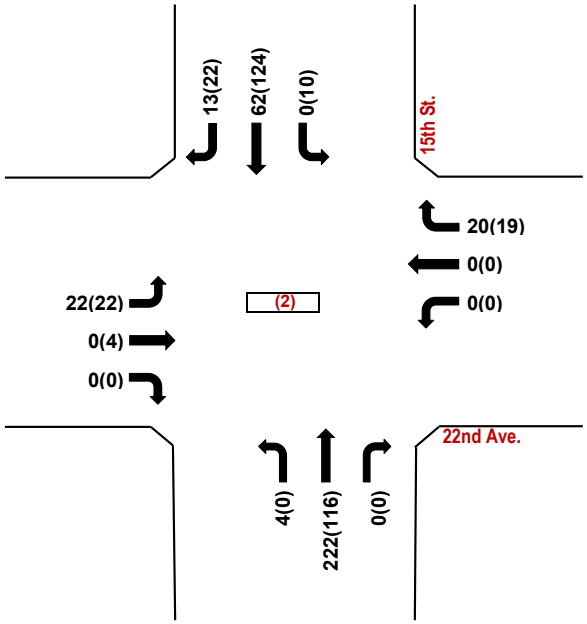
22nd Ave. / 15th St.

Trips Generated Volumes



22nd Ave. / 15th St.

2028 BUILD Volumes



22nd Ave. / 15th St.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (3)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2028**

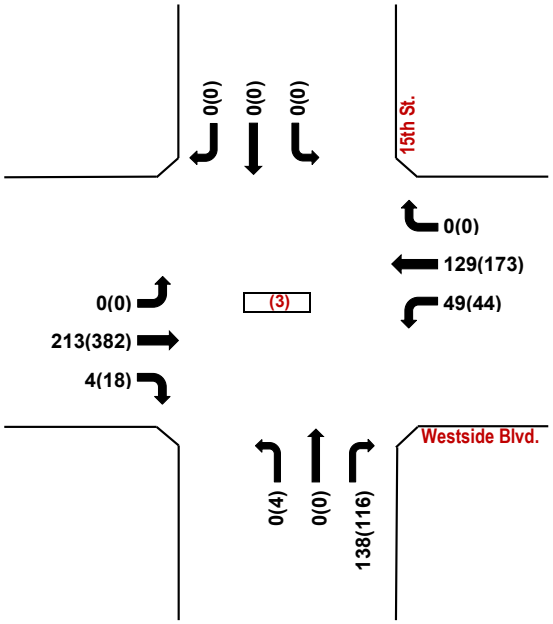
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	192	4	44	116	0	0	0	124	0	0	0
Background Traffic Growth	0	21	0	5	13	0	0	0	14	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***213***	***4***	***49***	***129***	***0***	***0***	***0***	***138***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	2	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**213**	**4**	**49**	**129**	**0**	**2**	**0**	**138**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	344	16	40	156	0	4	0	104	0	0	0
Background Traffic Growth	0	38	2	4	17	0	0	0	12	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***382***	***18***	***44***	***173***	***0***	***4***	***0***	***116***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	1	0	0	0	1	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**383**	**19**	**44**	**173**	**0**	**5**	**0**	**116**	**0**	**0**	**0**

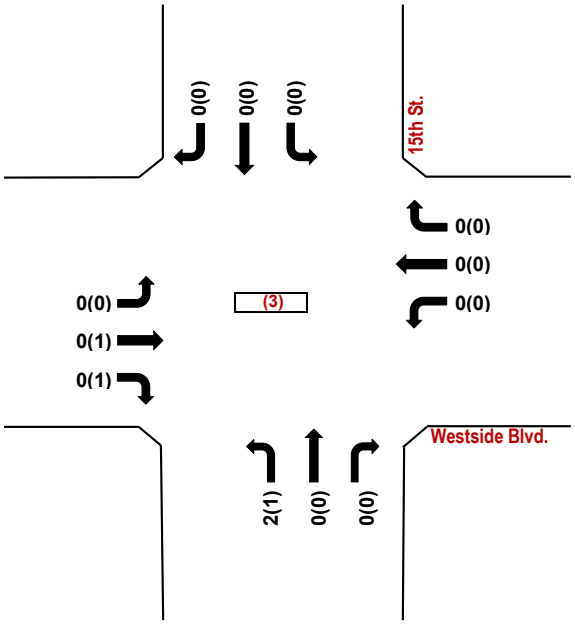
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



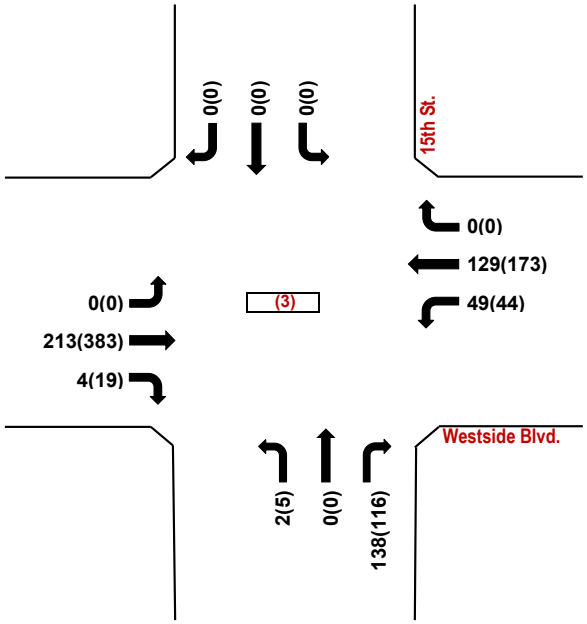
Westside Blvd. / 15th St.

Trips Generated Volumes



Westside Blvd. / 15th St.

2028 BUILD Volumes



Westside Blvd. / 15th St.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / Wellspring Ave.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (4)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

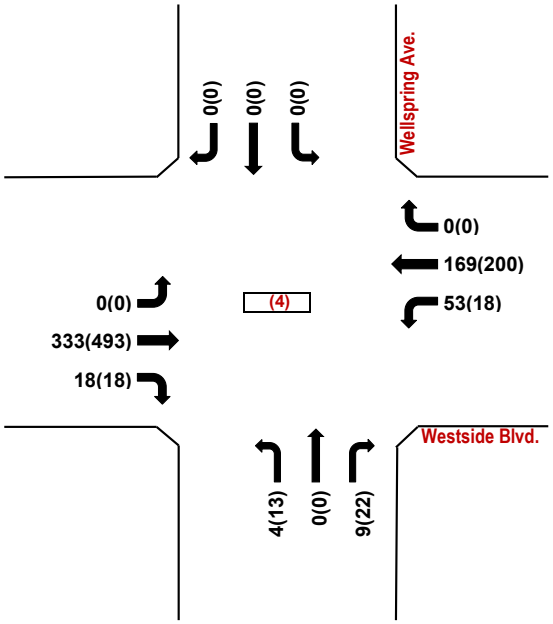
	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	300	16	48	152	0	4	0	8	0	0	0
Background Traffic Growth	0	33	2	5	17	0	0	0	1	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***333***	***18***	***53***	***169***	***0***	***4***	***0***	***9***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**333**	**18**	**53**	**169**	**0**	**4**	**0**	**10**	**0**	**0**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Westside Blvd.)			Westbound (Westside Blvd.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	444	16	16	180	0	12	0	20	0	0	0
Background Traffic Growth	0	49	2	2	20	0	1	0	2	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***493***	***18***	***18***	***200***	***0***	***13***	***0***	***22***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	1	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**493**	**19**	**19**	**200**	**0**	**13**	**0**	**23**	**0**	**0**	**0**

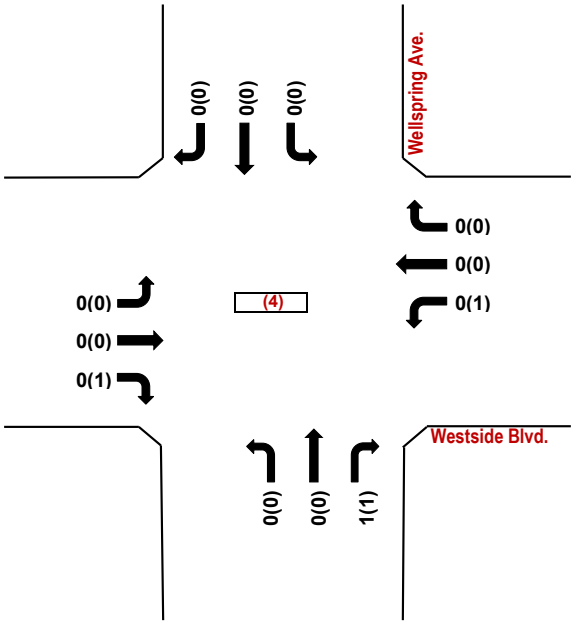
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



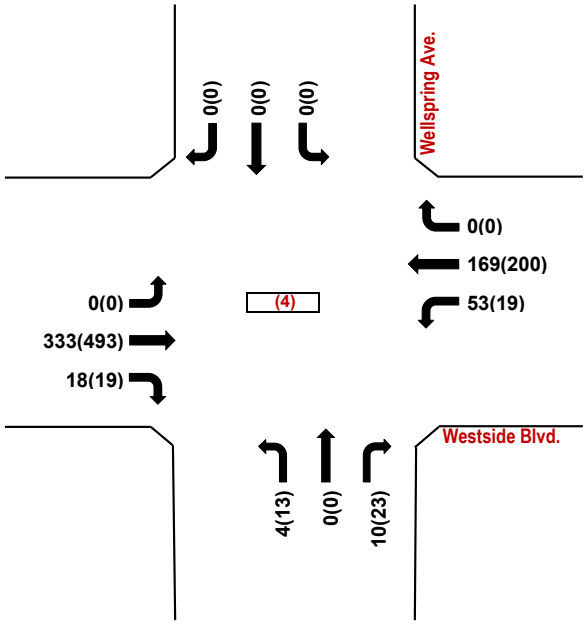
Westside Blvd. / Wellspring Ave.

Trips Generated Volumes



Westside Blvd. / Wellspring Ave.

2028 BUILD Volumes



Westside Blvd. / Wellspring Ave.
Condition: With Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

20th Ave. / Wellspring Ave.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **20th Ave.** (5)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates 3.70% 3.70% 3.70% 3.70%

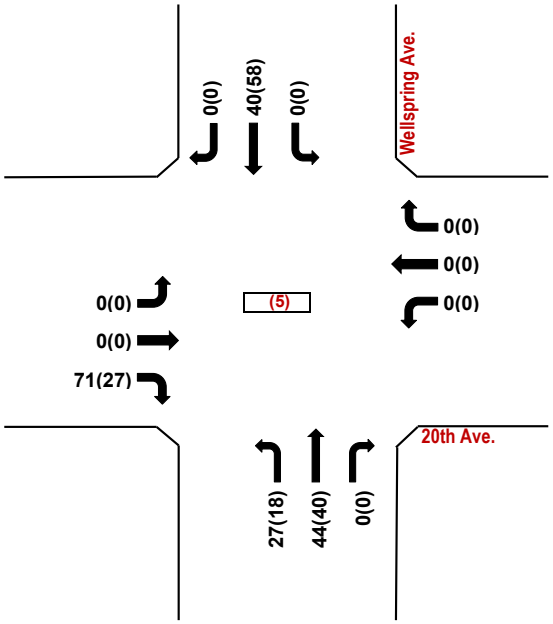
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	64	0	0	0	24	40	0	0	36	0
Background Traffic Growth	0	0	7	0	0	0	3	4	0	0	4	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***71***	***0***	***0***	***0***	***27***	***44***	***0***	***0***	***40***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	1	0	0	1	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**71**	**0**	**0**	**0**	**27**	**45**	**0**	**0**	**41**	**0**

Growth Rates 3.70% 3.70% 3.70% 3.70%

	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	16	36	0	0	52	0
Background Traffic Growth	0	0	3	0	0	0	2	4	0	0	6	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***27***	***0***	***0***	***0***	***18***	***40***	***0***	***0***	***58***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	1	0	0	2	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**27**	**0**	**0**	**0**	**18**	**41**	**0**	**0**	**60**	**0**

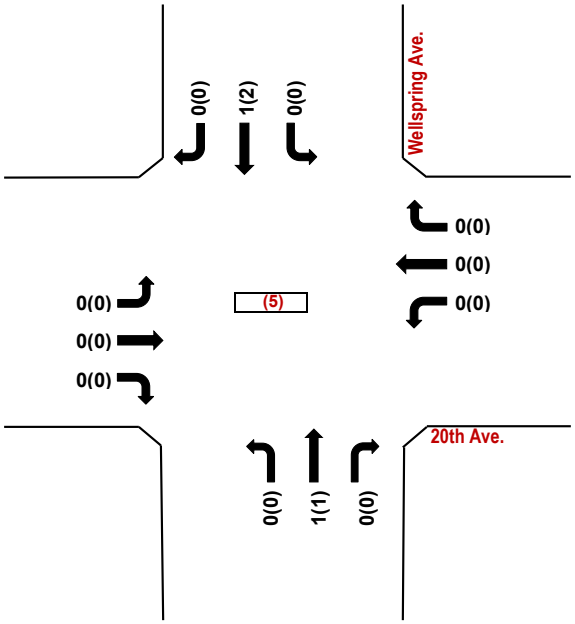
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



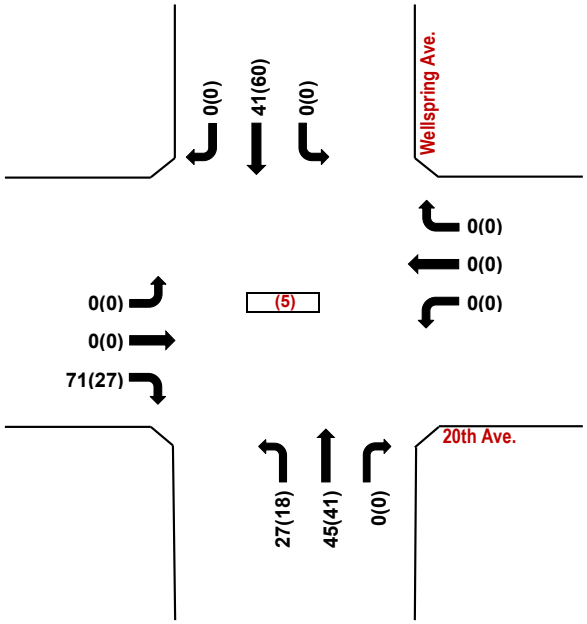
20th Ave. / Wellspring Ave.

Trips Generated Volumes



20th Ave. / Wellspring Ave.

2028 BUILD Volumes



20th Ave. / Wellspring Ave.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Wellspring Ave.** (6)

N-S Street: **Pavilion Wy./Eye Assn. Drwy**

Year of Existing Counts 2025

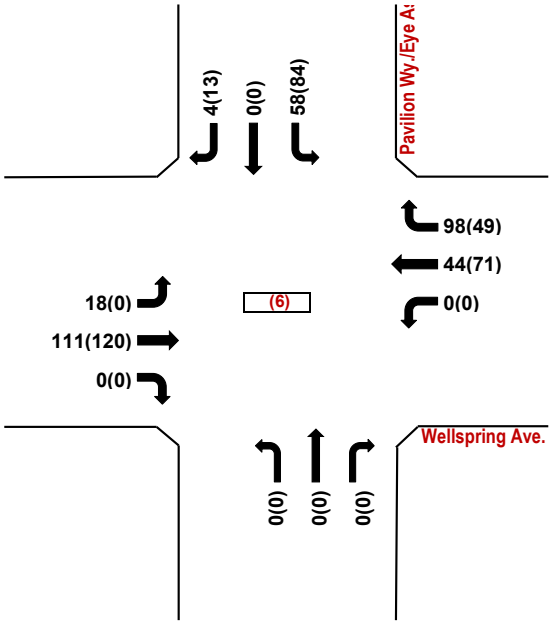
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellspring Ave.)			**Westbound (Wellspring Ave.)**			**NB (Pavilion Wy./Eye Assn. Drwy)**			**SB (Pavilion Wy./Eye Assn. Drwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	100	0	0	40	88	0	0	0	52	0	4
Background Traffic Growth	2	11	0	0	4	10	0	0	0	6	0	0
Subtotal (NO BUILD - A.M.)	***18***	***111***	***0***	***0***	***44***	***98***	***0***	***0***	***0***	***58***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	5	0	0	1	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**18**	**111**	**1**	**5**	**44**	**98**	**1**	**0**	**9**	**58**	**0**	**4**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellspring Ave.)			**Westbound (Wellspring Ave.)**			**NB (Pavilion Wy./Eye Assn. Drwy)**			**SB (Pavilion Wy./Eye Assn. Drwy)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	108	0	0	64	44	0	0	0	76	0	12
Background Traffic Growth	0	12	0	0	7	5	0	0	0	8	0	1
Subtotal (NO BUILD - P.M.)	***0***	***120***	***0***	***0***	***71***	***49***	***0***	***0***	***0***	***84***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	16	0	0	1	0	6	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**120**	**2**	**16**	**71**	**49**	**1**	**0**	**6**	**84**	**0**	**13**

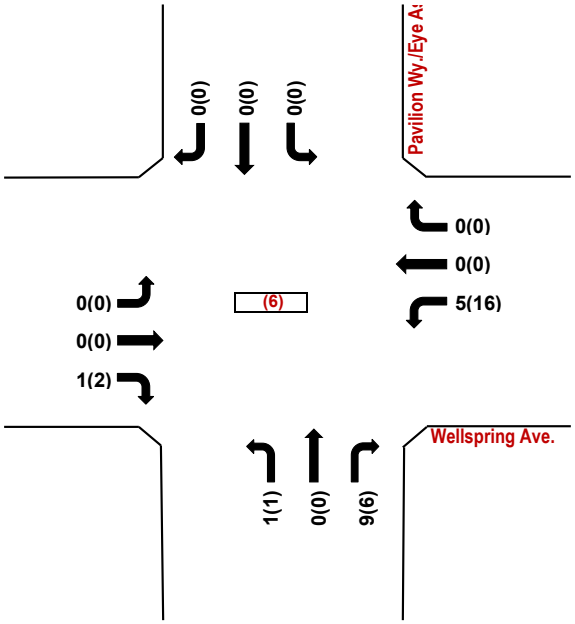
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



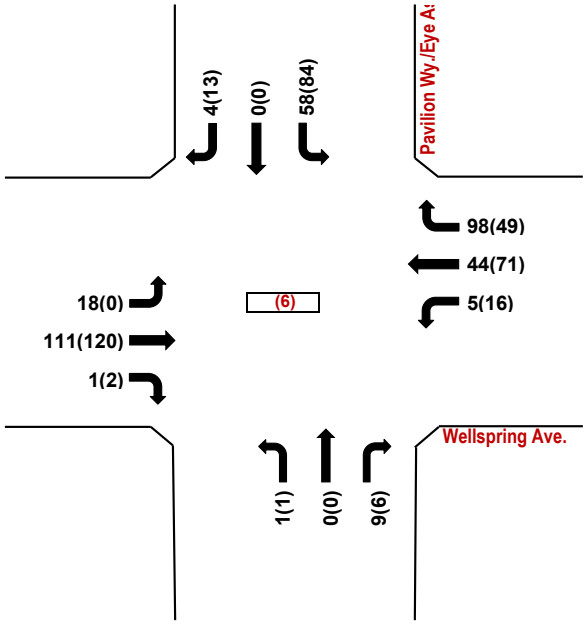
Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Trips Generated Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

2028 BUILD Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / Pavilion Way

Condition: With Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (7)

N-S Street: **Pavilion Way**

Year of Existing Counts 2025

Horizon Year **2028**

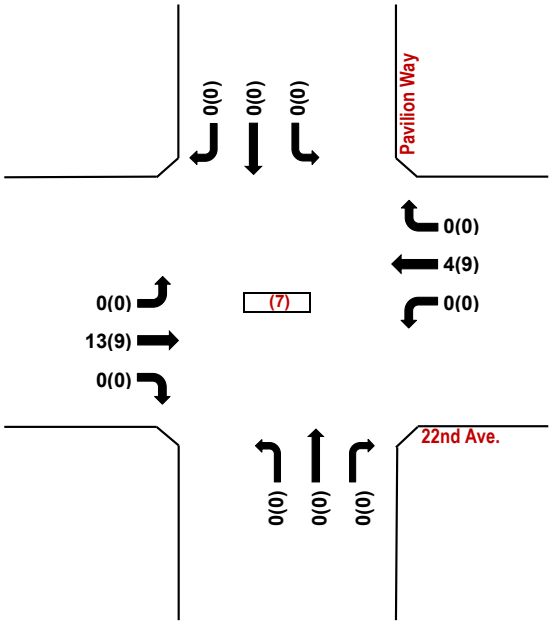
Growth Rates 3.70% 3.70% 3.70% 3.70%

	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	12	0	0	4	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***13***	***0***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***17.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	2	10	0	0	0	6	0	0
Total AM Peak Hour BUILD Volumes	**0**	**13**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**6**	**0**	**0**

	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	8	0	0	0	0	0	0	0
Background Traffic Growth	0	1	0	0	1	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***9***	***0***	***0***	***9***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***17.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	1	7	0	0	0	18	0	0
Total PM Peak Hour BUILD Volumes	**0**	**10**	**0**	**0**	**10**	**7**	**0**	**0**	**0**	**18**	**0**	**0**

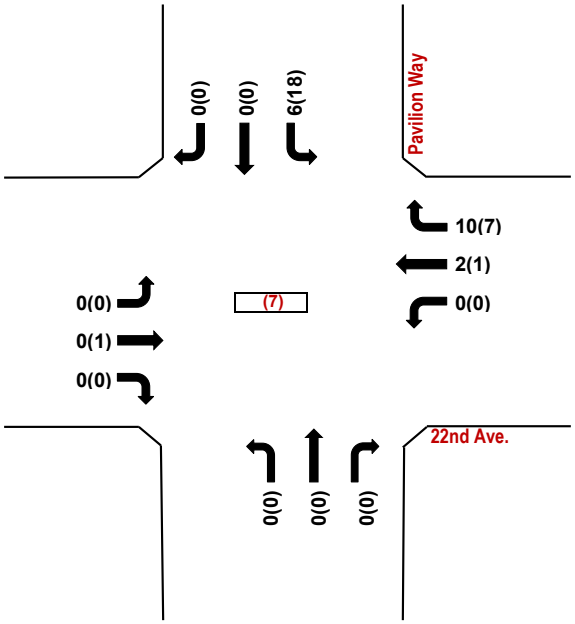
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



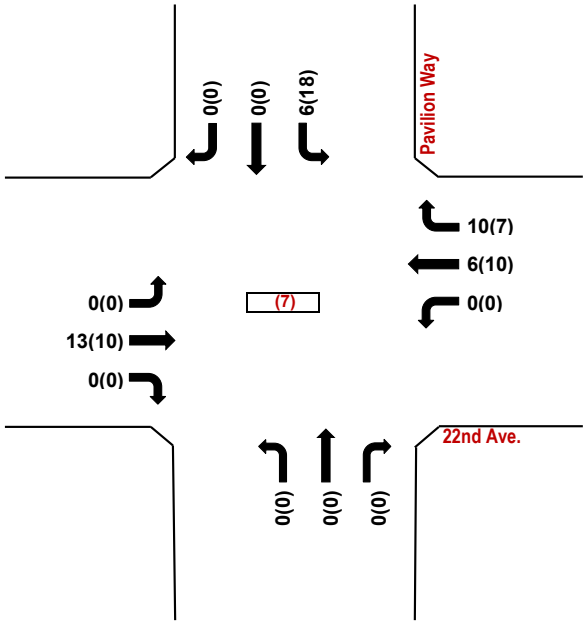
22nd Ave. / Pavilion Way

Trips Generated Volumes



22nd Ave. / Pavilion Way

2028 BUILD Volumes



22nd Ave. / Pavilion Way

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Driveway "A" / 19th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Driveway "A"** (8)

N-S Street: **19th St.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates **3.70%**

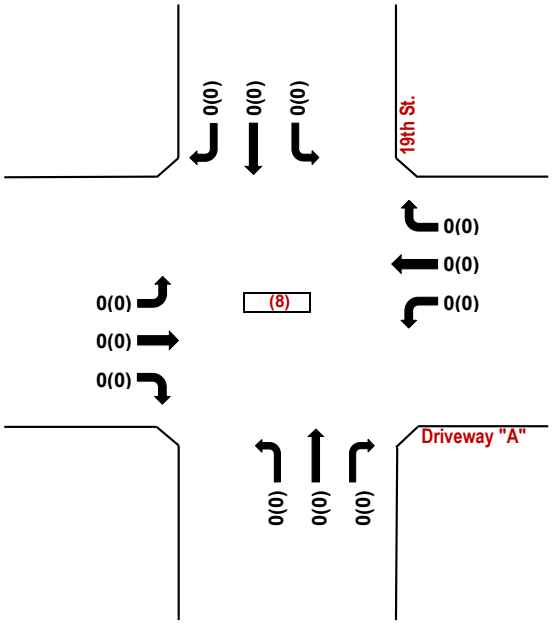
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***70.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	47	0	0	0	15	0	0	0	0	6
Total AM Peak Hour BUILD Volumes	**12**	**0**	**47**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**6**

3.70%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***70.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	32	0	0	0	46	0	0	0	0	20
Total PM Peak Hour BUILD Volumes	**8**	**0**	**32**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**20**

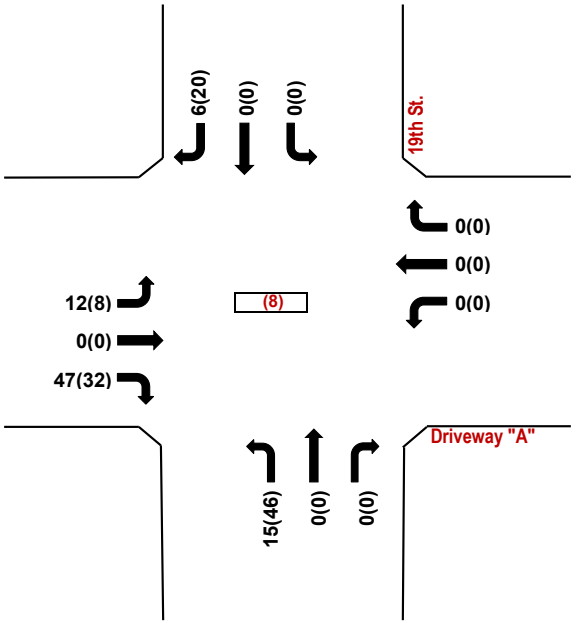
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2028 NO BUILD Volumes



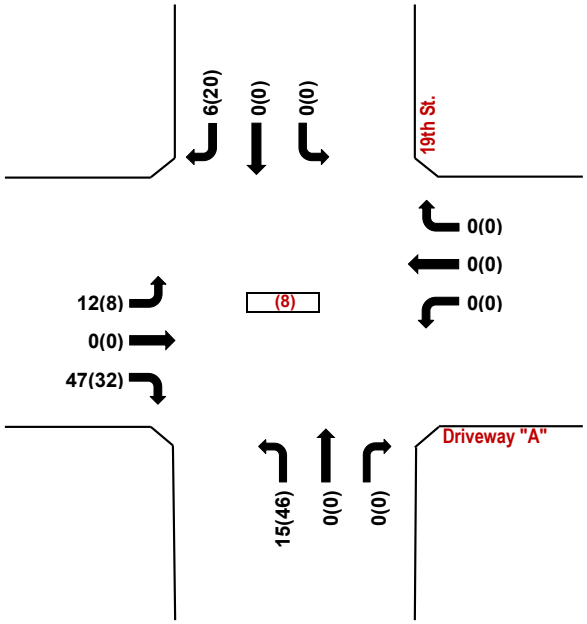
Driveway "A" / 19th St.

Trips Generated Volumes



Driveway "A" / 19th St.

2028 BUILD Volumes



Driveway "A" / 19th St.
Condition: With Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (9)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2028**

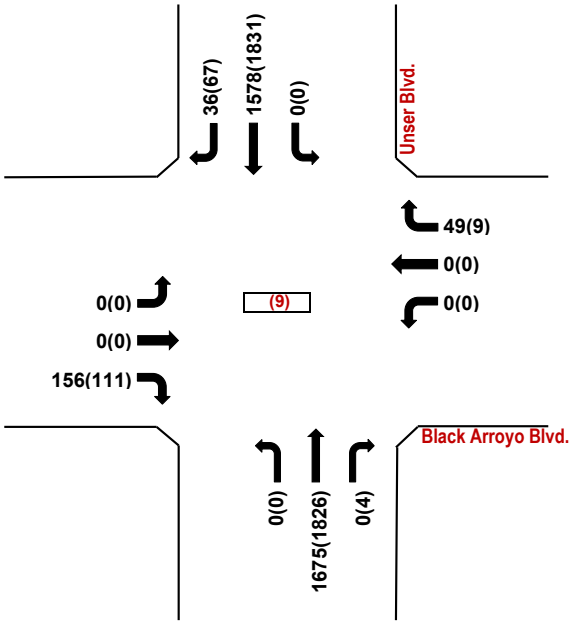
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth	0	0	16	0	0	5	0	167	0	0	158	4
Subtotal (NO BUILD - A.M.)	***0***	***0***	***156***	***0***	***0***	***49***	***0***	***1,675***	***0***	***0***	***1,578***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	0	0	0	0	4	0	0	0	2
Total AM Peak Hour BUILD Volumes	**0**	**0**	**203**	**0**	**0**	**49**	**0**	**1,679**	**0**	**0**	**1,578**	**38**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	11	0	0	1	0	182	0	0	183	7
Subtotal (NO BUILD - P.M.)	***0***	***0***	***111***	***0***	***0***	***9***	***0***	***1,826***	***4***	***0***	***1,831***	***67***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	0	13	0	0	0	7
Total PM Peak Hour BUILD Volumes	**0**	**0**	**143**	**0**	**0**	**9**	**0**	**1,839**	**4**	**0**	**1,831**	**74**

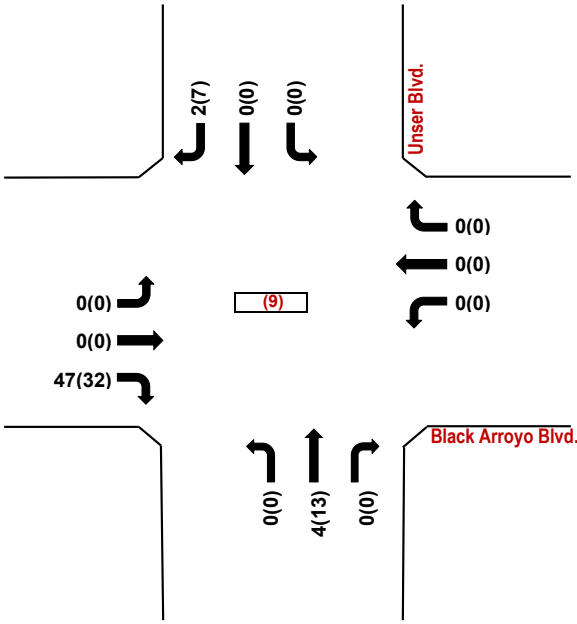
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



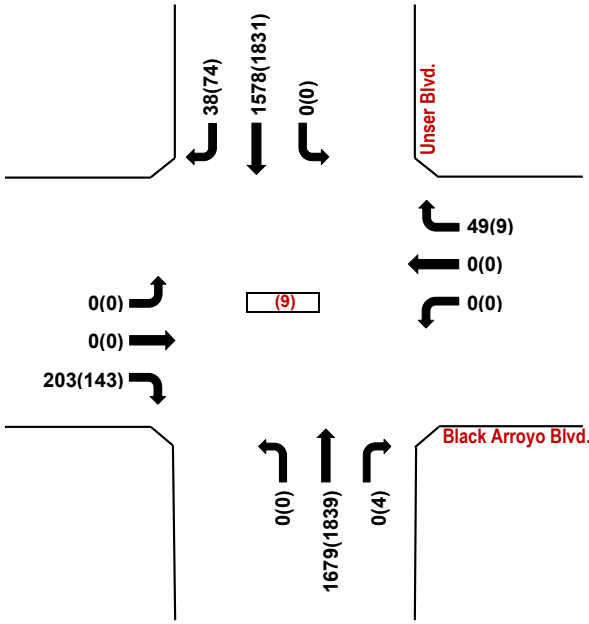
Black Arroyo Blvd. / Unser Blvd.

Trips Generated Volumes



Black Arroyo Blvd. / Unser Blvd.

2028 BUILD Volumes



Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Night Whisper Rd.** (10)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2028**

Growth Rates 3.70% 3.70% 3.70% 3.70%

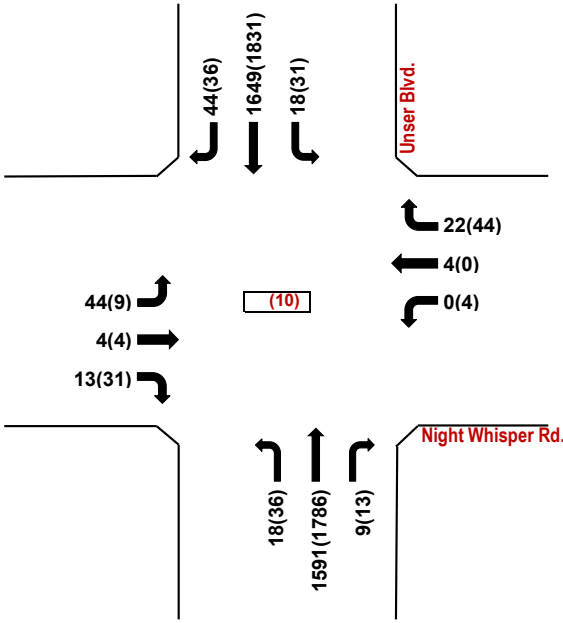
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth	4	0	1	0	0	2	2	159	1	2	165	4
Subtotal	44	4	13	0	4	22	18	1,591	9	18	1,649	44
Subtotal (NO BUILD - A.M.)	***44***	***4***	***13***	***0***	***4***	***22***	***18***	***1,591***	***9***	***18***	***1,649***	***44***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	12	4	0	0	47	0
Total AM Peak Hour BUILD Volumes	**44**	**4**	**13**	**0**	**4**	**22**	**30**	**1,595**	**9**	**18**	**1,696**	**44**

3.70% 3.70% 3.70% 3.70%

	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth	1	0	3	0	0	4	4	178	1	3	183	4
Subtotal	9	4	31	4	0	44	36	1,786	13	31	1,831	36
Subtotal (NO BUILD - P.M.)	***9***	***4***	***31***	***4***	***0***	***44***	***36***	***1,786***	***13***	***31***	***1,831***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	38	13	0	0	32	0
Total PM Peak Hour BUILD Volumes	**9**	**4**	**31**	**4**	**0**	**44**	**74**	**1,799**	**13**	**31**	**1,863**	**36**

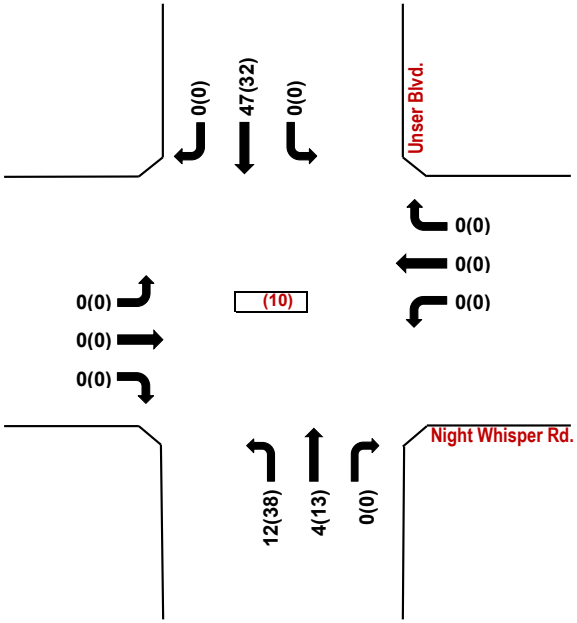
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



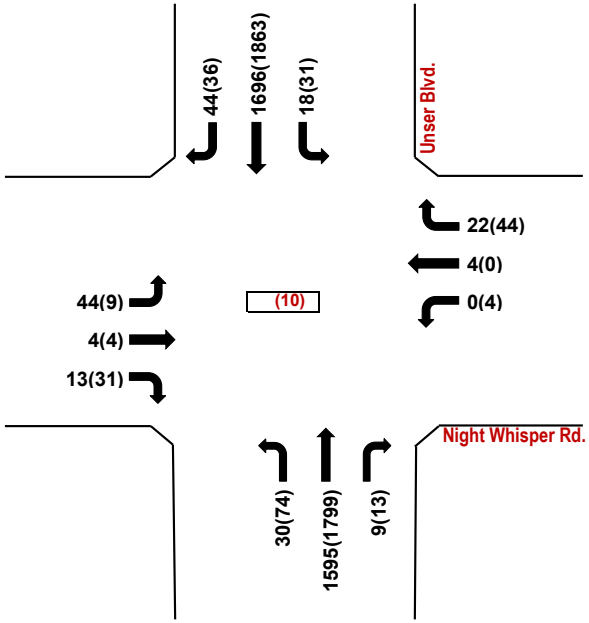
Night Whisper Rd. / Unser Blvd.

Trips Generated Volumes



Night Whisper Rd. / Unser Blvd.

2028 BUILD Volumes



Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Pinon Verde Rd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (11)

N-S Street: **Pinon Verde Rd.**

Year of Existing Counts 2025

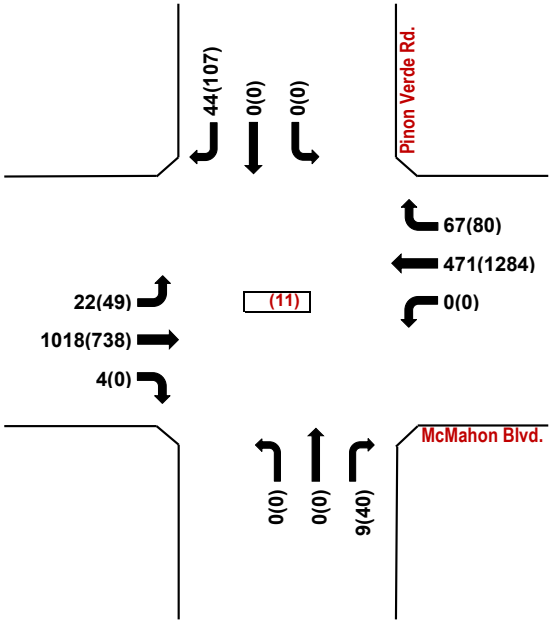
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	916	4	0	424	60	0	0	8	0	0	40
Background Traffic Growth	2	102	0	0	47	7	0	0	1	0	0	4
Subtotal	22	1,018	4	0	471	67	0	0	9	0	0	44
Subtotal (NO BUILD - A.M.)	***22***	***1,018***	***4***	***0***	***471***	***67***	***0***	***0***	***9***	***0***	***0***	***44***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**22**	**1,018**	**4**	**0**	**471**	**67**	**0**	**0**	**9**	**0**	**0**	**44**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	664	0	0	1,156	72	0	0	36	0	0	96
Background Traffic Growth	5	74	0	0	128	8	0	0	4	0	0	11
Subtotal	49	738	0	0	1,284	80	0	0	40	0	0	107
Subtotal (NO BUILD - P.M.)	***49***	***738***	***0***	***0***	***1,284***	***80***	***0***	***0***	***40***	***0***	***0***	***107***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**49**	**738**	**0**	**0**	**1,284**	**80**	**0**	**0**	**40**	**0**	**0**	**107**

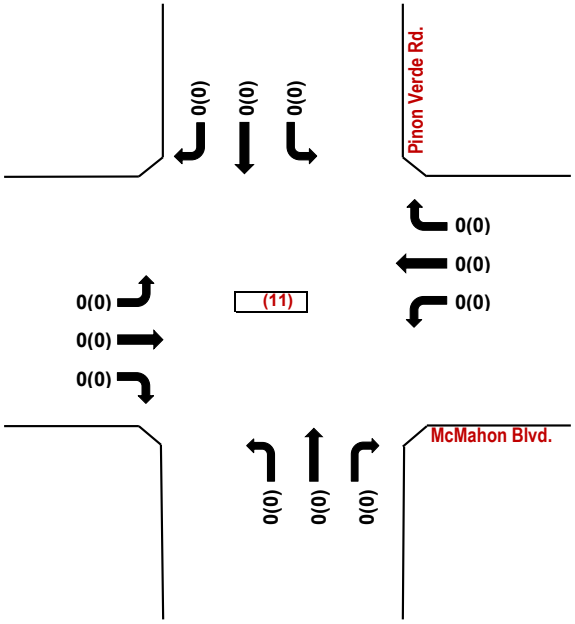
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



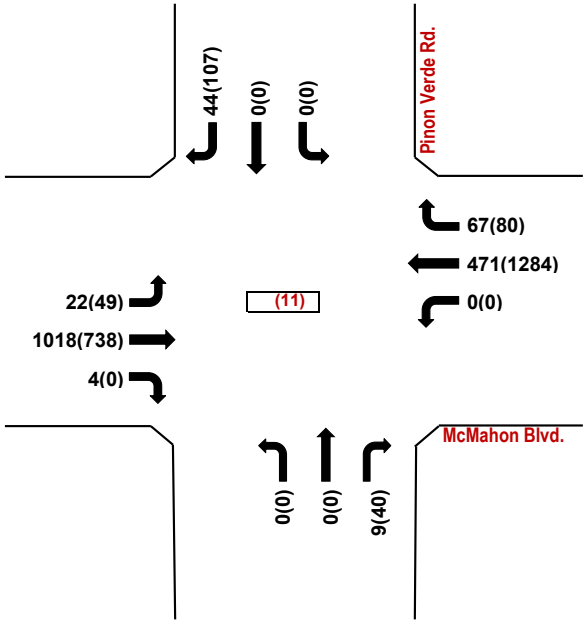
McMahon Blvd. / Pinon Verde Rd.

Trips Generated Volumes



McMahon Blvd. / Pinon Verde Rd.

2028 BUILD Volumes



McMahon Blvd. / Pinon Verde Rd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Bandelier Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (12)

N-S Street: **Bandelier Dr.**

Year of Existing Counts 2025

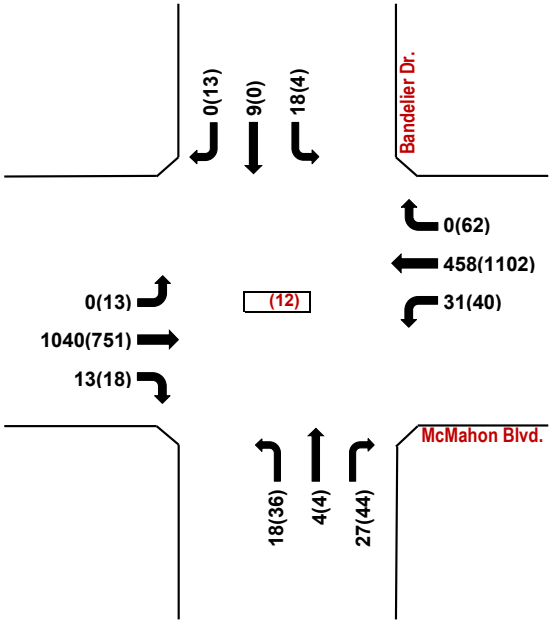
Horizon Year **2028**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	936	12	28	412	0	16	4	24	16	8	0
Background Traffic Growth	0	104	1	3	46	0	2	0	3	2	1	0
Subtotal	0	1,040	13	31	458	0	18	4	27	18	9	0
Subtotal (NO BUILD - A.M.)	***0***	***1,040***	***13***	***31***	***458***	***0***	***18***	***4***	***27***	***18***	***9***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**1,040**	**13**	**31**	**458**	**0**	**18**	**4**	**27**	**18**	**9**	**0**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	676	16	36	992	56	32	4	40	4	0	12
Background Traffic Growth	1	75	2	4	110	6	4	0	4	0	0	1
Subtotal	13	751	18	40	1,102	62	36	4	44	4	0	13
Subtotal (NO BUILD - P.M.)	***13***	***751***	***18***	***40***	***1,102***	***62***	***36***	***4***	***44***	***4***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**13**	**751**	**18**	**40**	**1,102**	**62**	**36**	**4**	**44**	**4**	**0**	**13**

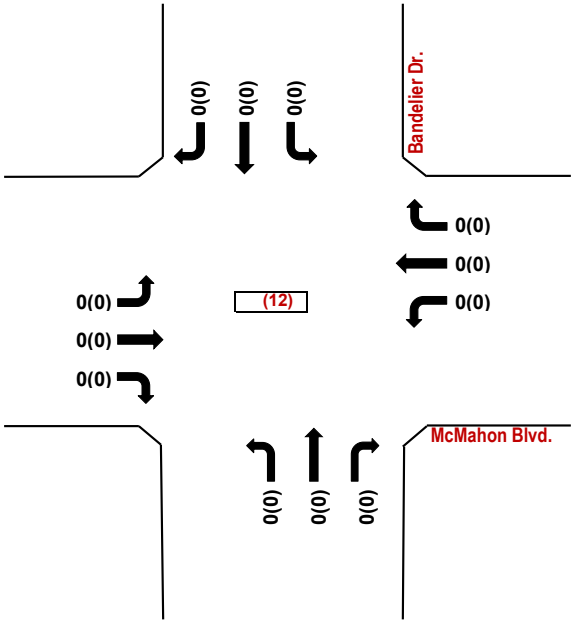
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



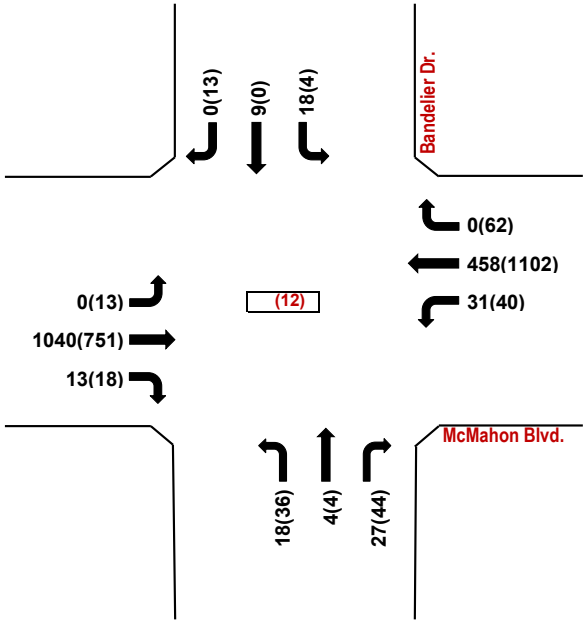
McMahon Blvd. / Bandelier Dr.

Trips Generated Volumes



McMahon Blvd. / Bandelier Dr.

2028 BUILD Volumes



McMahon Blvd. / Bandelier Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Sweet Dreams Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (13)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

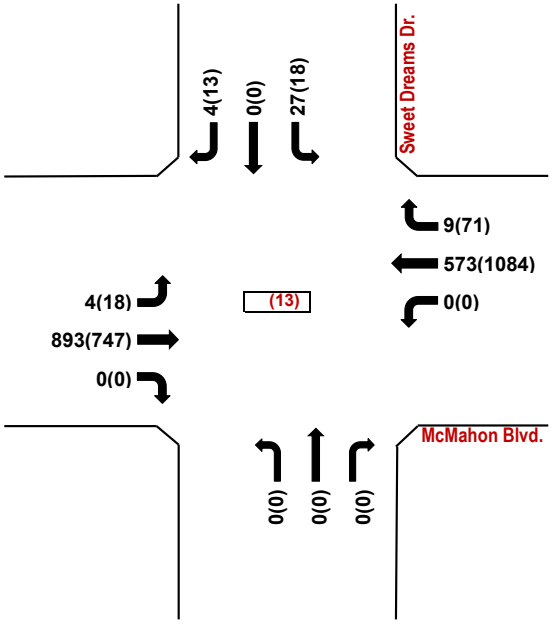
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Sweet Dreams Dr.)**			**Southbound (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	804	0	0	516	8	0	0	0	24	0	4
Background Traffic Growth	0	89	0	0	57	1	0	0	0	3	0	0
Subtotal	4	893	0	0	573	9	0	0	0	27	0	4
Subtotal (NO BUILD - A.M.)	***4***	***893***	***0***	***0***	***573***	***9***	***0***	***0***	***0***	***27***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**4**	**893**	**0**	**0**	**573**	**9**	**0**	**0**	**0**	**27**	**0**	**4**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Sweet Dreams Dr.)**			**Southbound (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	672	0	0	976	64	0	0	0	16	0	12
Background Traffic Growth	2	75	0	0	108	7	0	0	0	2	0	1
Subtotal	18	747	0	0	1,084	71	0	0	0	18	0	13
Subtotal (NO BUILD - P.M.)	***18***	***747***	***0***	***0***	***1,084***	***71***	***0***	***0***	***0***	***18***	***0***	***13***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**18**	**747**	**0**	**0**	**1,084**	**71**	**0**	**0**	**0**	**18**	**0**	**13**

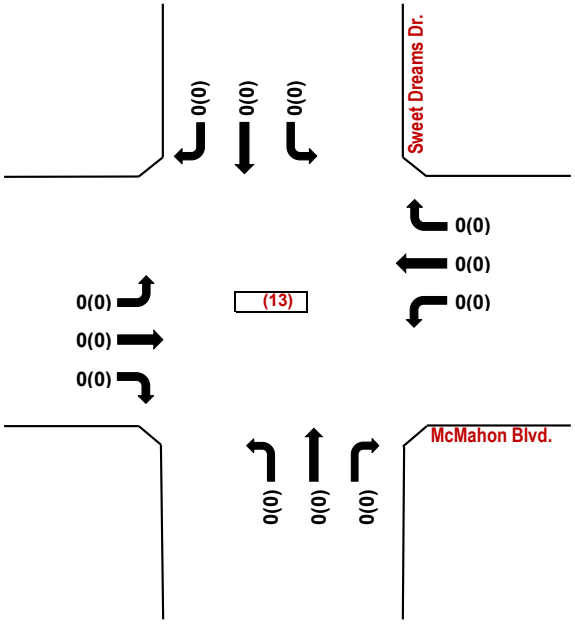
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



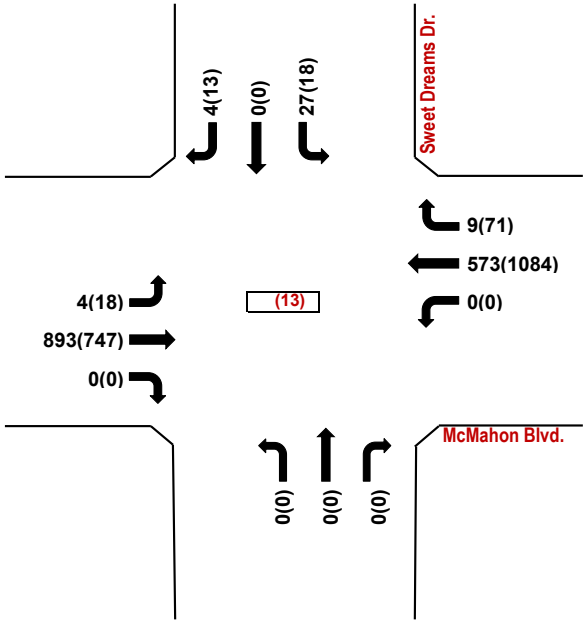
McMahon Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



McMahon Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



McMahon Blvd. / Sweet Dreams Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Milky Way St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (14)

N-S Street: **Milky Way St.**

Year of Existing Counts 2025

Horizon Year **2028**

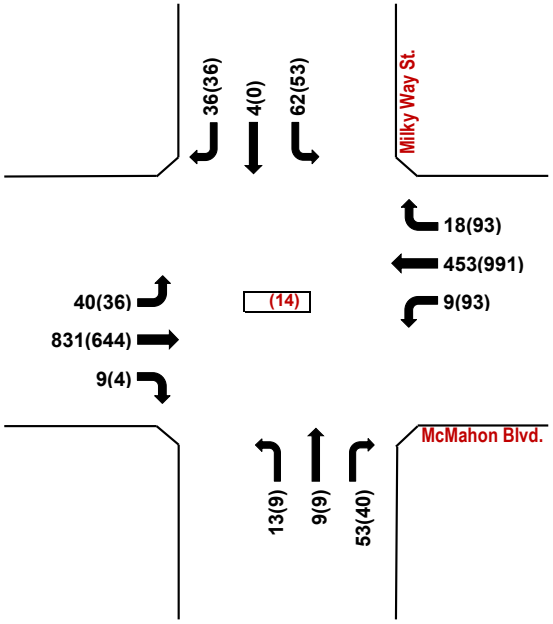
Growth Rates 3.70% 3.70% 3.70% 3.70%

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	36	748	8	8	408	16	12	8	48	56	4	32
Background Traffic Growth	4	83	1	1	45	2	1	1	5	6	0	4
Subtotal	40	831	9	9	453	18	13	9	53	62	4	36
Subtotal (NO BUILD - A.M.)	***40***	***831***	***9***	***9***	***453***	***18***	***13***	***9***	***53***	***62***	***4***	***36***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	**40**	**831**	**9**	**9**	**453**	**18**	**13**	**9**	**53**	**62**	**4**	**37**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	32	580	4	84	892	84	8	8	36	48	0	32
Background Traffic Growth	4	64	0	9	99	9	1	1	4	5	0	4
Subtotal	36	644	4	93	991	93	9	9	40	53	0	36
Subtotal (NO BUILD - P.M.)	***36***	***644***	***4***	***93***	***991***	***93***	***9***	***9***	***40***	***53***	***0***	***36***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**37**	**644**	**4**	**93**	**991**	**93**	**9**	**9**	**40**	**53**	**0**	**36**

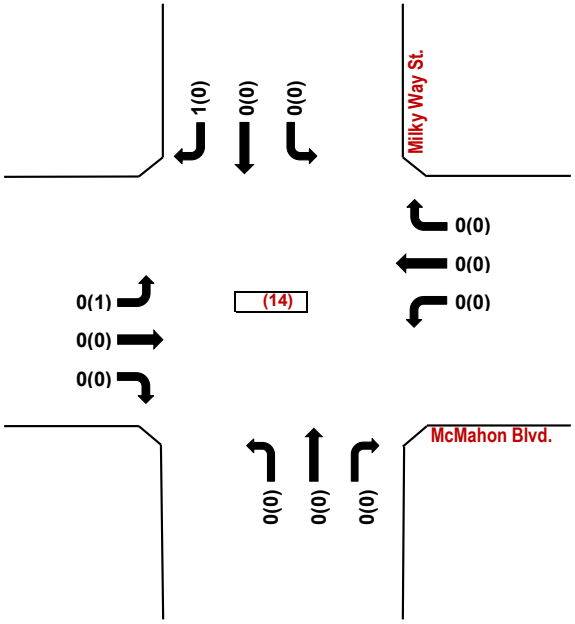
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



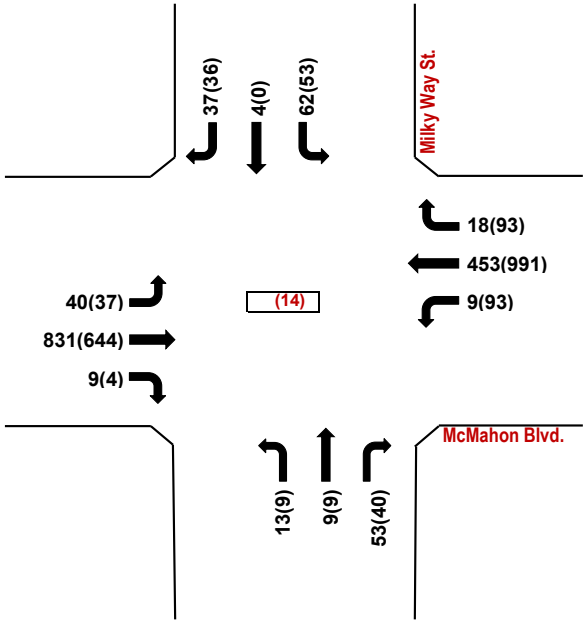
McMahon Blvd. / Milky Way St.

Trips Generated Volumes



McMahon Blvd. / Milky Way St.

2028 BUILD Volumes



McMahon Blvd. / Milky Way St.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (15)

N-S Street: **Milky Way St / 15th St.**

Year of Existing Counts 2025

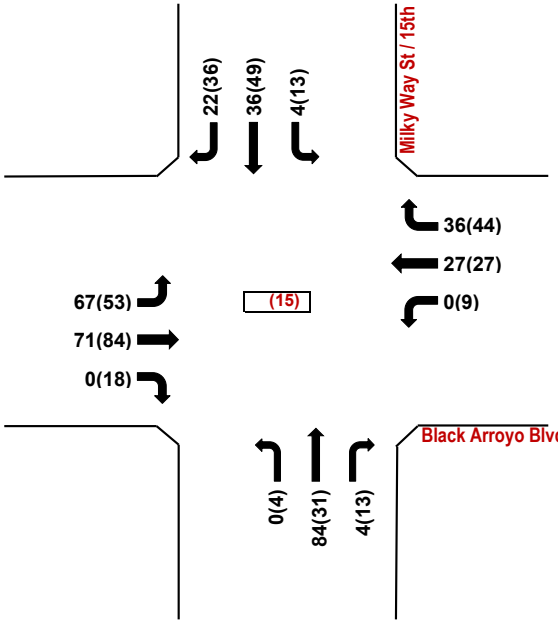
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	60	64	0	0	24	32	0	76	4	4	32	20
Background Traffic Growth	7	7	0	0	3	4	0	8	0	0	4	2
Subtotal	67	71	0	0	27	36	0	84	4	4	36	22
Subtotal (NO BUILD - A.M.)	***67***	***71***	***0***	***0***	***27***	***36***	***0***	***84***	***4***	***4***	***36***	***22***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**67**	**71**	**0**	**1**	**27**	**36**	**0**	**84**	**4**	**4**	**36**	**22**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	76	16	8	24	40	4	28	12	12	44	32
Background Traffic Growth	5	8	2	1	3	4	0	3	1	1	5	4
Subtotal	53	84	18	9	27	44	4	31	13	13	49	36
Subtotal (NO BUILD - P.M.)	***53***	***84***	***18***	***9***	***27***	***44***	***4***	***31***	***13***	***13***	***49***	***36***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**53**	**84**	**18**	**9**	**27**	**44**	**4**	**31**	**14**	**13**	**49**	**36**

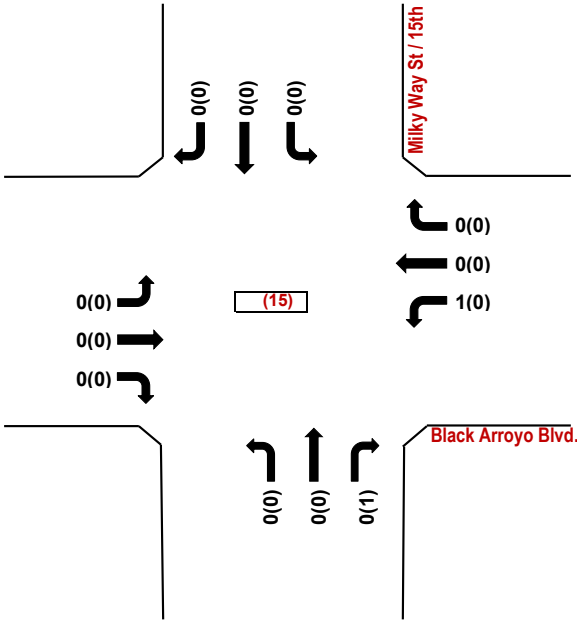
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



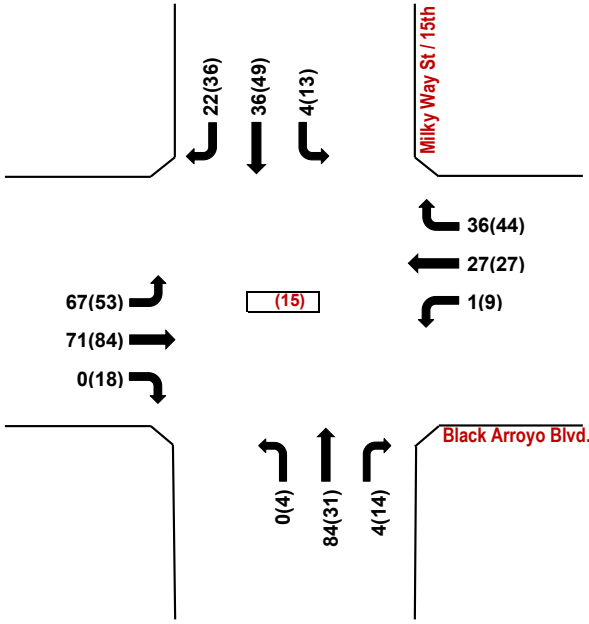
Black Arroyo Blvd. / Milky Way St / 15th St.

Trips Generated Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

2028 BUILD Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (16)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

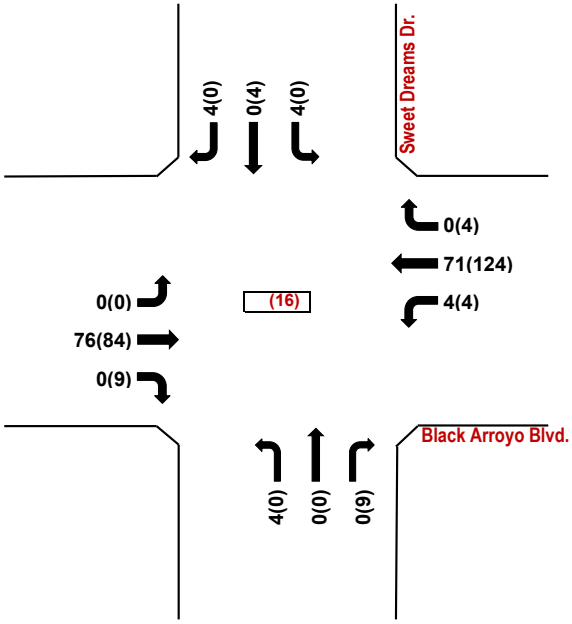
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	4	64	0	4	0	0	4	0	4
Background Traffic Growth	0	8	0	0	7	0	0	0	0	0	0	0
Subtotal	0	76	0	4	71	0	4	0	0	4	0	4
Subtotal (NO BUILD - A.M.)	***0***	***76***	***0***	***4***	***71***	***0***	***4***	***0***	***0***	***4***	***0***	***4***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**76**	**0**	**4**	**72**	**0**	**4**	**0**	**0**	**4**	**0**	**4**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	76	8	4	112	4	0	0	8	0	4	0
Background Traffic Growth	0	8	1	0	12	0	0	0	1	0	0	0
Subtotal	0	84	9	4	124	4	0	0	9	0	4	0
Subtotal (NO BUILD - P.M.)	***0***	***84***	***9***	***4***	***124***	***4***	***0***	***0***	***9***	***0***	***4***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**85**	**9**	**4**	**124**	**4**	**0**	**0**	**9**	**0**	**4**	**0**

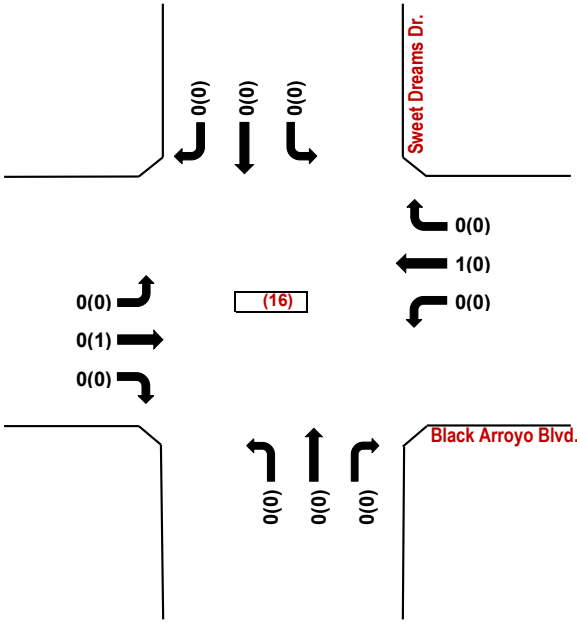
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



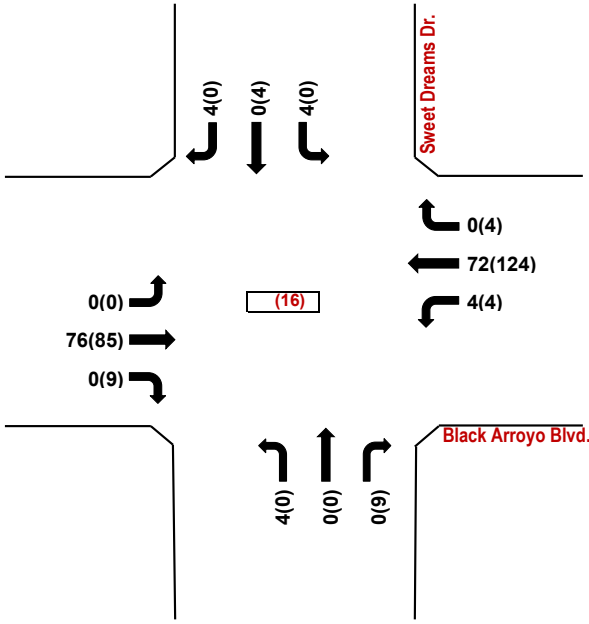
Black Arroyo Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Dreamy Way Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (17)

N-S Street: **Dreamy Way Dr.**

Year of Existing Counts 2025

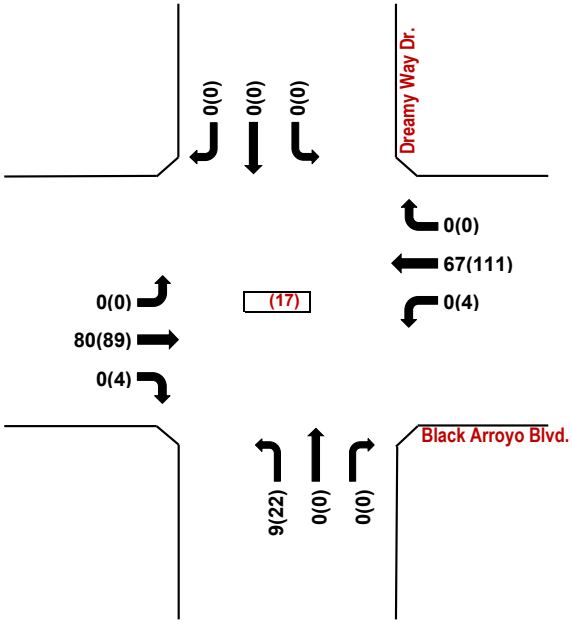
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Dreamy Way Dr.)**			**SB (Dreamy Way Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	0	60	0	8	0	0	0	0	0
Background Traffic Growth	0	8	0	0	7	0	1	0	0	0	0	0
Subtotal	0	80	0	0	67	0	9	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***80***	***0***	***0***	***67***	***0***	***9***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**80**	**0**	**0**	**68**	**0**	**9**	**0**	**0**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Dreamy Way Dr.)**			**SB (Dreamy Way Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	80	4	4	100	0	20	0	0	0	0	0
Background Traffic Growth	0	9	0	0	11	0	2	0	0	0	0	0
Subtotal	0	89	4	4	111	0	22	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***89***	***4***	***4***	***111***	***0***	***22***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**90**	**4**	**4**	**111**	**0**	**22**	**0**	**0**	**0**	**0**	**0**

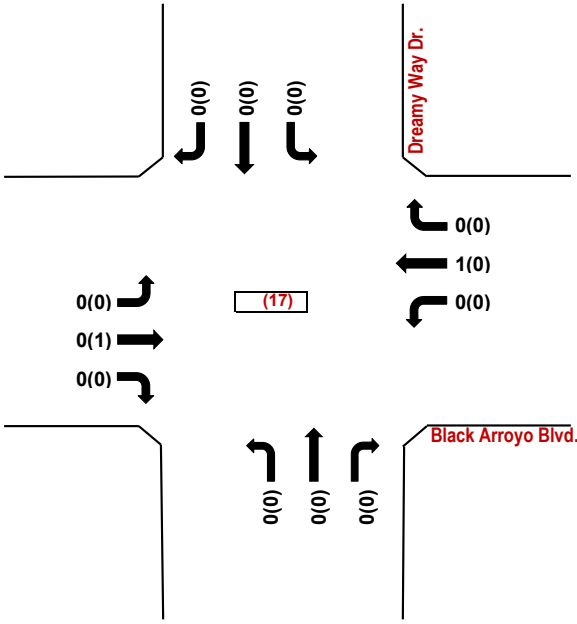
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



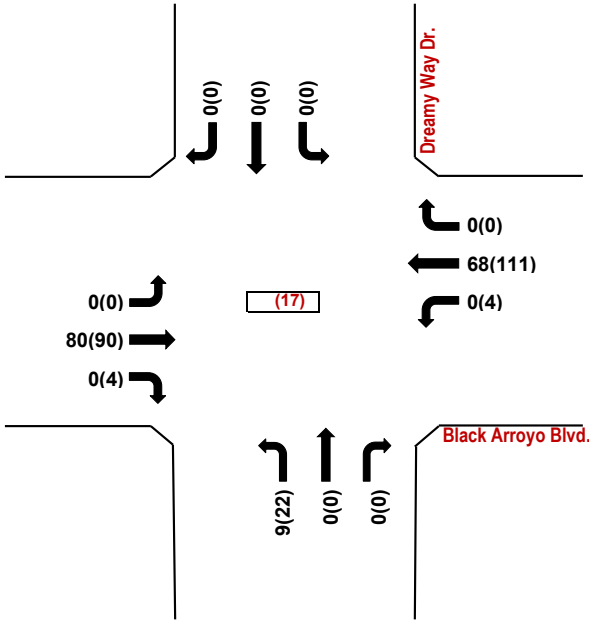
Black Arroyo Blvd. / Dreamy Way Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (18)

N-S Street: **19th St. / Pinon Altos Rd.**

Year of Existing Counts 2025

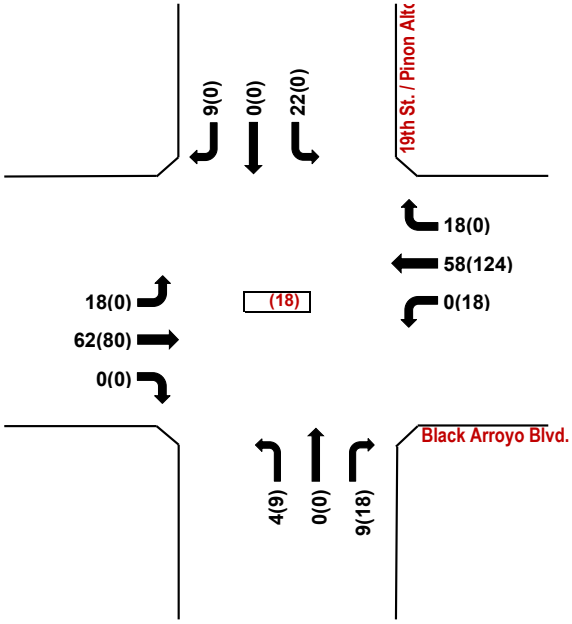
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	56	0	0	52	16	4	0	8	20	0	8
Background Traffic Growth	2	6	0	0	6	2	0	0	1	2	0	1
Subtotal	18	62	0	0	58	18	4	0	9	22	0	9
Subtotal (NO BUILD - A.M.)	***18***	***62***	***0***	***0***	***58***	***18***	***4***	***0***	***9***	***22***	***0***	***9***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	14	0	0	0	47	0	1
Total AM Peak Hour BUILD Volumes	**18**	**62**	**0**	**0**	**58**	**32**	**4**	**0**	**9**	**69**	**0**	**10**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	16	112	0	8	0	16	0	0	0
Background Traffic Growth	0	8	0	2	12	0	1	0	2	0	0	0
Subtotal	0	80	0	18	124	0	9	0	18	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***80***	***0***	***18***	***124***	***0***	***9***	***0***	***18***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	45	0	0	0	32	0	0
Total PM Peak Hour BUILD Volumes	**1**	**80**	**0**	**18**	**124**	**45**	**9**	**0**	**18**	**32**	**0**	**0**

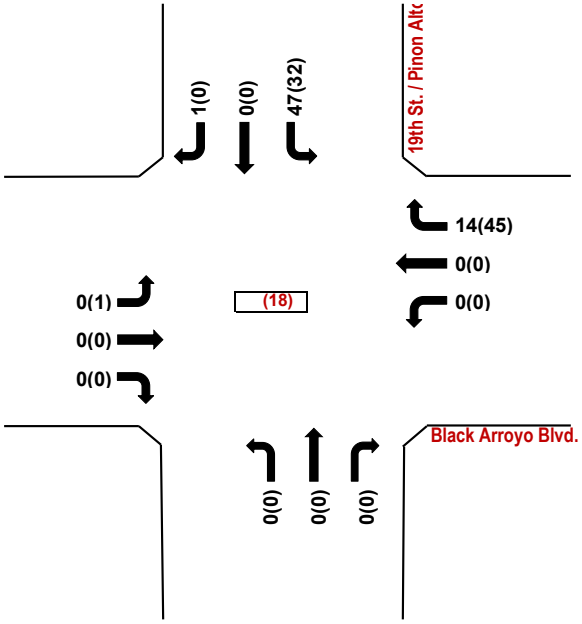
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



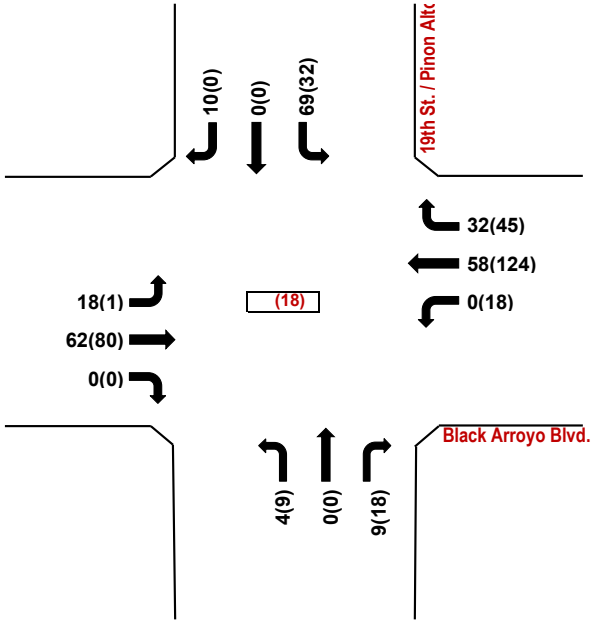
Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Trips Generated Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

2028 BUILD Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (19)

N-S Street: **Pinon Azul St. / Nursing Facility DW**

Year of Existing Counts 2025

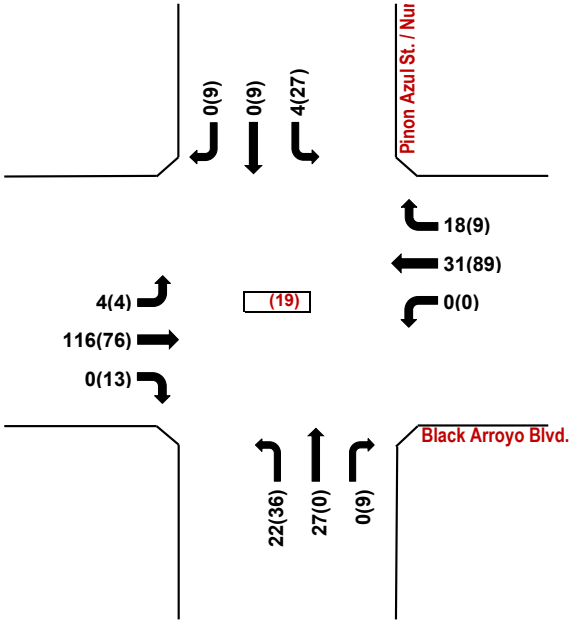
Horizon Year **2028**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	104	0	0	28	16	20	24	0	4	0	0
Background Traffic Growth	0	12	0	0	3	2	2	3	0	0	0	0
Subtotal	4	116	0	0	31	18	22	27	0	4	0	0
Subtotal (NO BUILD - A.M.)	***4***	***116***	***0***	***0***	***31***	***18***	***22***	***27***	***0***	***4***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	47	0	0	2	0	12	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**4**	**163**	**0**	**0**	**33**	**18**	**34**	**27**	**0**	**4**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	68	12	0	80	8	32	0	8	24	8	8
Background Traffic Growth	0	8	1	0	9	1	4	0	1	3	1	1
Subtotal	4	76	13	0	89	9	36	0	9	27	9	9
Subtotal (NO BUILD - P.M.)	***4***	***76***	***13***	***0***	***89***	***9***	***36***	***0***	***9***	***27***	***9***	***9***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	32	0	0	7	0	38	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**4**	**108**	**13**	**0**	**96**	**9**	**74**	**0**	**9**	**27**	**9**	**9**

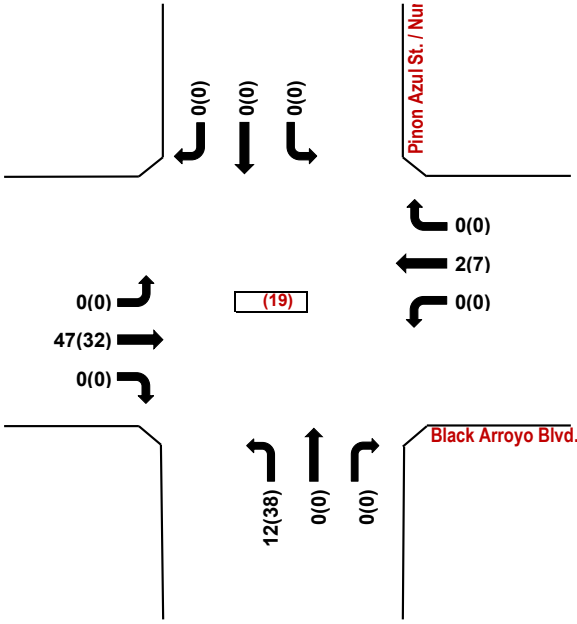
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



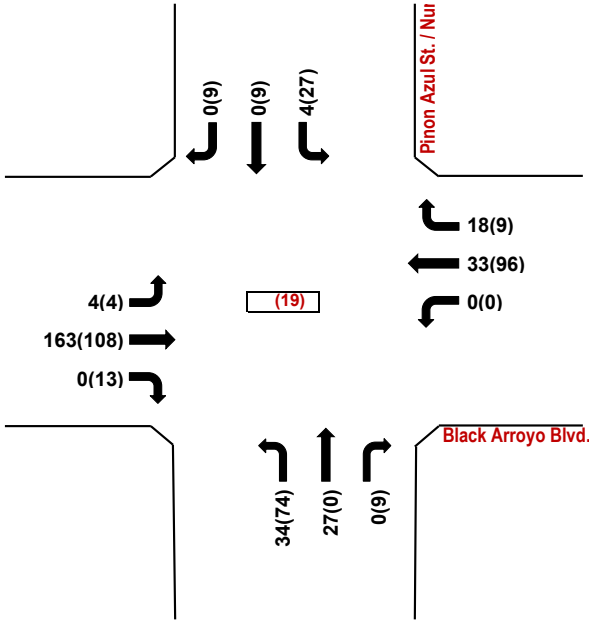
Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Trips Generated Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

2028 BUILD Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Wellsprings Ave. / Unser Blvd.

(1)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Wellsprings Ave.)**			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	96	56	180	100	80	36	148	996	220	88	1,224	76	
2038 (NO BUILD - A.M.)	*142*	*85*	*267*	*178*	*119*	*64*	*219*	*1,505*	*390*	*148*	*1,813*	*113*	
2038 (BUILD - A.M.)	***151***	***85***	***267***	***178***	***119***	***64***	***223***	***1,505***	***390***	***148***	***1,815***	***114***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	100	48	164	416	76	84	128	1,404	124	28	1,208	64	
2038 (NO BUILD - P.M.)	*148*	*78*	*243*	*784*	*120*	*183*	*190*	*2,172*	*385*	*96*	*1,789*	*95*	
2038 (BUILD - P.M.)	***154***	***78***	***243***	***784***	***120***	***183***	***210***	***2,172***	***385***	***96***	***1,796***	***98***	

22nd Ave. / 15th St.

(2)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (22nd Ave.)**			**Westbound (22nd Ave.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	0	0	0	0	16	4	200	0	0	56	12	
2038 (NO BUILD - A.M.)	*30*	*0*	*0*	*0*	*0*	*24*	*6*	*296*	*0*	*0*	*83*	*18*	
2038 (BUILD - A.M.)	***30***	***0***	***0***	***0***	***0***	***26***	***6***	***296***	***0***	***0***	***83***	***18***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			**Westbound (22nd Ave.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	4	0	0	0	16	0	104	0	8	112	20	
2038 (NO BUILD - P.M.)	*30*	*6*	*0*	*0*	*0*	*24*	*0*	*154*	*0*	*12*	*166*	*30*	
2038 (BUILD - P.M.)	***30***	***6***	***0***	***0***	***0***	***25***	***0***	***154***	***0***	***13***	***166***	***30***	

Westside Blvd. / 15th St.

(3)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Westside Blvd.)**			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	192	4	44	116	0	0	0	124	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*284*	*6*	*65*	*172*	*0*	*0*	*0*	*184*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***284***	***6***	***65***	***172***	***0***	***2***	***0***	***184***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	344	16	40	156	0	4	0	104	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*509*	*24*	*59*	*231*	*0*	*6*	*0*	*154*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***510***	***25***	***59***	***231***	***0***	***7***	***0***	***154***	***0***	***0***	***0***	

Westside Blvd. / Wellspring Ave.

(4)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Westside Blvd.)**			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	300	16	48	152	0	4	0	8	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*444*	*24*	*71*	*225*	*0*	*6*	*0*	*12*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***444***	***24***	***71***	***225***	***0***	***6***	***0***	***13***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	444	16	16	180	0	12	0	20	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*658*	*24*	*24*	*267*	*0*	*18*	*0*	*30*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***658***	***25***	***25***	***267***	***0***	***18***	***0***	***31***	***0***	***0***	***0***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

20th Ave. / Wellspring Ave.

(5)

	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	64	0	0	0	24	40	0	0	36	0	
2038 (NO BUILD - A.M.)	*0*	*0*	*95*	*0*	*0*	*0*	*36*	*59*	*0*	*0*	*53*	*0*	
2038 (BUILD - A.M.)	***0***	***0***	***95***	***0***	***0***	***0***	***36***	***60***	***0***	***0***	***54***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	24	0	0	0	16	36	0	0	52	0	
2038 (NO BUILD - P.M.)	*0*	*0*	*36*	*0*	*0*	*0*	*24*	*53*	*0*	*0*	*77*	*0*	
2038 (BUILD - P.M.)	***0***	***0***	***36***	***0***	***0***	***0***	***24***	***54***	***0***	***0***	***79***	***0***	

Wellspring Ave. / Pavilion Wy./Eye Ass

(6)

	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	100	0	0	40	88	0	0	0	52	0	4	
2038 (NO BUILD - A.M.)	*24*	*148*	*0*	*0*	*59*	*130*	*0*	*0*	*0*	*77*	*0*	*6*	
2038 (BUILD - A.M.)	***24***	***148***	***1***	***5***	***59***	***130***	***1***	***0***	***9***	***77***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	108	0	0	64	44	0	0	0	76	0	12	
2038 (NO BUILD - P.M.)	*0*	*160*	*0*	*0*	*95*	*65*	*0*	*0*	*0*	*113*	*0*	*18*	
2038 (BUILD - P.M.)	***0***	***160***	***2***	***23***	***95***	***65***	***1***	***0***	***6***	***113***	***0***	***18***	

22nd Ave. / Pavilion Way

(7)

	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	12	0	0	4	0	0	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*18*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***18***	***0***	***0***	***8***	***10***	***0***	***0***	***0***	***6***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	8	0	0	8	0	0	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*12*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***13***	***0***	***0***	***13***	***7***	***0***	***0***	***0***	***25***	***0***	***0***	

Driveway "A" / 19th St.

(8)

	1.00			1.00			1.00			1.00			PHF
0.0% Truck	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***12***	***0***	***47***	***0***	***0***	***0***	***15***	***0***	***0***	***0***	***0***	***6***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	0	0	0	0	0	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***8***	***0***	***32***	***0***	***0***	***0***	***39***	***0***	***0***	***0***	***0***	***26***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Unser Blvd.

(9)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (Black Arroyo Blvd.)**			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	140	0	0	44	0	1,508	0	0	1,420	32	
2038 (NO BUILD - A.M.)	*0*	*0*	*216*	*0*	*0*	*69*	*0*	*2,317*	*0*	*0*	*2,131*	*47*	
2038 (BUILD - A.M.)	***0***	***0***	***263***	***0***	***0***	***69***	***0***	***2,321***	***0***	***0***	***2,131***	***49***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (Black Arroyo Blvd.)			**Westbound (Black Arroyo Blvd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	0	100	0	0	8	0	1,644	4	0	1,648	60	
2038 (NO BUILD - P.M.)	*0*	*0*	*166*	*0*	*0*	*13*	*0*	*2,481*	*6*	*0*	*2,500*	*89*	
2038 (BUILD - P.M.)	***0***	***0***	***198***	***0***	***0***	***13***	***0***	***2,501***	***6***	***0***	***2,500***	***96***	

Night Whisper Rd. / Unser Blvd.

(10)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**EB (Night Whisper Rd.)**			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	40	4	12	0	4	20	16	1,432	8	16	1,484	40	
2038 (NO BUILD - A.M.)	*59*	*6*	*18*	*0*	*6*	*30*	*24*	*2,121*	*12*	*24*	*2,198*	*59*	
2038 (BUILD - A.M.)	***59***	***6***	***18***	***0***	***6***	***30***	***36***	***2,125***	***12***	***24***	***2,245***	***59***	

	1.00			1.00			1.00			1.00			PHF
	EB (Night Whisper Rd.)			**WB (Night Whisper Rd.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	8	4	28	4	0	40	32	1,608	12	28	1,648	32	
2038 (NO BUILD - P.M.)	*12*	*6*	*41*	*6*	*0*	*59*	*47*	*2,381*	*18*	*41*	*2,441*	*47*	
2038 (BUILD - P.M.)	***12***	***6***	***41***	***6***	***0***	***59***	***60***	***2,401***	***18***	***41***	***2,473***	***47***	

McMahon Blvd. / Pinon Verde Rd.

(11)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	20	916	4	0	424	60	0	0	8	0	0	40	
2038 (NO BUILD - A.M.)	*30*	*1,357*	*6*	*0*	*628*	*89*	*0*	*0*	*12*	*0*	*0*	*59*	
2038 (BUILD - A.M.)	***30***	***1,357***	***6***	***0***	***628***	***89***	***0***	***0***	***12***	***0***	***0***	***59***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	44	664	0	0	1,156	72	0	0	36	0	0	96	
2038 (NO BUILD - P.M.)	*65*	*983*	*0*	*0*	*1,712*	*107*	*0*	*0*	*53*	*0*	*0*	*142*	
2038 (BUILD - P.M.)	***65***	***983***	***0***	***0***	***1,715***	***123***	***0***	***0***	***53***	***0***	***0***	***142***	

McMahon Blvd. / Bandelier Dr.

(12)	1.00			1.00			1.00			1.00			PHF
0.0% Truck	**Eastbound (McMahon Blvd.)**			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	936	12	28	412	0	16	4	24	16	8	0	
2038 (NO BUILD - A.M.)	*0*	*1,386*	*18*	*41*	*610*	*0*	*24*	*6*	*36*	*24*	*12*	*0*	
2038 (BUILD - A.M.)	***0***	***1,386***	***18***	***41***	***610***	***0***	***24***	***6***	***36***	***24***	***12***	***0***	

	1.00			1.00			1.00			1.00			PHF
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Bandelier Dr.)**			**Southbound (Bandelier Dr.)**			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	12	676	16	36	992	56	32	4	40	4	0	12	
2038 (NO BUILD - P.M.)	*18*	*1,001*	*24*	*53*	*1,469*	*83*	*47*	*6*	*59*	*6*	*0*	*18*	
2038 (BUILD - P.M.)	***18***	***1,001***	***24***	***53***	***1,469***	***86***	***47***	***6***	***59***	***6***	***0***	***18***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

McMahon Blvd. / Sweet Dreams Dr.

(13)	1.00			1.00			1.00			1.00		PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	4	804	0	0	516	8	0	0	0	24	0	4
2038 (NO BUILD - A.M.)	*6*	*1,191*	*0*	*0*	*764*	*12*	*0*	*0*	*0*	*36*	*0*	*6*
2038 (BUILD - A.M.)	***6***	***1,191***	***0***	***0***	***764***	***12***	***0***	***0***	***0***	***36***	***0***	***6***

	1.00			1.00			1.00			1.00		PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	16	672	0	0	976	64	0	0	0	16	0	12
2038 (NO BUILD - P.M.)	*24*	*995*	*0*	*0*	*1,445*	*95*	*0*	*0*	*0*	*24*	*0*	*18*
2038 (BUILD - P.M.)	***24***	***995***	***0***	***0***	***1,445***	***95***	***0***	***0***	***0***	***24***	***0***	***18***

McMahon Blvd. / Milky Way St.

(14)	1.00			1.00			1.00			1.00		PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	36	748	8	8	408	16	12	8	48	56	4	32
2038 (NO BUILD - A.M.)	*53*	*1,108*	*12*	*12*	*604*	*24*	*18*	*12*	*71*	*83*	*6*	*47*
2038 (BUILD - A.M.)	***53***	***1,108***	***12***	***12***	***604***	***24***	***18***	***12***	***71***	***83***	***6***	***48***

	1.00			1.00			1.00			1.00		PHF
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	32	580	4	84	892	84	8	8	36	48	0	32
2038 (NO BUILD - P.M.)	*47*	*859*	*6*	*124*	*1,321*	*124*	*12*	*12*	*53*	*71*	*0*	*47*
2038 (BUILD - P.M.)	***48***	***859***	***6***	***124***	***1,321***	***124***	***12***	***12***	***53***	***71***	***0***	***47***

Black Arroyo Blvd. / Milky Way St / 15th

(15)	1.00			1.00			1.00			1.00		PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	60	64	0	0	24	32	0	76	4	4	32	20
2038 (NO BUILD - A.M.)	*89*	*95*	*0*	*0*	*36*	*47*	*0*	*113*	*6*	*6*	*47*	*30*
2038 (BUILD - A.M.)	***89***	***95***	***0***	***1***	***36***	***47***	***0***	***113***	***6***	***6***	***47***	***30***

	1.00			1.00			1.00			1.00		PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	48	76	16	8	24	40	4	28	12	12	44	32
2038 (NO BUILD - P.M.)	*71*	*113*	*24*	*12*	*36*	*59*	*6*	*41*	*18*	*18*	*65*	*47*
2038 (BUILD - P.M.)	***71***	***113***	***24***	***12***	***36***	***59***	***6***	***41***	***19***	***18***	***65***	***47***

Black Arroyo Blvd. / Sweet Dreams Dr.

(16)	1.00			1.00			1.00			1.00		PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)		
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	68	0	4	64	0	4	0	0	4	0	4
2038 (NO BUILD - A.M.)	*0*	*101*	*0*	*6*	*95*	*0*	*6*	*0*	*0*	*6*	*0*	*6*
2038 (BUILD - A.M.)	***0***	***101***	***0***	***6***	***96***	***0***	***6***	***0***	***0***	***6***	***0***	***6***

	1.00			1.00			1.00			1.00		PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Sweet Dreams Dr.)			SB (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing (2025)	0	76	8	4	112	4	0	0	8	0	4	0
2038 (NO BUILD - P.M.)	*0*	*113*	*12*	*6*	*166*	*6*	*0*	*0*	*12*	*0*	*6*	*0*
2038 (BUILD - P.M.)	***0***	***114***	***12***	***6***	***166***	***6***	***0***	***0***	***12***	***0***	***6***	***0***

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements SUMMARY

PROPOSED DEVELOPMENT (2038) - 100% Development

Condition: With Pavilion Way

INTERSECTION: **Summary**

Black Arroyo Blvd. / Dreamy Way Dr.

(17)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	72	0	0	60	0	8	0	0	0	0	0	
2038 (NO BUILD - A.M.)	*0*	*107*	*0*	*0*	*89*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - A.M.)	***0***	***107***	***0***	***0***	***90***	***0***	***12***	***0***	***0***	***0***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	80	4	4	100	0	20	0	0	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*118*	*6*	*6*	*148*	*0*	*30*	*0*	*0*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***0***	***119***	***6***	***6***	***148***	***0***	***30***	***0***	***3***	***0***	***0***	***0***	

Black Arroyo Blvd. / 19th St. / Pinon Alt

(18)	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	16	56	0	0	52	16	4	0	8	20	0	8	
2038 (NO BUILD - A.M.)	*24*	*83*	*0*	*0*	*77*	*24*	*6*	*0*	*12*	*30*	*0*	*12*	
2038 (BUILD - A.M.)	***24***	***83***	***0***	***0***	***77***	***38***	***6***	***0***	***12***	***77***	***0***	***13***	

	1.00			1.00			1.00			1.00			PHF
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Altos Rd.)			SB (19th St.)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	0	72	0	16	112	0	8	0	16	0	0	0	
2038 (NO BUILD - P.M.)	*0*	*107*	*0*	*24*	*166*	*0*	*12*	*0*	*24*	*0*	*0*	*0*	
2038 (BUILD - P.M.)	***4***	***107***	***0***	***24***	***166***	***35***	***12***	***0***	***24***	***32***	***0***	***0***	

Black Arroyo Blvd. / Pinon Azul St. / Nu

(19)	1.00			1.00			1.00			1.00			PHF
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)			
0.0% Truck	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	104	0	0	28	16	20	24	0	4	0	0	
2038 (NO BUILD - A.M.)	*6*	*154*	*0*	*0*	*41*	*24*	*30*	*36*	*0*	*6*	*0*	*0*	
2038 (BUILD - A.M.)	***6***	***201***	***0***	***0***	***43***	***24***	***42***	***36***	***0***	***6***	***0***	***0***	

	1.00			1.00			1.00			1.00			PHF
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing (2025)	4	68	12	0	80	8	32	0	8	24	8	8	
2038 (NO BUILD - P.M.)	*6*	*101*	*18*	*0*	*118*	*12*	*47*	*0*	*12*	*36*	*12*	*12*	
2038 (BUILD - P.M.)	***6***	***133***	***18***	***0***	***125***	***12***	***76***	***0***	***12***	***36***	***12***	***12***	

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Wellsprings Ave.** (1)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

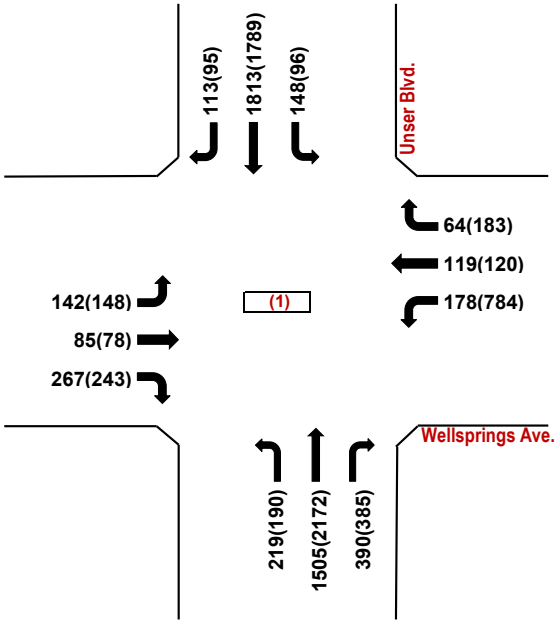
	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	56	180	100	80	36	148	996	220	88	1,224	76
Background Traffic Growth	46	27	87	48	38	17	71	479	106	42	589	37
Subtotal	142	83	267	148	118	53	219	1,475	326	130	1,813	113
Village RR TIS	0	2	0	30	1	11	0	30	64	18	0	0
Subtotal (NO BUILD - A.M.)	***142***	***85***	***267***	***178***	***119***	***64***	***219***	***1,505***	***390***	***148***	***1,813***	***113***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	0	0	0	0	0	4	0	0	0	2	1
Total AM Peak Hour BUILD Volumes	**151**	**85**	**267**	**178**	**119**	**64**	**223**	**1,505**	**390**	**148**	**1,815**	**114**

3.70% 3.70% 3.70% 3.70%

	Eastbound (Wellsprings Ave.)			Westbound (Wellsprings Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	100	48	164	416	76	84	128	1,404	124	28	1,208	64
Background Traffic Growth	48	23	79	200	37	40	62	675	60	13	581	31
Subtotal	148	71	243	616	113	124	190	2,079	184	41	1,789	95
Village RR TIS	0	7	0	168	7	59	0	93	201	55	0	0
Subtotal (NO BUILD - P.M.)	***148***	***78***	***243***	***784***	***120***	***183***	***190***	***2,172***	***385***	***96***	***1,789***	***95***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	0	0	0	0	0	20	0	0	0	7	3
Total PM Peak Hour BUILD Volumes	**154**	**78**	**243**	**784**	**120**	**183**	**210**	**2,172**	**385**	**96**	**1,796**	**98**

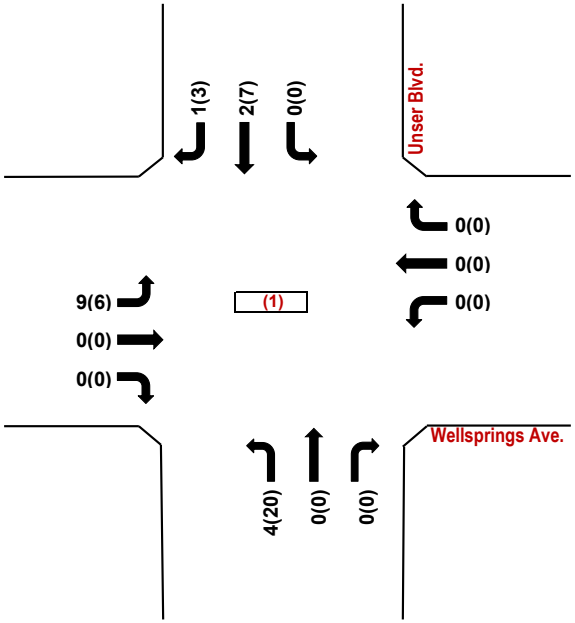
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



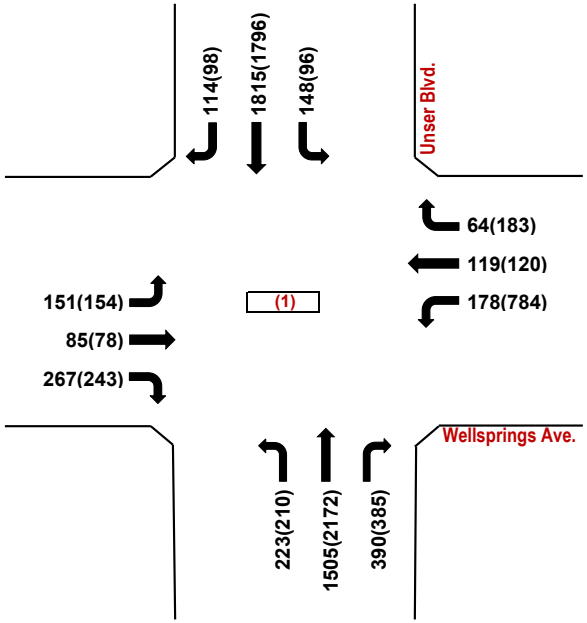
Wellsprings Ave. / Unser Blvd.

Trips Generated Volumes



Wellsprings Ave. / Unser Blvd.

2038 BUILD Volumes



Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (2)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2038**

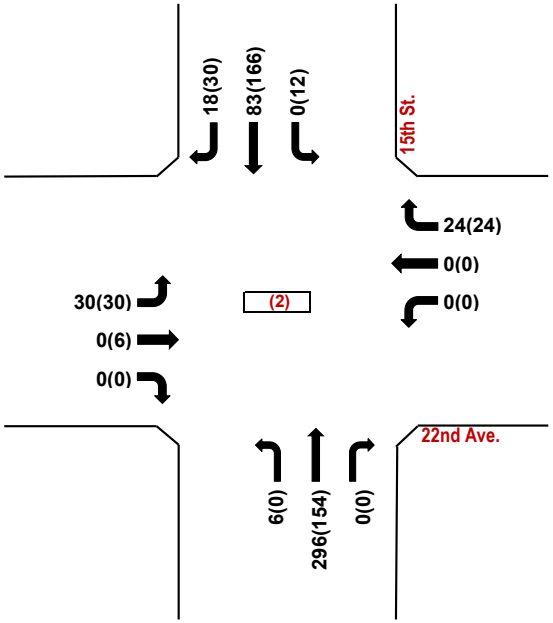
Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	0	0	0	0	16	4	200	0	0	56	12
Background Traffic Growth	10	0	0	0	0	8	2	96	0	0	27	6
Subtotal (NO BUILD - A.M.)	***30***	***0***	***0***	***0***	***0***	***24***	***6***	***296***	***0***	***0***	***83***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	2	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**30**	**0**	**0**	**0**	**0**	**26**	**6**	**296**	**0**	**0**	**83**	**18**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	4	0	0	0	16	0	104	0	8	112	20
Background Traffic Growth	10	2	0	0	0	8	0	50	0	4	54	10
Subtotal (NO BUILD - P.M.)	***30***	***6***	***0***	***0***	***0***	***24***	***0***	***154***	***0***	***12***	***166***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	1	0	0	0	1	0	0
Total PM Peak Hour BUILD Volumes	**30**	**6**	**0**	**0**	**0**	**25**	**0**	**154**	**0**	**13**	**166**	**30**

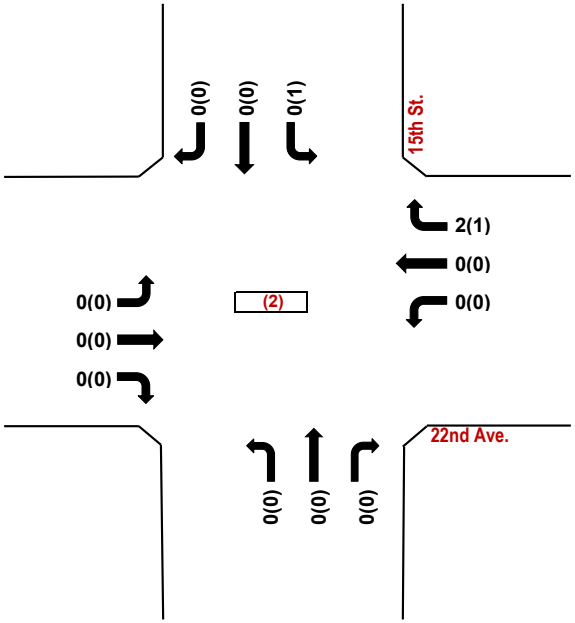
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



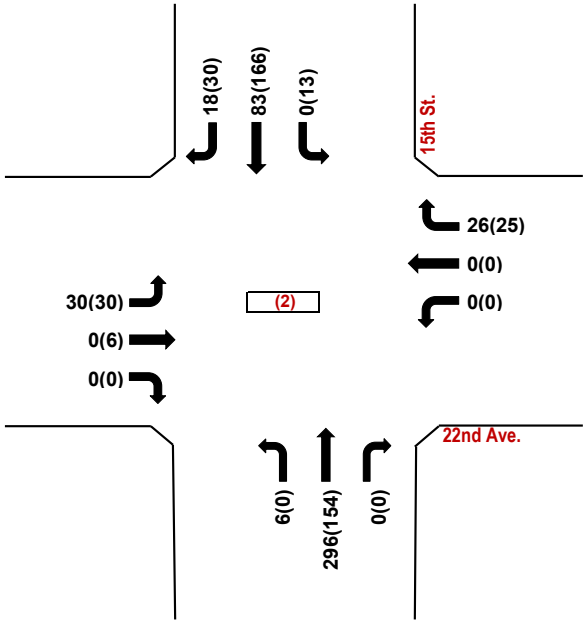
22nd Ave. / 15th St.

Trips Generated Volumes



22nd Ave. / 15th St.

2038 BUILD Volumes



22nd Ave. / 15th St.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (3)

N-S Street: **15th St.**

Year of Existing Counts 2025

Horizon Year **2038**

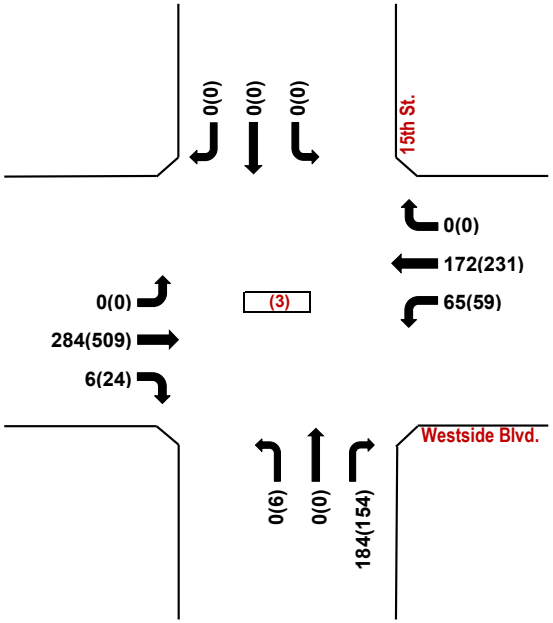
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	192	4	44	116	0	0	0	124	0	0	0
Background Traffic Growth	0	92	2	21	56	0	0	0	60	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***284***	***6***	***65***	***172***	***0***	***0***	***0***	***184***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	2	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**284**	**6**	**65**	**172**	**0**	**2**	**0**	**184**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (15th St.)**			**Southbound (15th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	344	16	40	156	0	4	0	104	0	0	0
Background Traffic Growth	0	165	8	19	75	0	2	0	50	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***509***	***24***	***59***	***231***	***0***	***6***	***0***	***154***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	1	0	0	0	1	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**510**	**25**	**59**	**231**	**0**	**7**	**0**	**154**	**0**	**0**	**0**

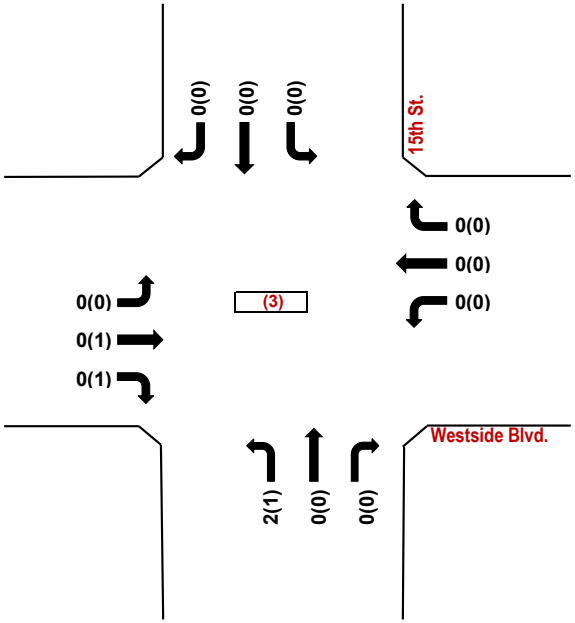
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



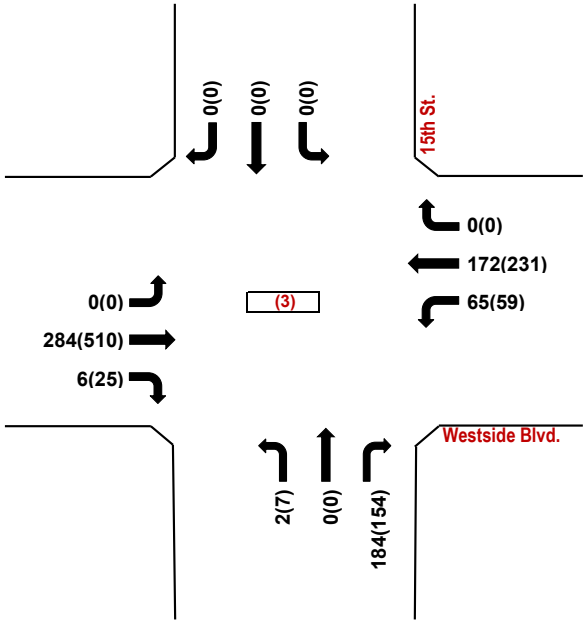
Westside Blvd. / 15th St.

Trips Generated Volumes



Westside Blvd. / 15th St.

2038 BUILD Volumes



Westside Blvd. / 15th St.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Westside Blvd. / Wellspring Ave.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Westside Blvd.** (4)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2038**

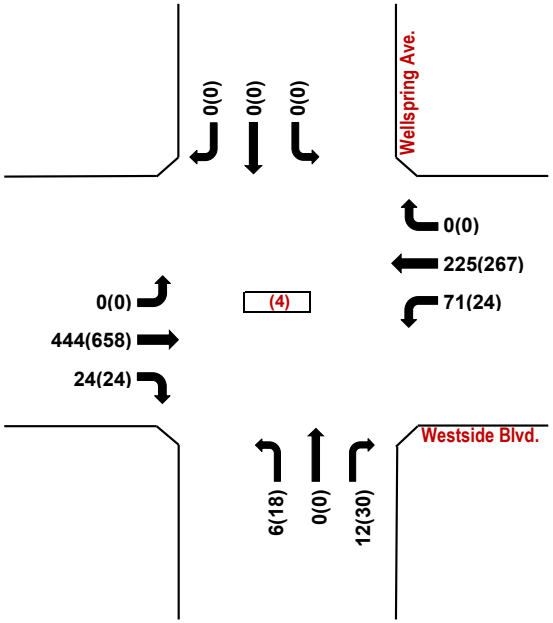
Growth Rates

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	300	16	48	152	0	4	0	8	0	0	0
Background Traffic Growth	0	144	8	23	73	0	2	0	4	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***444***	***24***	***71***	***225***	***0***	***6***	***0***	***12***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**444**	**24**	**71**	**225**	**0**	**6**	**0**	**13**	**0**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Westside Blvd.)			**Westbound (Westside Blvd.)**			**Northbound (Wellspring Ave.)**			**Southbound (Wellspring Ave.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	444	16	16	180	0	12	0	20	0	0	0
Background Traffic Growth	0	214	8	8	87	0	6	0	10	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***658***	***24***	***24***	***267***	***0***	***18***	***0***	***30***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***1.00%***	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	1	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**658**	**25**	**25**	**267**	**0**	**18**	**0**	**31**	**0**	**0**	**0**

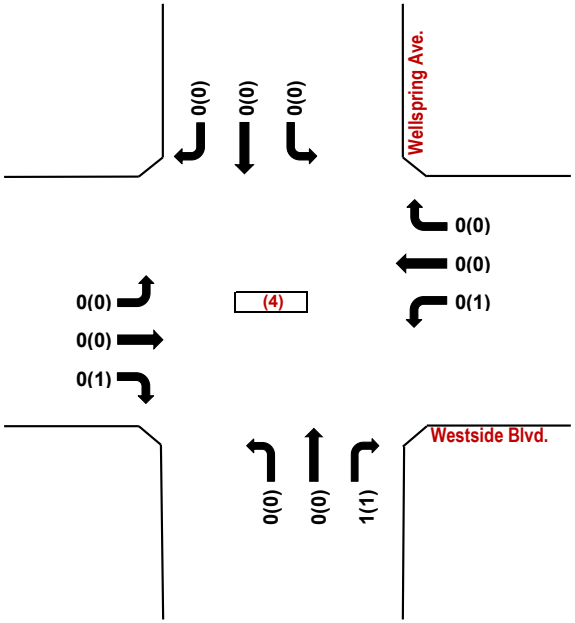
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



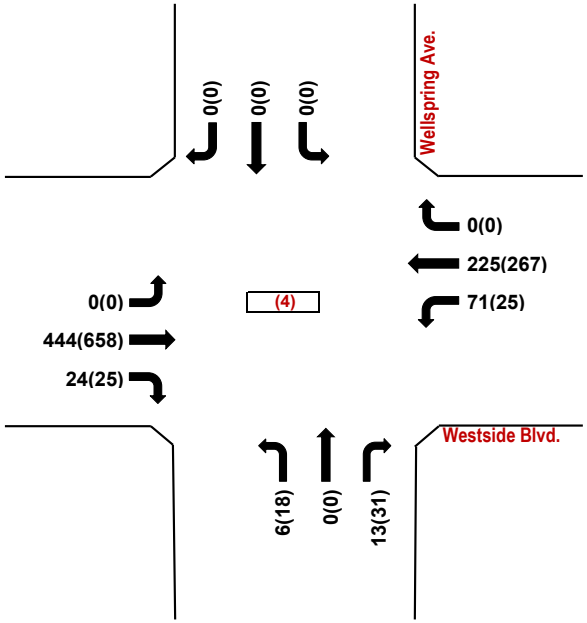
Westside Blvd. / Wellspring Ave.

Trips Generated Volumes



Westside Blvd. / Wellspring Ave.

2038 BUILD Volumes



Westside Blvd. / Wellspring Ave.
Condition: With Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

20th Ave. / Wellspring Ave.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **20th Ave.** (5)

N-S Street: **Wellspring Ave.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

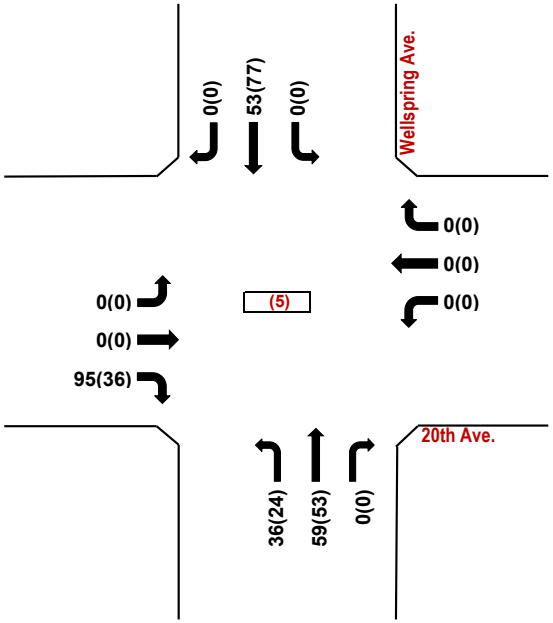
	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	64	0	0	0	24	40	0	0	36	0
Background Traffic Growth	0	0	31	0	0	0	12	19	0	0	17	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***95***	***0***	***0***	***0***	***36***	***59***	***0***	***0***	***53***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	1	0	0	1	0
Total AM Peak Hour BUILD Volumes	**0**	**0**	**95**	**0**	**0**	**0**	**36**	**60**	**0**	**0**	**54**	**0**

3.70% 3.70% 3.70% 3.70%

	Eastbound (20th Ave.)			Westbound (20th Ave.)			Northbound (Wellspring Ave.)			Southbound (Wellspring Ave.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	24	0	0	0	16	36	0	0	52	0
Background Traffic Growth	0	0	12	0	0	0	8	17	0	0	25	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***36***	***0***	***0***	***0***	***24***	***53***	***0***	***0***	***77***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	1	0	0	2	0
Total PM Peak Hour BUILD Volumes	**0**	**0**	**36**	**0**	**0**	**0**	**24**	**54**	**0**	**0**	**79**	**0**

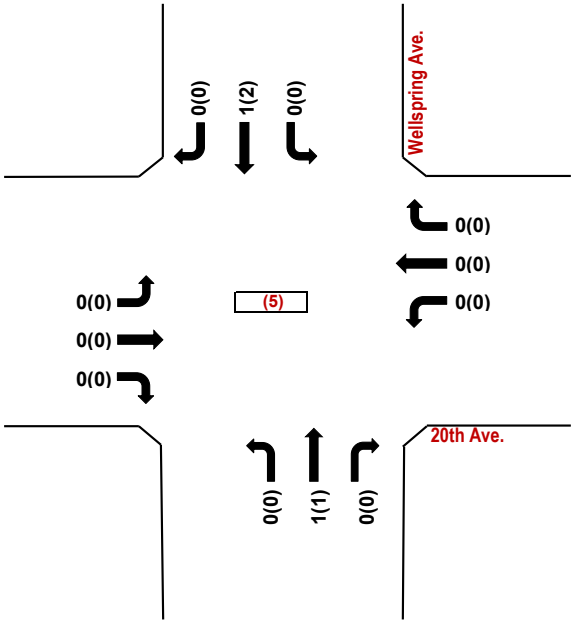
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



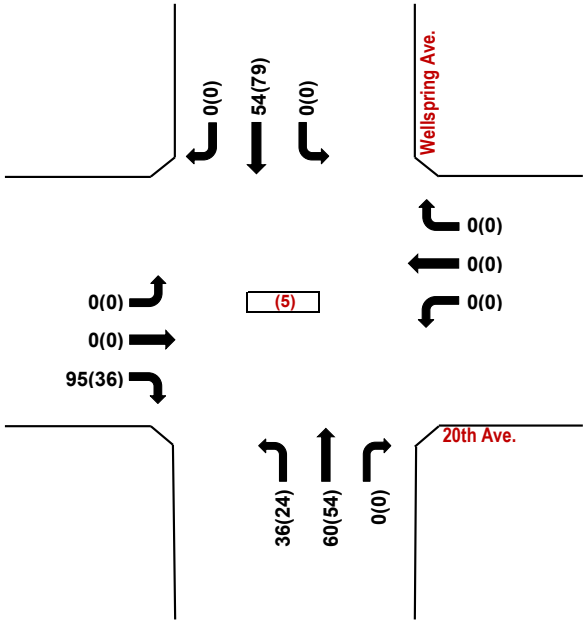
20th Ave. / Wellspring Ave.

Trips Generated Volumes



20th Ave. / Wellspring Ave.

2038 BUILD Volumes



20th Ave. / Wellspring Ave.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Wellspring Ave.** (6)

N-S Street: **Pavilion Wy./Eye Assn. Drwy**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

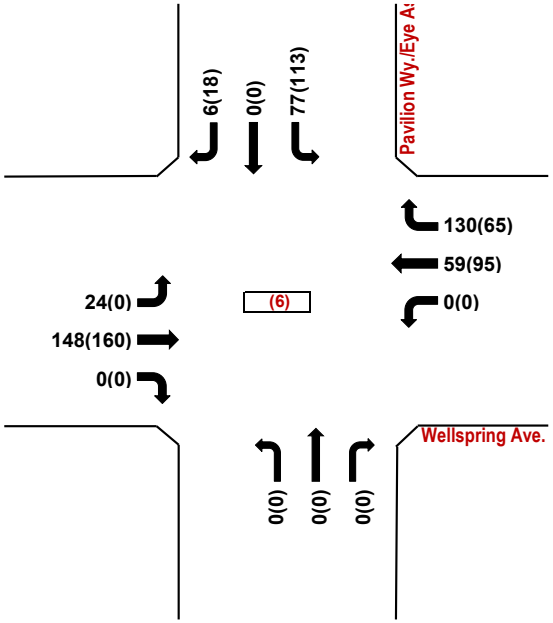
	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	100	0	0	40	88	0	0	0	52	0	4
Background Traffic Growth	8	48	0	0	19	42	0	0	0	25	0	2
Subtotal (NO BUILD - A.M.)	***24***	***148***	***0***	***0***	***59***	***130***	***0***	***0***	***0***	***77***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***25.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	1	5	0	0	1	0	9	0	0	0
Total AM Peak Hour BUILD Volumes	**24**	**148**	**1**	**5**	**59**	**130**	**1**	**0**	**9**	**77**	**0**	**6**

3.70% 3.70% 3.70% 3.70%

	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			NB (Pavilion Wy./Eye Assn. Drwy)			SB (Pavilion Wy./Eye Assn. Drwy)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	108	0	0	64	44	0	0	0	76	0	12
Background Traffic Growth	0	52	0	0	31	21	0	0	0	37	0	6
Subtotal (NO BUILD - P.M.)	***0***	***160***	***0***	***0***	***95***	***65***	***0***	***0***	***0***	***113***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	***3.00%***	***35.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***2.00%***	*0.00%*	***15.00%***	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	2	23	0	0	1	0	6	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**160**	**2**	**23**	**95**	**65**	**1**	**0**	**6**	**113**	**0**	**18**

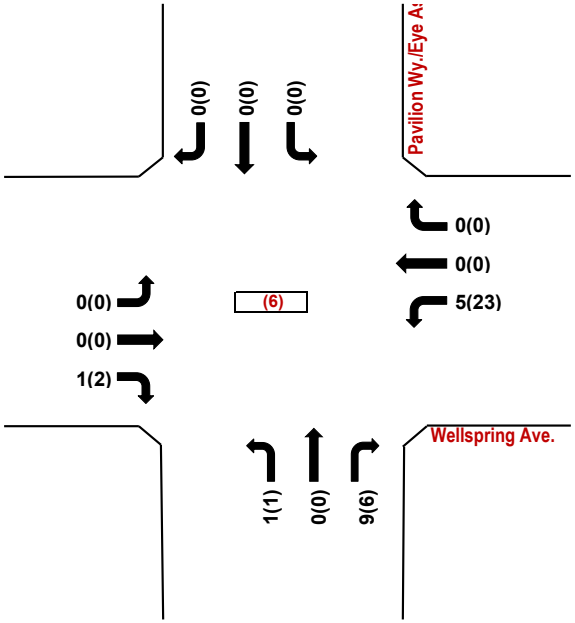
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



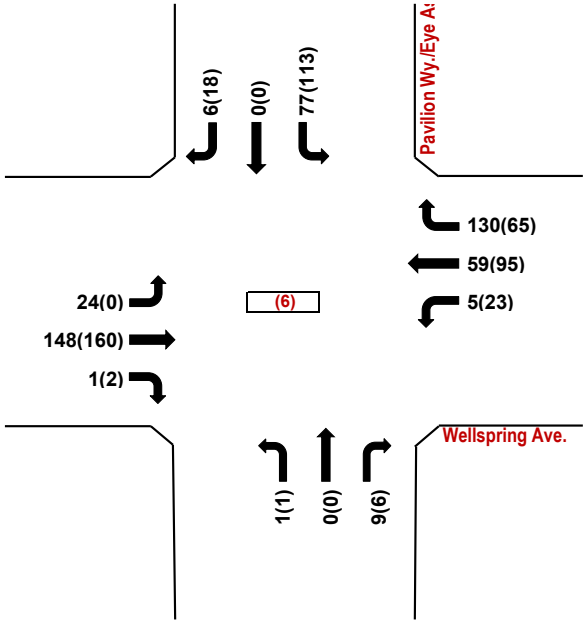
Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Trips Generated Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

2038 BUILD Volumes



Wellspring Ave. / Pavilion Wy./Eye Assn. Drwy

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

22nd Ave. / Pavilion Way

Condition: With Pavilion Way

INTERSECTION: E-W Street: **22nd Ave.** (7)

N-S Street: **Pavilion Way**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

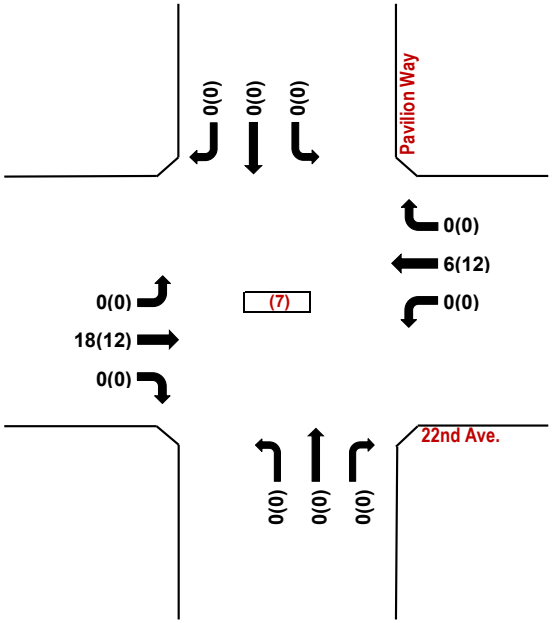
	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	12	0	0	4	0	0	0	0	0	0	0
Background Traffic Growth	0	6	0	0	2	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***18***	***0***	***0***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***28.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***17.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	2	10	0	0	0	6	0	0
Total AM Peak Hour BUILD Volumes	**0**	**18**	**0**	**0**	**8**	**10**	**0**	**0**	**0**	**6**	**0**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (Pavilion Way)			Southbound (Pavilion Way)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	8	0	0	8	0	0	0	0	0	0	0
Background Traffic Growth	0	4	0	0	4	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***12***	***0***	***0***	***12***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***2.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***38.00%***	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***3.00%***	***17.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	1	7	0	0	0	25	0	0
Total PM Peak Hour BUILD Volumes	**0**	**13**	**0**	**0**	**13**	**7**	**0**	**0**	**0**	**25**	**0**	**0**

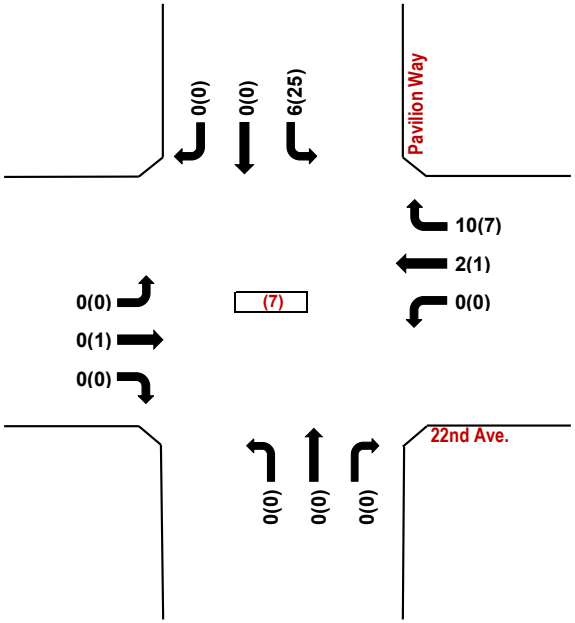
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



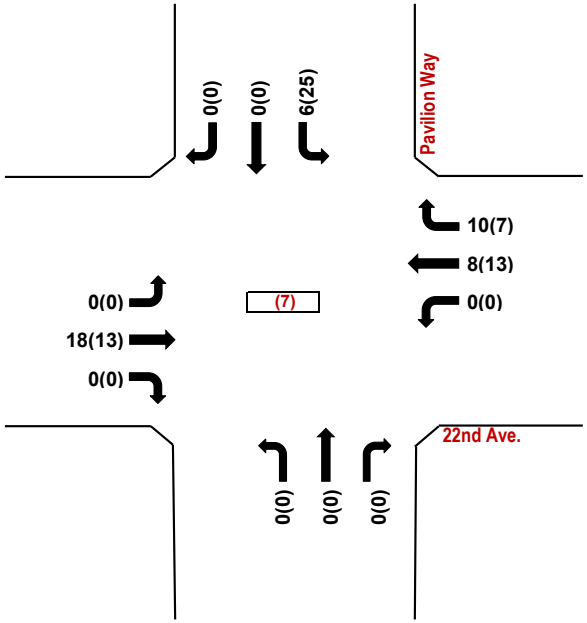
22nd Ave. / Pavilion Way

Trips Generated Volumes



22nd Ave. / Pavilion Way

2038 BUILD Volumes



22nd Ave. / Pavilion Way

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Driveway "A" / 19th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Driveway "A"** (8)

N-S Street: **19th St.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%**

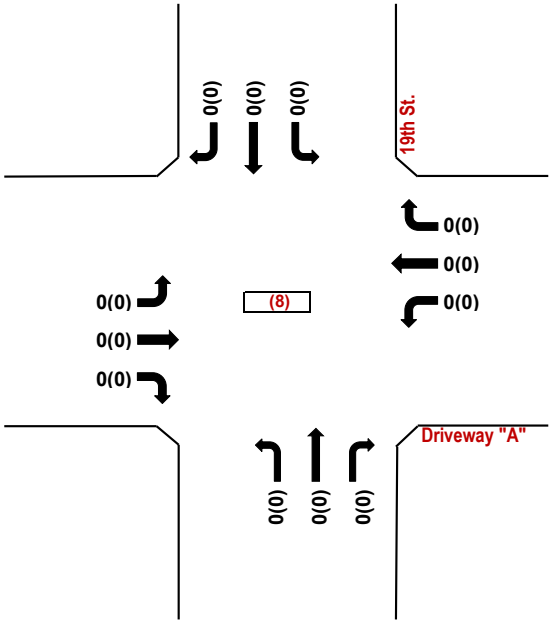
	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***70.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	12	0	47	0	0	0	15	0	0	0	0	6
Total AM Peak Hour BUILD Volumes	**12**	**0**	**47**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**6**

3.70%

	Eastbound (Driveway "A")			Westbound (Driveway "A")			Northbound (19th St.)			Southbound (19th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes												
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***60.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***40.00%***
Percent Residential Trips Generated(Exiting)	***20.00%***	*0.00%*	***80.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	8	0	32	0	0	0	39	0	0	0	0	26
Total PM Peak Hour BUILD Volumes	**8**	**0**	**32**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**26**

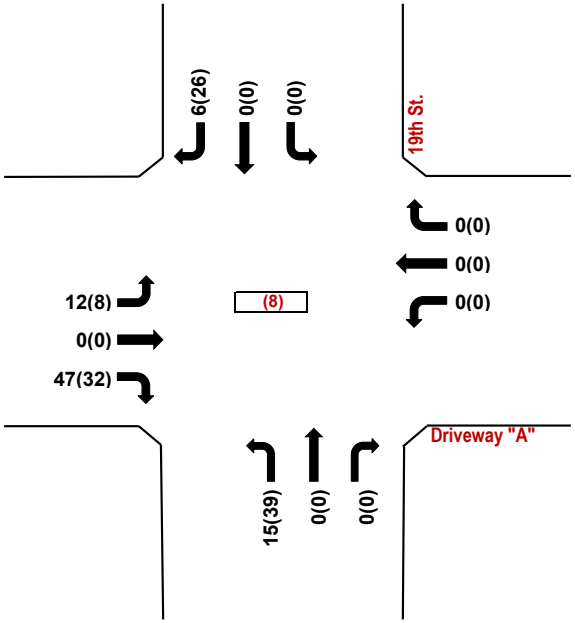
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



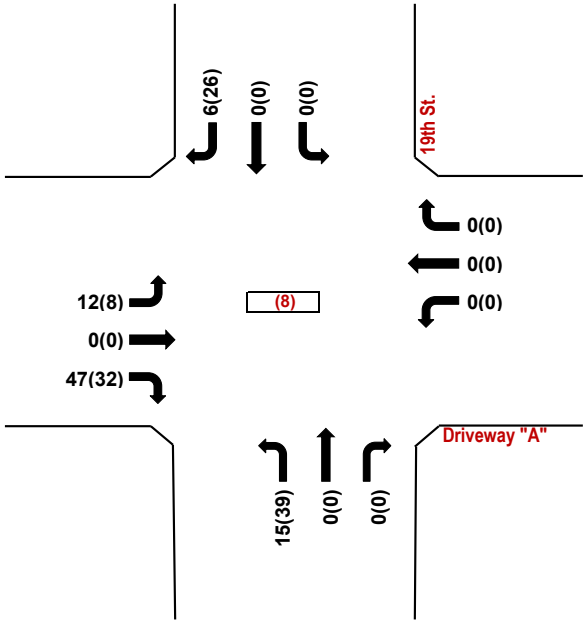
Driveway "A" / 19th St.

Trips Generated Volumes



Driveway "A" / 19th St.

2038 BUILD Volumes



Driveway "A" / 19th St.
Condition: With Pavilion Way
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (9)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

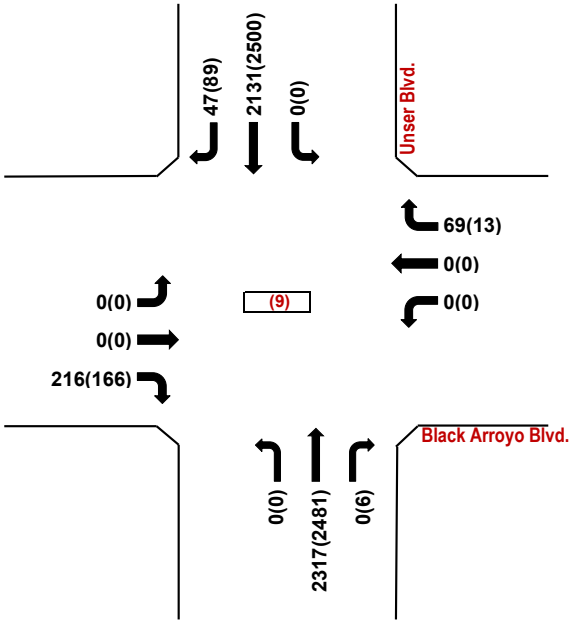
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth	0	0	67	0	0	21	0	725	0	0	683	15
Subtotal	0	0	207	0	0	65	0	2,233	0	0	2,103	47
Los Diamantes TIS	0	0	9	0	0	4	0	84	0	0	28	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***216***	***0***	***0***	***69***	***0***	***2,317***	***0***	***0***	***2,131***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	0	0	0	0	4	0	0	0	2
Total AM Peak Hour BUILD Volumes	**0**	**0**	**263**	**0**	**0**	**69**	**0**	**2,321**	**0**	**0**	**2,131**	**49**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	48	0	0	4	0	791	2	0	793	29
Subtotal	0	0	148	0	0	12	0	2,435	6	0	2,441	89
Los Diamantes TIS	0	0	18	0	0	1	0	46	0	0	59	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***166***	***0***	***0***	***13***	***0***	***2,481***	***6***	***0***	***2,500***	***89***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***30.00%***	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	0	20	0	0	0	7
Total PM Peak Hour BUILD Volumes	**0**	**0**	**198**	**0**	**0**	**13**	**0**	**2,501**	**6**	**0**	**2,500**	**96**

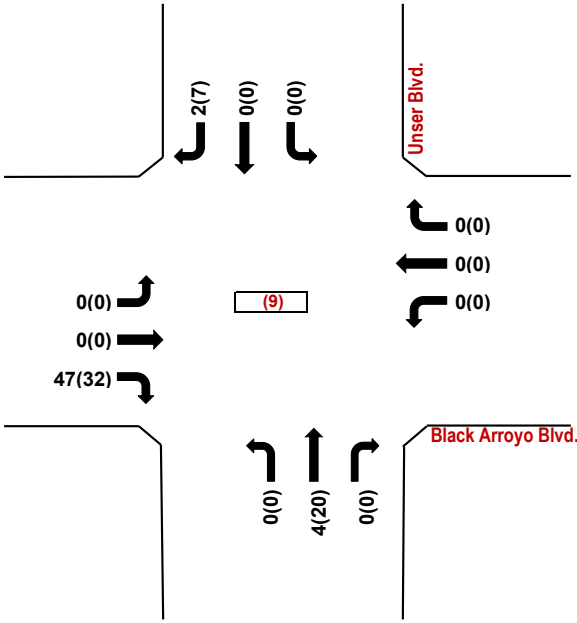
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2038 NO BUILD Volumes



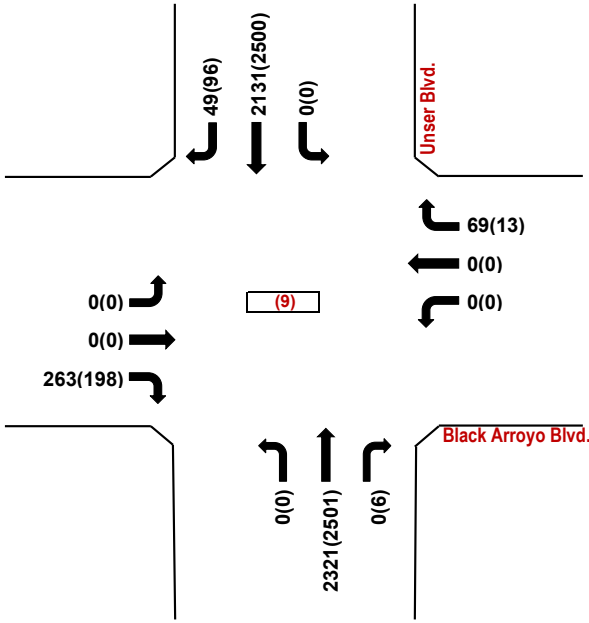
Black Arroyo Blvd. / Unser Blvd.

Trips Generated Volumes



Black Arroyo Blvd. / Unser Blvd.

2038 BUILD Volumes



Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Night Whisper Rd.** (10)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates 3.70% 3.70% 3.70% 3.70%

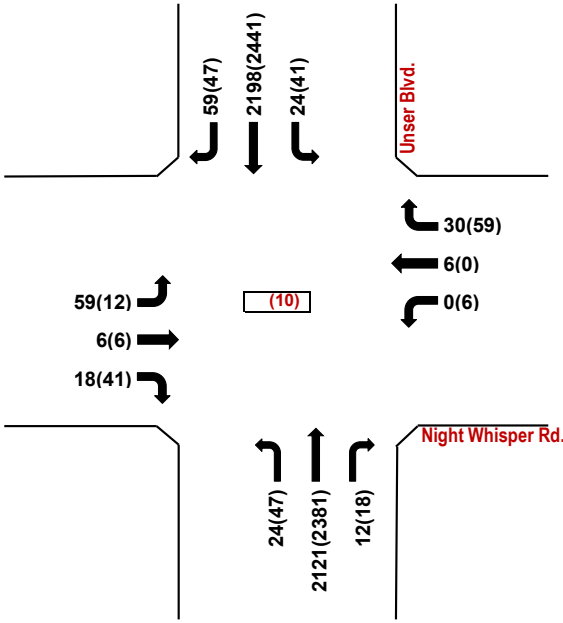
	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth	19	2	6	0	2	10	8	689	4	8	714	19
Subtotal	59	6	18	0	6	30	24	2,121	12	24	2,198	59
Subtotal (NO BUILD - A.M.)	***59***	***6***	***18***	***0***	***6***	***30***	***24***	***2,121***	***12***	***24***	***2,198***	***59***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***59.00%***	***20.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	12	4	0	0	47	0
Total AM Peak Hour BUILD Volumes	**59**	**6**	**18**	**0**	**6**	**30**	**36**	**2,125**	**12**	**24**	**2,245**	**59**

3.70% 3.70% 3.70% 3.70%

	EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth	4	2	13	2	0	19	15	773	6	13	793	15
Subtotal	12	6	41	6	0	59	47	2,381	18	41	2,441	47
Subtotal (NO BUILD - P.M.)	***12***	***6***	***41***	***6***	***0***	***59***	***47***	***2,381***	***18***	***41***	***2,441***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***20.00%***	***30.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated	0	0	0	0	0	0	13	20	0	0	32	0
Total PM Peak Hour BUILD Volumes	**12**	**6**	**41**	**6**	**0**	**59**	**60**	**2,401**	**18**	**41**	**2,473**	**47**

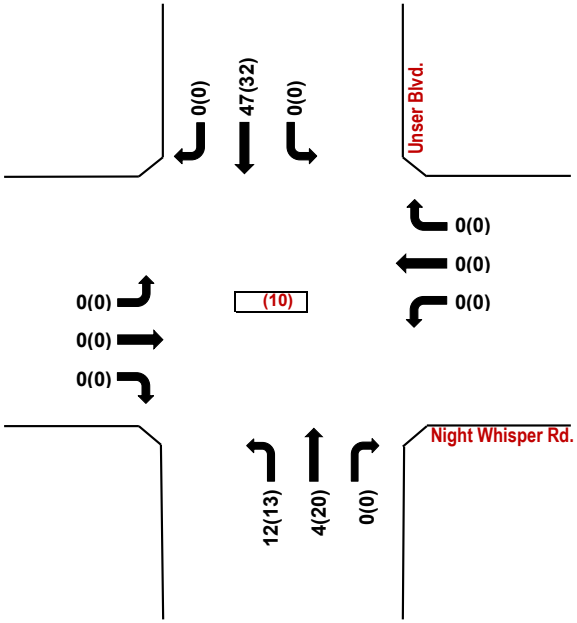
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



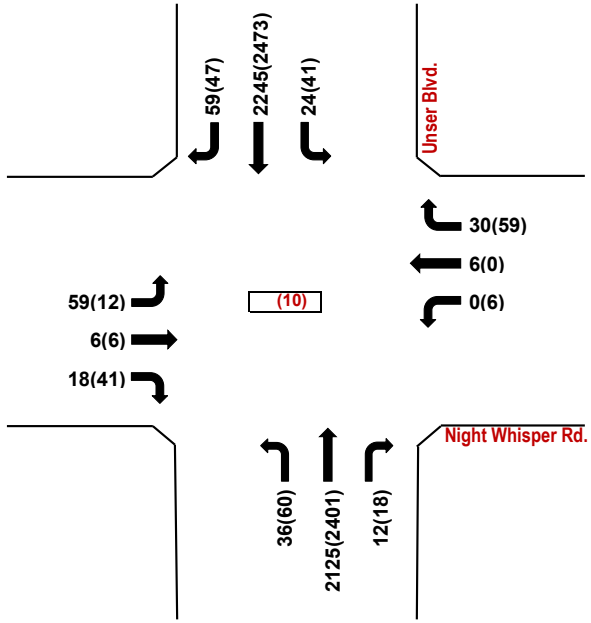
Night Whisper Rd. / Unser Blvd.

Trips Generated Volumes



Night Whisper Rd. / Unser Blvd.

2028 BUILD Volumes



Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Pinon Verde Rd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (11)

N-S Street: **Pinon Verde Rd.**

Year of Existing Counts 2025

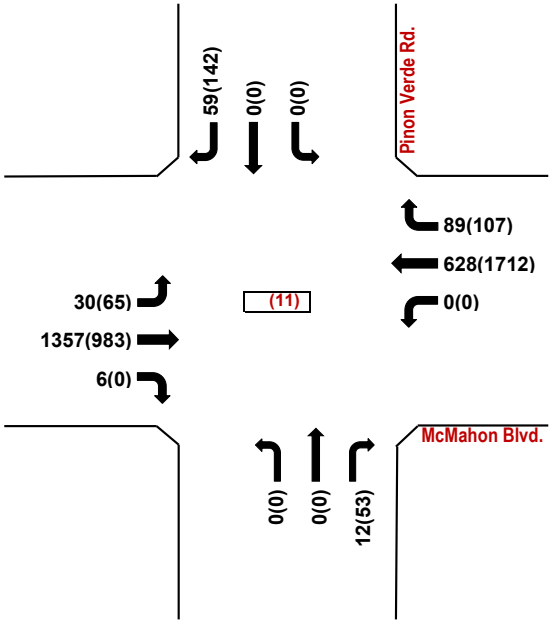
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	20	916	4	0	424	60	0	0	8	0	0	40
Background Traffic Growth	10	441	2	0	204	29	0	0	4	0	0	19
Subtotal	30	1,357	6	0	628	89	0	0	12	0	0	59
Subtotal (NO BUILD - A.M.)	***30***	***1,357***	***6***	***0***	***628***	***89***	***0***	***0***	***12***	***0***	***0***	***59***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**30**	**1,357**	**6**	**0**	**628**	**89**	**0**	**0**	**12**	**0**	**0**	**59**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Pinon Verde Rd.)**			**Southbound (Pinon Verde Rd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	44	664	0	0	1,156	72	0	0	36	0	0	96
Background Traffic Growth	21	319	0	0	556	35	0	0	17	0	0	46
Subtotal	65	983	0	0	1,712	107	0	0	53	0	0	142
Subtotal (NO BUILD - P.M.)	***65***	***983***	***0***	***0***	***1,712***	***107***	***0***	***0***	***53***	***0***	***0***	***142***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	***24.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	3	16	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**65**	**983**	**0**	**0**	**1,715**	**123**	**0**	**0**	**53**	**0**	**0**	**142**

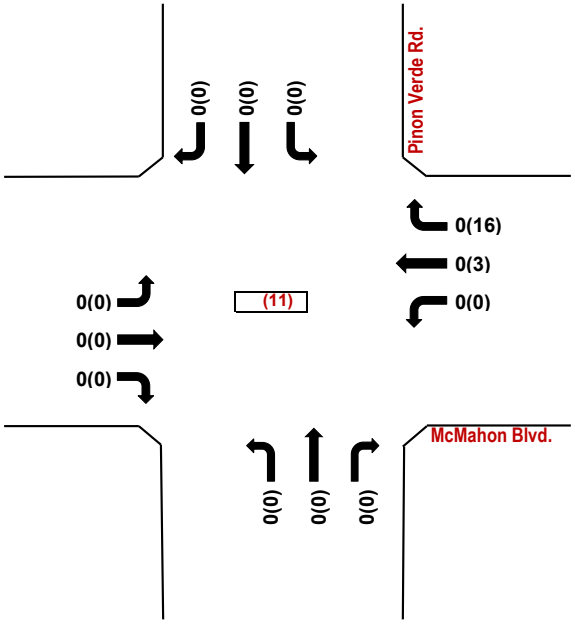
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



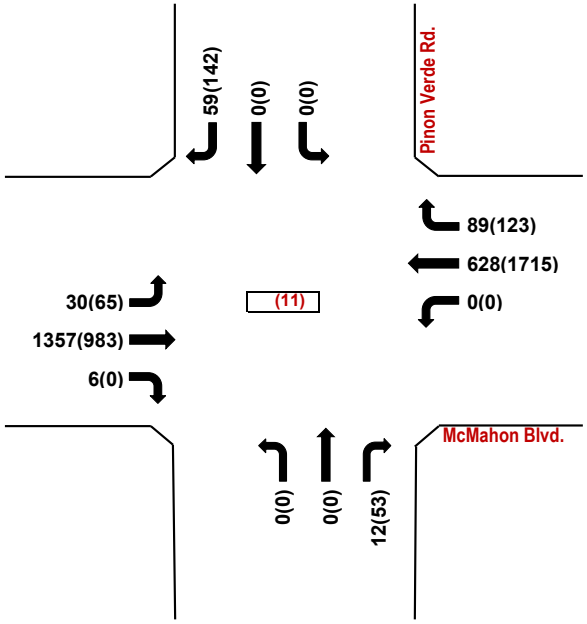
McMahon Blvd. / Pinon Verde Rd.

Trips Generated Volumes



McMahon Blvd. / Pinon Verde Rd.

2028 BUILD Volumes



McMahon Blvd. / Pinon Verde Rd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Bandelier Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (12)

N-S Street: **Bandelier Dr.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

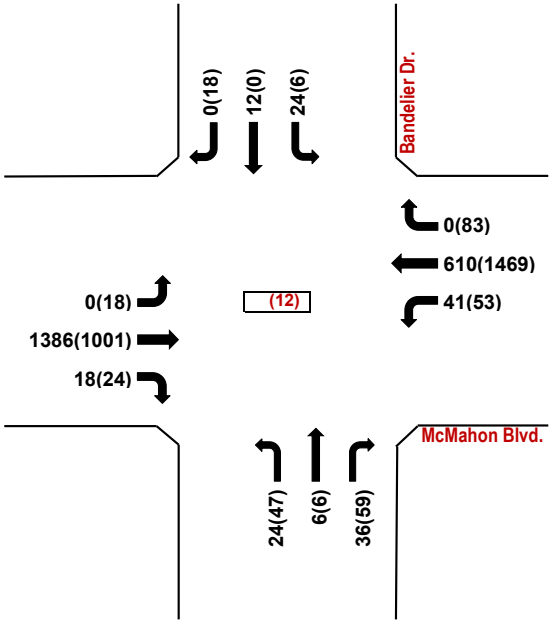
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	936	12	28	412	0	16	4	24	16	8	0
Background Traffic Growth	0	450	6	13	198	0	8	2	12	8	4	0
Subtotal	0	1,386	18	41	610	0	24	6	36	24	12	0
Subtotal (NO BUILD - A.M.)	***0***	***1,386***	***18***	***41***	***610***	***0***	***24***	***6***	***36***	***24***	***12***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**1,386**	**18**	**41**	**610**	**0**	**24**	**6**	**36**	**24**	**12**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	12	676	16	36	992	56	32	4	40	4	0	12
Background Traffic Growth	6	325	8	17	477	27	15	2	19	2	0	6
Subtotal	18	1,001	24	53	1,469	83	47	6	59	6	0	18
Subtotal (NO BUILD - P.M.)	***18***	***1,001***	***24***	***53***	***1,469***	***83***	***47***	***6***	***59***	***6***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	3	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**18**	**1,001**	**24**	**53**	**1,469**	**86**	**47**	**6**	**59**	**6**	**0**	**18**

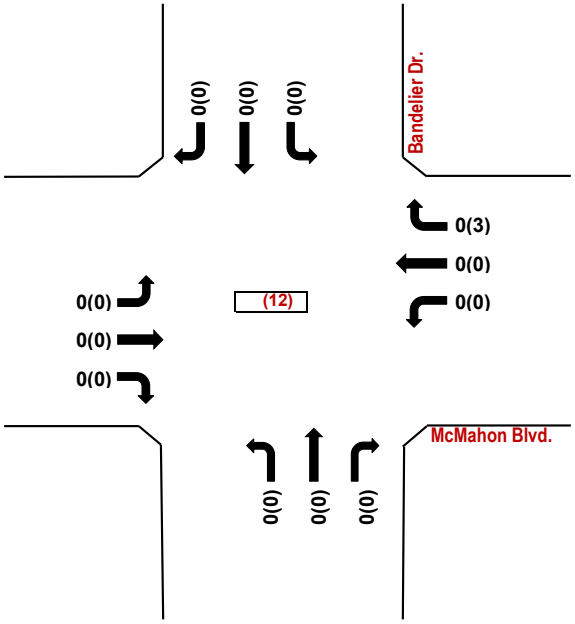
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



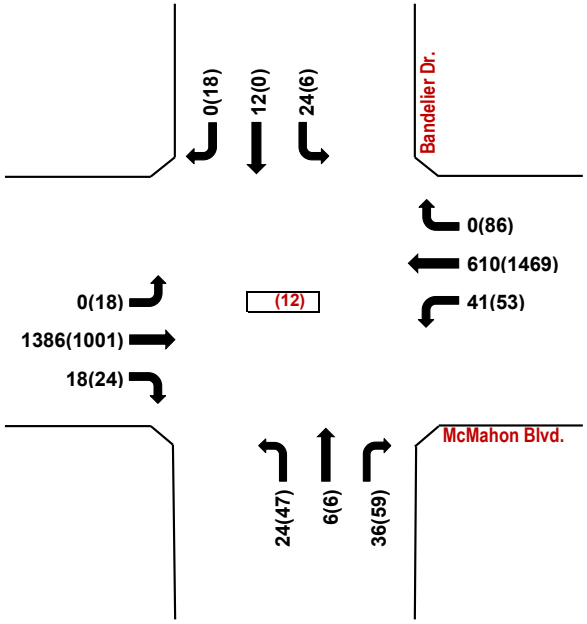
McMahon Blvd. / Bandelier Dr.

Trips Generated Volumes



McMahon Blvd. / Bandelier Dr.

2028 BUILD Volumes



McMahon Blvd. / Bandelier Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Sweet Dreams Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (13)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

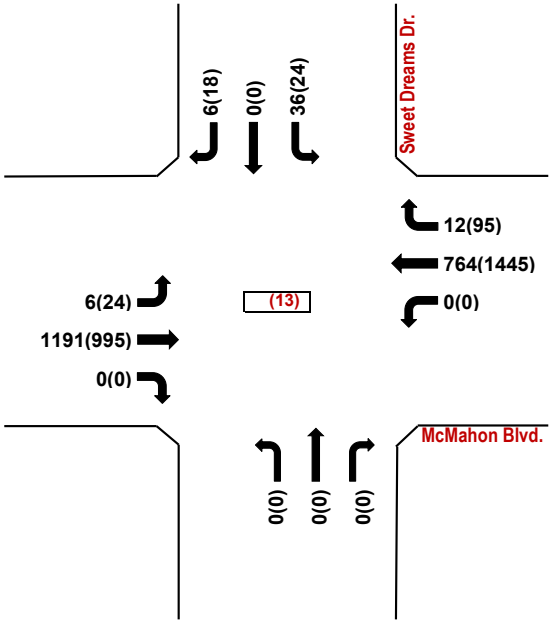
	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	804	0	0	516	8	0	0	0	24	0	4
Background Traffic Growth	2	387	0	0	248	4	0	0	0	12	0	2
Subtotal	6	1,191	0	0	764	12	0	0	0	36	0	6
Subtotal (NO BUILD - A.M.)	***6***	***1,191***	***0***	***0***	***764***	***12***	***0***	***0***	***0***	***36***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**6**	**1,191**	**0**	**0**	**764**	**12**	**0**	**0**	**0**	**36**	**0**	**6**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	672	0	0	976	64	0	0	0	16	0	12
Background Traffic Growth	8	323	0	0	469	31	0	0	0	8	0	6
Subtotal	24	995	0	0	1,445	95	0	0	0	24	0	18
Subtotal (NO BUILD - P.M.)	***24***	***995***	***0***	***0***	***1,445***	***95***	***0***	***0***	***0***	***24***	***0***	***18***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**24**	**995**	**0**	**0**	**1,445**	**95**	**0**	**0**	**0**	**24**	**0**	**18**

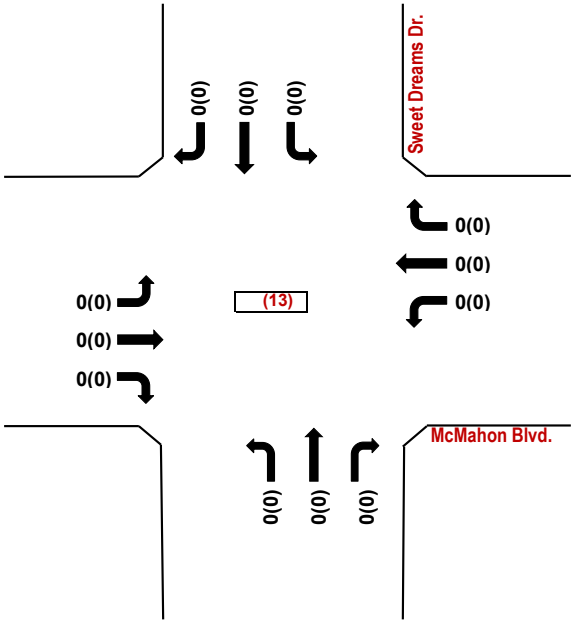
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



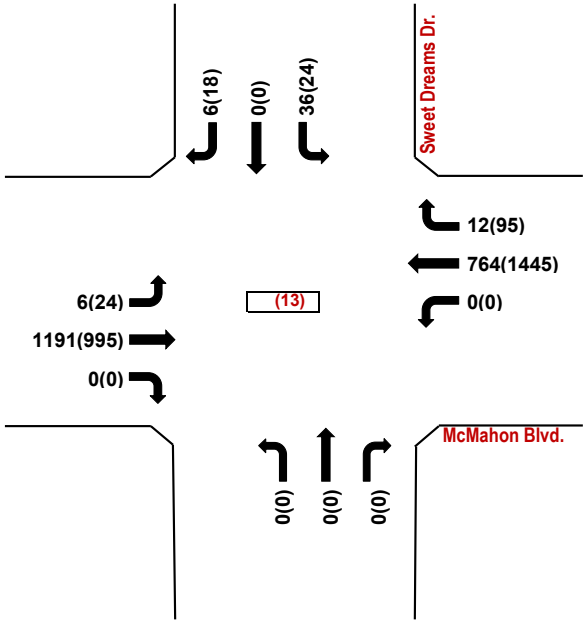
McMahon Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



McMahon Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



McMahon Blvd. / Sweet Dreams Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

McMahon Blvd. / Milky Way St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **McMahon Blvd.** (14)

N-S Street: **Milky Way St.**

Year of Existing Counts 2025

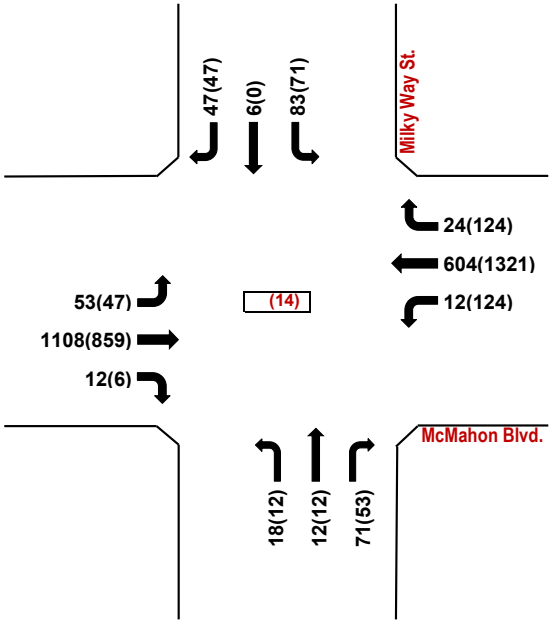
Horizon Year **2038**

Growth Rates	**3.70%**			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	36	748	8	8	408	16	12	8	48	56	4	32
Background Traffic Growth	17	360	4	4	196	8	6	4	23	27	2	15
Subtotal	53	1,108	12	12	604	24	18	12	71	83	6	47
Subtotal (NO BUILD - A.M.)	***53***	***1,108***	***12***	***12***	***604***	***24***	***18***	***12***	***71***	***83***	***6***	***47***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	0	0	0	0	0	0	1
Total AM Peak Hour BUILD Volumes	**53**	**1,108**	**12**	**12**	**604**	**24**	**18**	**12**	**71**	**83**	**6**	**48**

	3.70%			**3.70%**			**3.70%**			**3.70%**		
	Eastbound (McMahon Blvd.)			**Westbound (McMahon Blvd.)**			**Northbound (Milky Way St.)**			**Southbound (Milky Way St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	32	580	4	84	892	84	8	8	36	48	0	32
Background Traffic Growth	15	279	2	40	429	40	4	4	17	23	0	15
Subtotal	47	859	6	124	1,321	124	12	12	53	71	0	47
Subtotal (NO BUILD - P.M.)	***47***	***859***	***6***	***124***	***1,321***	***124***	***12***	***12***	***53***	***71***	***0***	***47***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***
Total Trips Generated	1	0	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**48**	**859**	**6**	**124**	**1,321**	**124**	**12**	**12**	**53**	**71**	**0**	**47**

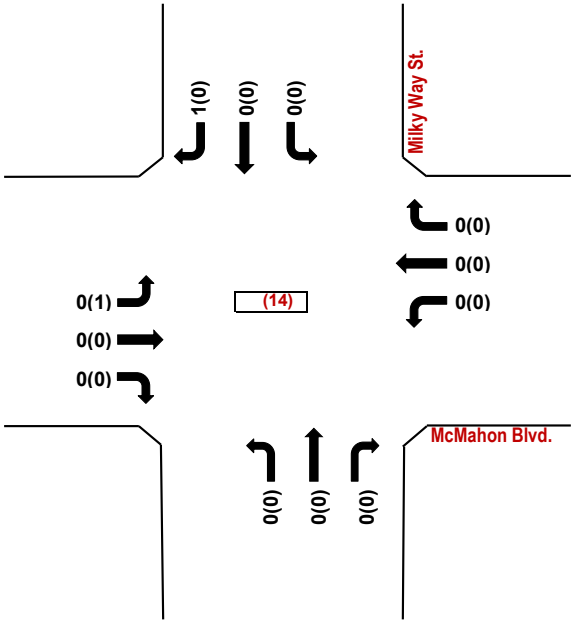
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



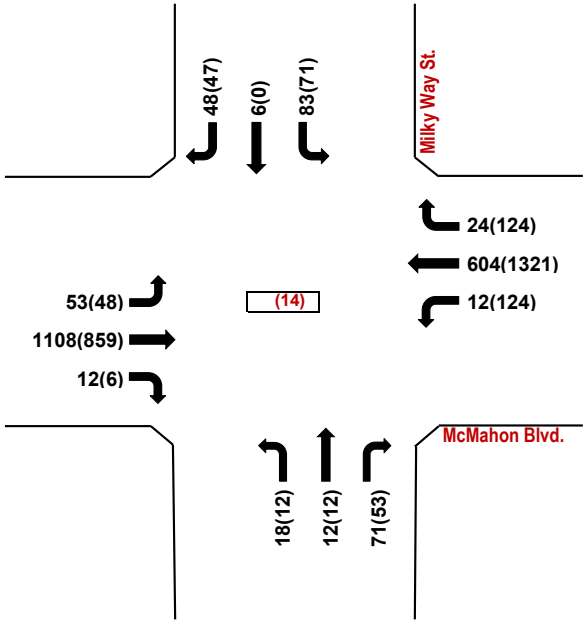
McMahon Blvd. / Milky Way St.

Trips Generated Volumes



McMahon Blvd. / Milky Way St.

2028 BUILD Volumes



McMahon Blvd. / Milky Way St.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (15)

N-S Street: **Milky Way St / 15th St.**

Year of Existing Counts 2025

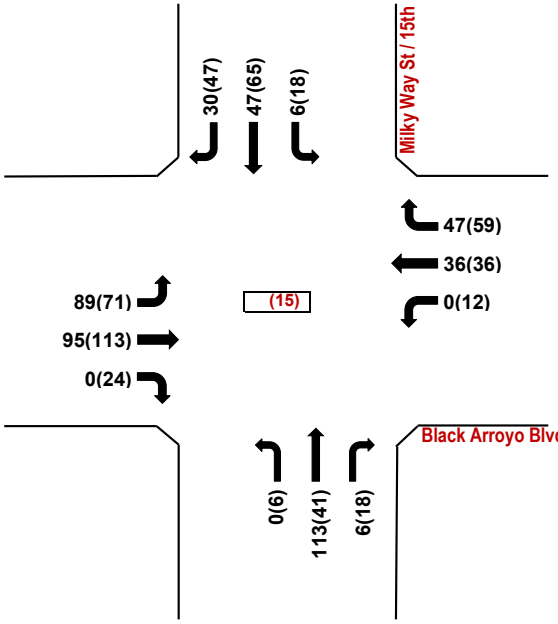
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	60	64	0	0	24	32	0	76	4	4	32	20
Background Traffic Growth	29	31	0	0	12	15	0	37	2	2	15	10
Subtotal	89	95	0	0	36	47	0	113	6	6	47	30
Subtotal (NO BUILD - A.M.)	***89***	***95***	***0***	***0***	***36***	***47***	***0***	***113***	***6***	***6***	***47***	***30***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	1	0	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**89**	**95**	**0**	**1**	**36**	**47**	**0**	**113**	**6**	**6**	**47**	**30**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Milky Way St)			SB (15th St.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	48	76	16	8	24	40	4	28	12	12	44	32
Background Traffic Growth	23	37	8	4	12	19	2	13	6	6	21	15
Subtotal	71	113	24	12	36	59	6	41	18	18	65	47
Subtotal (NO BUILD - P.M.)	***71***	***113***	***24***	***12***	***36***	***59***	***6***	***41***	***18***	***18***	***65***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	0	0	0	0	1	0	0	0
Total PM Peak Hour BUILD Volumes	**71**	**113**	**24**	**12**	**36**	**59**	**6**	**41**	**19**	**18**	**65**	**47**

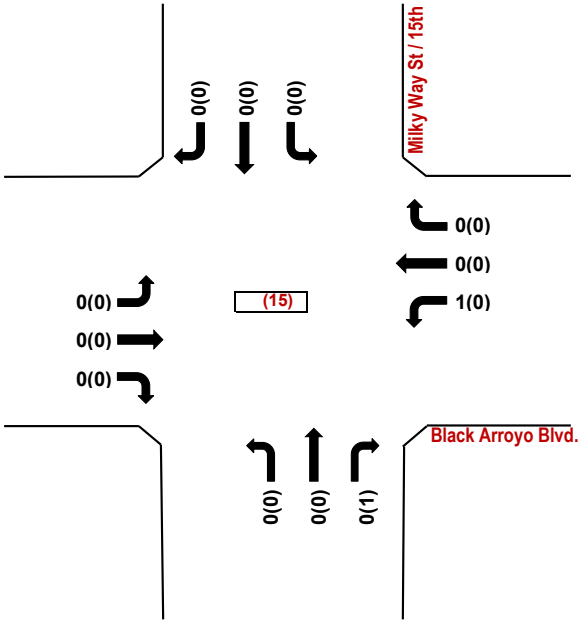
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



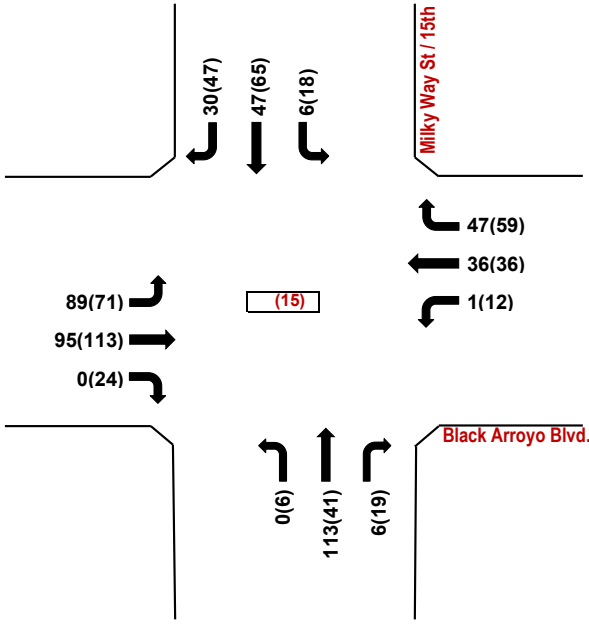
Black Arroyo Blvd. / Milky Way St / 15th St.

Trips Generated Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

2028 BUILD Volumes



Black Arroyo Blvd. / Milky Way St / 15th St.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (16)

N-S Street: **Sweet Dreams Dr.**

Year of Existing Counts 2025

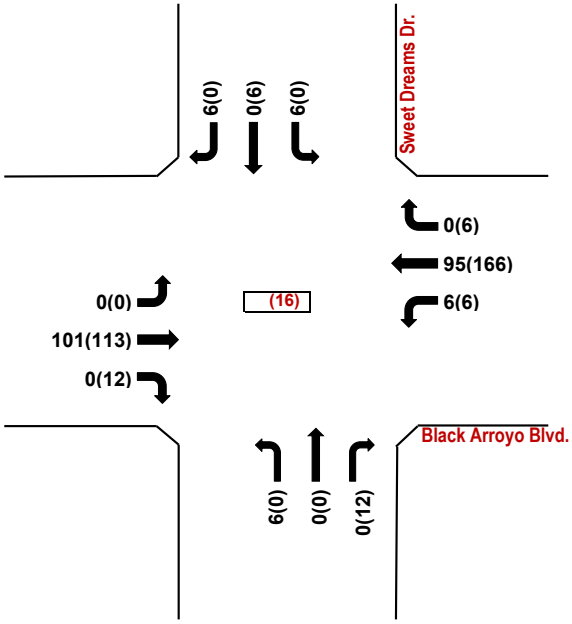
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	68	0	4	64	0	4	0	0	4	0	4
Background Traffic Growth	0	33	0	2	31	0	2	0	0	2	0	2
Subtotal	0	101	0	6	95	0	6	0	0	6	0	6
Subtotal (NO BUILD - A.M.)	***0***	***101***	***0***	***6***	***95***	***0***	***6***	***0***	***0***	***6***	***0***	***6***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**101**	**0**	**6**	**96**	**0**	**6**	**0**	**0**	**6**	**0**	**6**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Sweet Dreams Dr.)**			**SB (Sweet Dreams Dr.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	76	8	4	112	4	0	0	8	0	4	0
Background Traffic Growth	0	37	4	2	54	2	0	0	4	0	2	0
Subtotal	0	113	12	6	166	6	0	0	12	0	6	0
Subtotal (NO BUILD - P.M.)	***0***	***113***	***12***	***6***	***166***	***6***	***0***	***0***	***12***	***0***	***6***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**114**	**12**	**6**	**166**	**6**	**0**	**0**	**12**	**0**	**6**	**0**

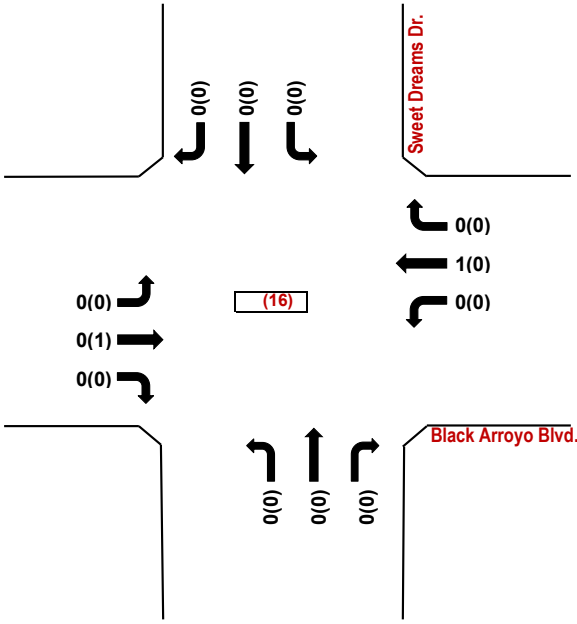
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



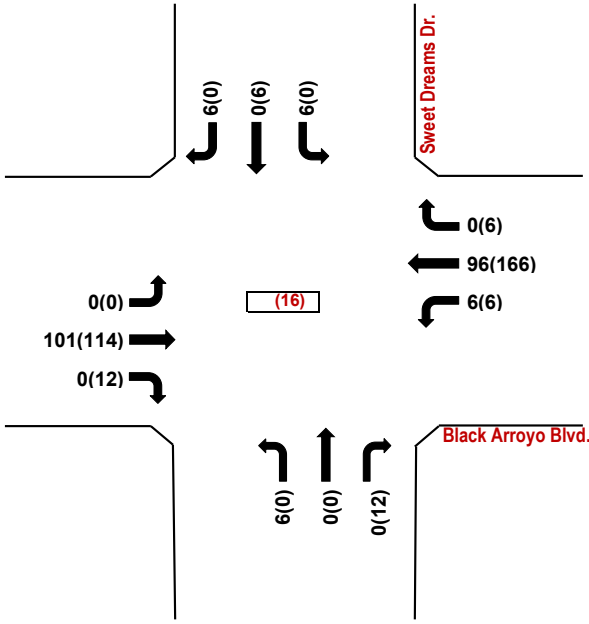
Black Arroyo Blvd. / Sweet Dreams Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Sweet Dreams Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Dreamy Way Dr.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (17)

N-S Street: **Dreamy Way Dr.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

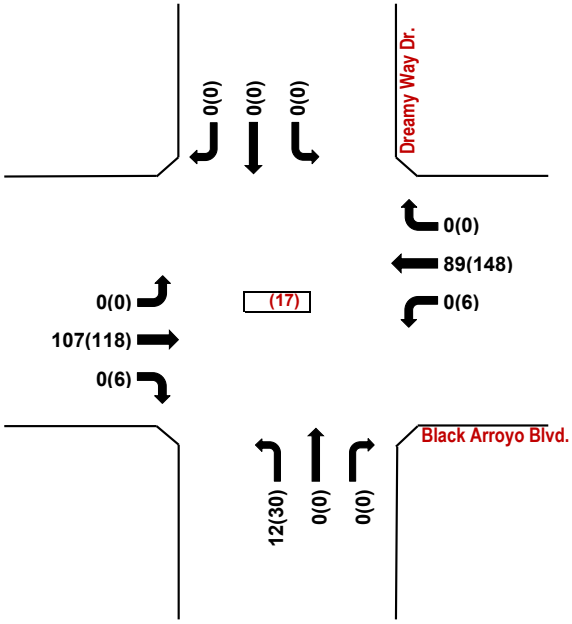
	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	0	60	0	8	0	0	0	0	0
Background Traffic Growth	0	35	0	0	29	0	4	0	0	0	0	0
Subtotal	0	107	0	0	89	0	12	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***107***	***0***	***0***	***89***	***0***	***12***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	0	0	1	0	0	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**0**	**107**	**0**	**0**	**90**	**0**	**12**	**0**	**0**	**0**	**0**	**0**

3.70% **3.70%** **3.70%** **3.70%**

	EB (Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Dreamy Way Dr.)			SB (Dreamy Way Dr.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	80	4	4	100	0	20	0	0	0	0	0
Background Traffic Growth	0	38	2	2	48	0	10	0	0	0	0	0
Subtotal	0	118	6	6	148	0	30	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***118***	***6***	***6***	***148***	***0***	***30***	***0***	***0***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***5.00%***	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	1	0	0	0	0	0	0	3	0	0	0
Total PM Peak Hour BUILD Volumes	**0**	**119**	**6**	**6**	**148**	**0**	**30**	**0**	**3**	**0**	**0**	**0**

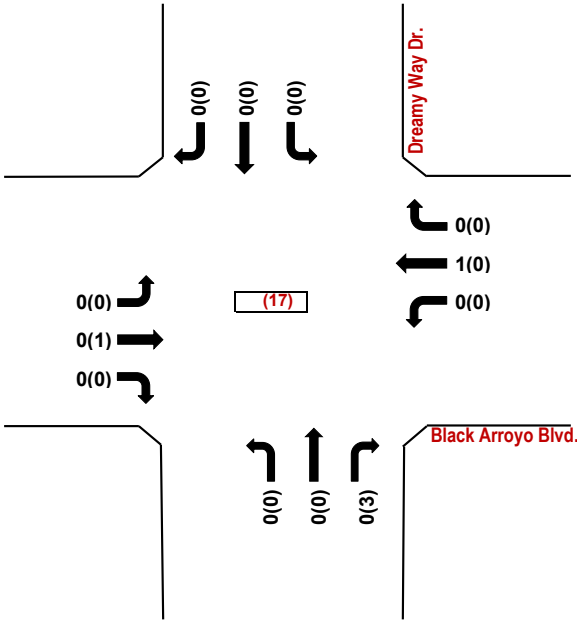
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



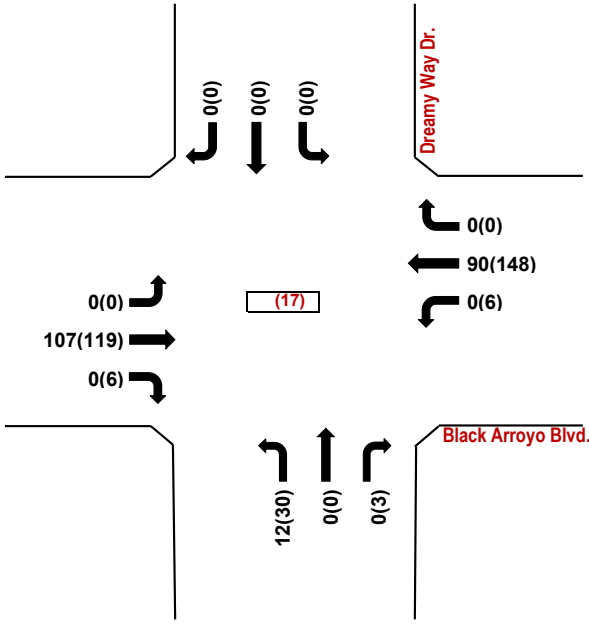
Black Arroyo Blvd. / Dreamy Way Dr.

Trips Generated Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

2028 BUILD Volumes



Black Arroyo Blvd. / Dreamy Way Dr.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (18)

N-S Street: **19th St. / Pinon Altos Rd.**

Year of Existing Counts 2025

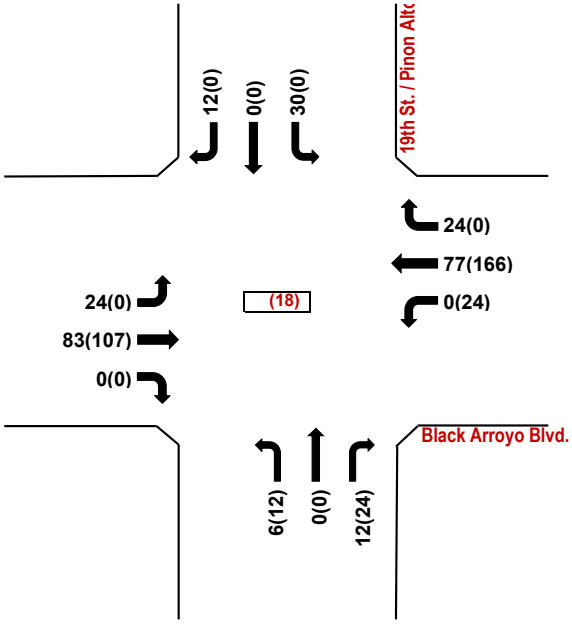
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	16	56	0	0	52	16	4	0	8	20	0	8
Background Traffic Growth	8	27	0	0	25	8	2	0	4	10	0	4
Subtotal	24	83	0	0	77	24	6	0	12	30	0	12
Subtotal (NO BUILD - A.M.)	***24***	***83***	***0***	***0***	***77***	***24***	***6***	***0***	***12***	***30***	***0***	***12***
Percent Residential Trips Generated(Entering)	***1.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***69.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	0	0	0	0	0	14	0	0	0	47	0	1
Total AM Peak Hour BUILD Volumes	**24**	**83**	**0**	**0**	**77**	**38**	**6**	**0**	**12**	**77**	**0**	**13**

	3.70%			3.70%			3.70%			3.70%		
	EB (Black Arroyo Blvd.)			**WB (Black Arroyo Blvd.)**			**NB (Pinon Altos Rd.)**			**SB (19th St.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	72	0	16	112	0	8	0	16	0	0	0
Background Traffic Growth	0	35	0	8	54	0	4	0	8	0	0	0
Subtotal	0	107	0	24	166	0	12	0	24	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***107***	***0***	***24***	***166***	***0***	***12***	***0***	***24***	***0***	***0***	***0***
Percent Residential Trips Generated(Entering)	***6.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***54.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	***1.00%***
Total Trips Generated	4	0	0	0	0	35	0	0	0	32	0	0
Total PM Peak Hour BUILD Volumes	**4**	**107**	**0**	**24**	**166**	**35**	**12**	**0**	**24**	**32**	**0**	**0**

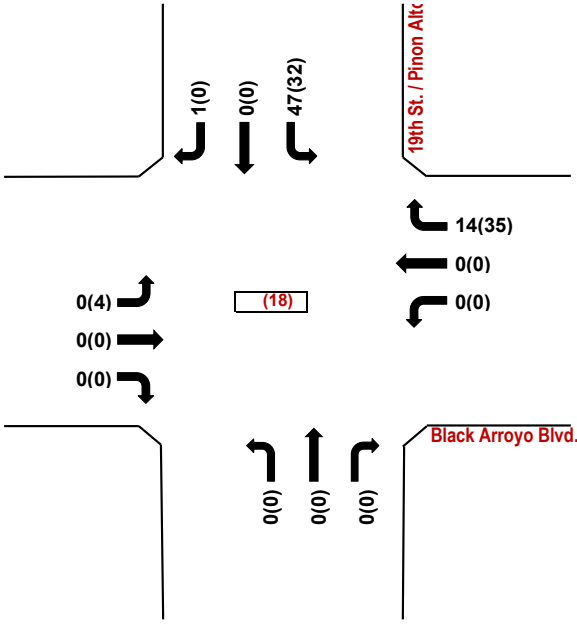
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



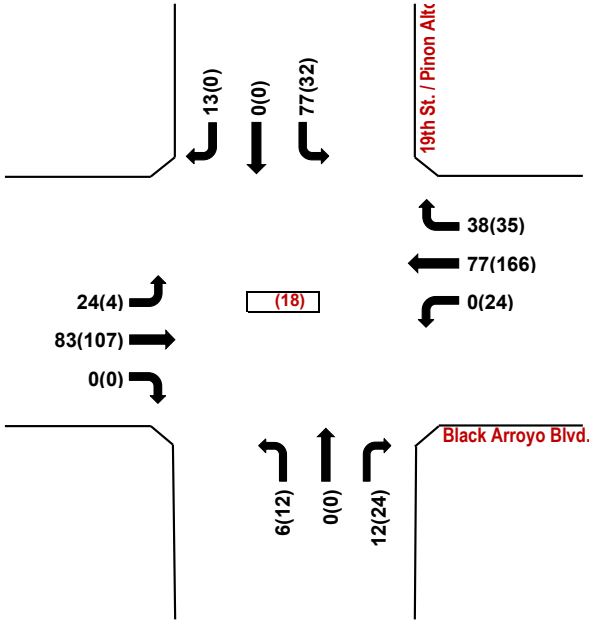
Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Trips Generated Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

2028 BUILD Volumes



Black Arroyo Blvd. / 19th St. / Pinon Altos Rd.

Condition: With Pavilion

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Condition: With Pavilion Way

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (19)

N-S Street: **Pinon Azul St. / Nursing Facility DW**

Year of Existing Counts 2025

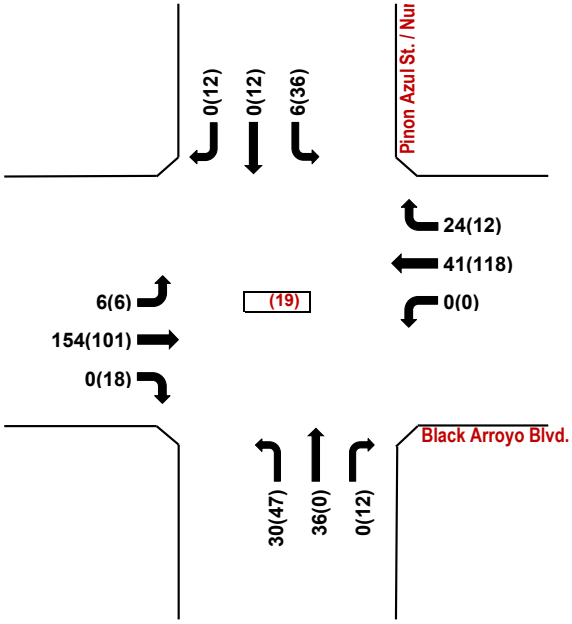
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	104	0	0	28	16	20	24	0	4	0	0
Background Traffic Growth	2	50	0	0	13	8	10	12	0	2	0	0
Subtotal	6	154	0	0	41	24	30	36	0	6	0	0
Subtotal (NO BUILD - A.M.)	***6***	***154***	***0***	***0***	***41***	***24***	***30***	***36***	***0***	***6***	***0***	***0***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	***59.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	47	0	0	2	0	12	0	0	0	0	0
Total AM Peak Hour BUILD Volumes	**6**	**201**	**0**	**0**	**43**	**24**	**42**	**36**	**0**	**6**	**0**	**0**

	3.70%			3.70%			3.70%			3.70%		
	EB(Black Arroyo Blvd.)			WB (Black Arroyo Blvd.)			NB (Pinon Azul St.)			SB (Nursing Facility DW)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	4	68	12	0	80	8	32	0	8	24	8	8
Background Traffic Growth	2	33	6	0	38	4	15	0	4	12	4	4
Subtotal	6	101	18	0	118	12	47	0	12	36	12	12
Subtotal (NO BUILD - P.M.)	***6***	***101***	***18***	***0***	***118***	***12***	***47***	***0***	***12***	***36***	***12***	***12***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	*0.00%*	***44.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	32	0	0	7	0	29	0	0	0	0	0
Total PM Peak Hour BUILD Volumes	**6**	**133**	**18**	**0**	**125**	**12**	**76**	**0**	**12**	**36**	**12**	**12**

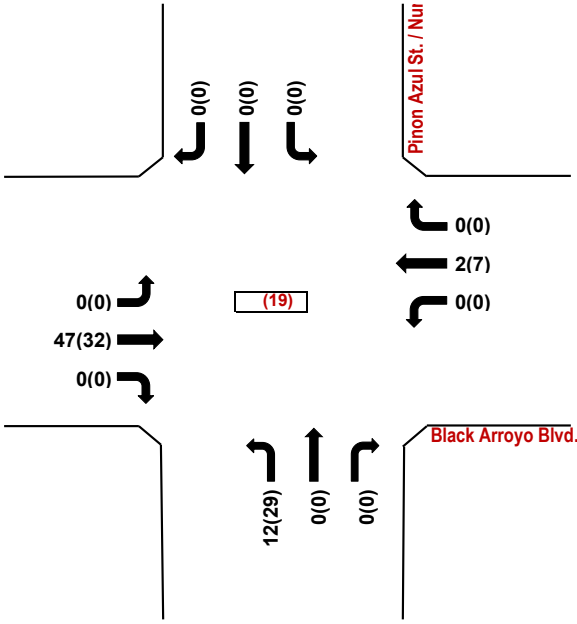
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



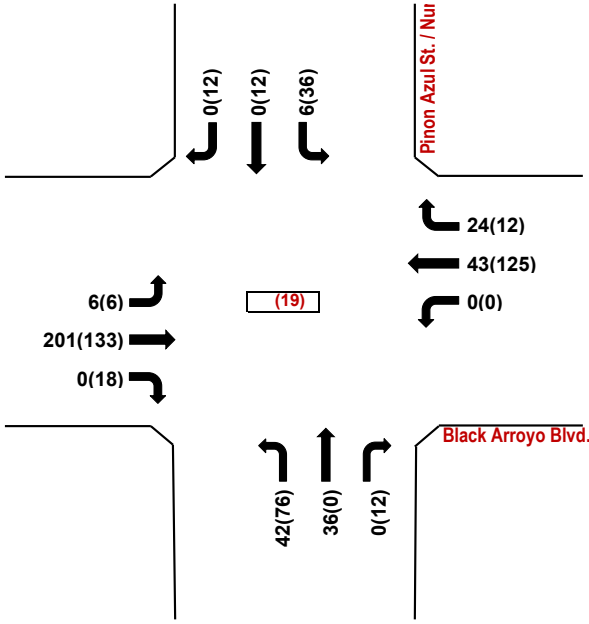
Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

Trips Generated Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

2028 BUILD Volumes



Black Arroyo Blvd. / Pinon Azul St. / Nursing Facility DW

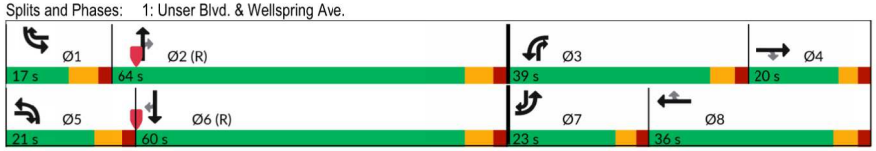
Condition: With Pavilion

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	62	200	111	89	40	164	1107	244	98	1360	84
Future Volume (vph)	107	62	200	111	89	40	164	1107	244	98	1360	84
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.7	11.6	26.6	12.4	12.0	27.4	12.0	84.2	103.3	9.4	81.6	98.0
Actuated g/C Ratio	0.07	0.08	0.19	0.09	0.09	0.20	0.09	0.60	0.74	0.07	0.58	0.70
v/c Ratio	0.45	0.40	0.43	0.37	0.56	0.11	0.56	0.36	0.20	0.43	0.66	0.07
Control Delay (s/veh)	68.3	67.4	8.3	64.5	74.1	2.8	68.5	15.4	1.3	68.1	23.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	67.4	8.3	64.5	74.1	2.8	68.5	15.4	1.3	68.1	23.0	0.6
LOS	E	E	A	E	E	A	E	B	A	E	C	A
Approach Delay (s/veh)		35.6			57.8			18.9			24.7	
Approach LOS		D			E			B			C	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay (s/veh): 25.6	Intersection LOS: C	
Intersection Capacity Utilization 70.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	62	200	111	89	40	164	1107	244	98	1360	84
Future Volume (veh/h)	107	62	200	111	89	40	164	1107	244	98	1360	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	62	200	111	89	40	164	1107	244	98	1360	84
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	196	265	165	210	244	216	3186	1065	145	2144	1029
Arrive On Green	0.05	0.11	0.11	0.05	0.11	0.11	0.06	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	107	62	200	111	89	40	164	1107	244	98	1360	84
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.3	4.3	14.7	4.4	6.2	3.1	6.5	14.6	8.4	3.9	34.4	2.7
Cycle Q Clear(g_c), s	4.3	4.3	14.7	4.4	6.2	3.1	6.5	14.6	8.4	3.9	34.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	196	265	165	210	244	216	3186	1065	145	2144	1029
V/C Ratio(X)	0.68	0.32	0.75	0.67	0.42	0.16	0.76	0.35	0.23	0.68	0.63	0.08
Avail Cap(c_a), veh/h	437	196	265	815	401	406	353	3186	1065	254	2144	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.8	58.0	55.5	65.6	57.9	51.4	64.6	12.6	8.9	66.1	17.8	9.1
Incr Delay (d2), s/veh	5.1	0.9	11.5	4.7	1.4	0.3	5.4	0.3	0.5	5.4	1.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	3.8	12.1	3.7	5.5	2.3	5.4	9.2	5.4	3.3	19.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.9	58.9	67.0	70.3	59.3	51.7	70.0	12.9	9.4	71.6	19.3	9.3
LnGrp LOS	E	E	E	E	E	D	E	B	A	E	B	A
Approach Vol, veh/h		369			240			1515			1542	
Approach Delay, s/veh		66.8			63.1			18.5			22.1	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	94.1	12.7	20.7	15.4	91.2	11.7	21.7
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	5.9	16.6	6.4	16.7	8.5	36.4	6.3	8.2
Green Ext Time (p_c), s	0.1	10.6	0.3	0.0	0.2	9.1	0.2	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	27.8	
HCM 7th LOS	C	

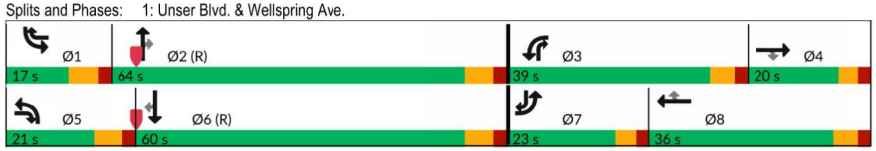
Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	62	200	111	89	40	168	1107	244	98	1363	84
Future Volume (vph)	116	62	200	111	89	40	168	1107	244	98	1363	84
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.1	11.9	27.1	12.5	12.0	27.4	12.2	83.8	103.0	9.4	81.0	97.8
Actuated g/C Ratio	0.07	0.09	0.19	0.09	0.09	0.20	0.09	0.60	0.74	0.07	0.58	0.70
v/c Ratio	0.47	0.39	0.43	0.36	0.56	0.11	0.56	0.36	0.20	0.43	0.67	0.07
Control Delay (s/veh)	68.3	66.5	8.1	64.5	74.1	2.8	68.4	15.6	1.3	68.1	23.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	66.5	8.1	64.5	74.1	2.8	68.4	15.6	1.3	68.1	23.6	0.6
LOS	E	E	A	E	E	A	E	B	A	E	C	A
Approach Delay (s/veh)		36.2			57.7			19.2			25.1	
Approach LOS		D			E			B			C	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.67		
Intersection Signal Delay (s/veh): 25.9	Intersection LOS: C	
Intersection Capacity Utilization 70.4%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	62	200	111	89	40	168	1107	244	98	1363	84
Future Volume (veh/h)	116	62	200	111	89	40	168	1107	244	98	1363	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	62	200	111	89	40	168	1107	244	98	1363	84
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	196	267	165	204	240	220	3186	1065	145	2140	1031
Arrive On Green	0.05	0.11	0.11	0.05	0.11	0.11	0.06	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	116	62	200	111	89	40	168	1107	244	98	1363	84
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.6	4.3	14.7	4.4	6.2	3.1	6.7	14.6	8.4	3.9	34.6	2.7
Cycle Q Clear(g_c), s	4.6	4.3	14.7	4.4	6.2	3.1	6.7	14.6	8.4	3.9	34.6	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	196	267	165	204	240	220	3186	1065	145	2140	1031
V/C Ratio(X)	0.69	0.32	0.75	0.67	0.44	0.17	0.76	0.35	0.23	0.68	0.64	0.08
Avail Cap(c_a), veh/h	437	196	267	815	401	406	353	3186	1065	254	2140	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	58.0	55.4	65.6	58.3	51.7	64.5	12.6	8.9	66.1	18.0	9.0
Incr Delay (d2), s/veh	5.1	0.9	11.0	4.7	1.5	0.3	5.4	0.3	0.5	5.4	1.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.8	12.1	3.7	5.5	2.3	5.6	9.2	5.4	3.3	19.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.7	58.9	66.4	70.3	59.8	52.1	69.9	12.9	9.4	71.6	19.4	9.2
LnGrp LOS	E	E	E	E	E	D	E	B	A	E	B	A
Approach Vol, veh/h		378			240			1519			1545	
Approach Delay, s/veh		66.5			63.4			18.7			22.2	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	94.1	12.7	20.7	15.6	91.0	12.1	21.3
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	5.9	16.6	6.4	16.7	8.7	36.6	6.6	8.2
Green Ext Time (p_c), s	0.1	10.6	0.3	0.0	0.2	9.1	0.2	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	28.0	
HCM 7th LOS	C	

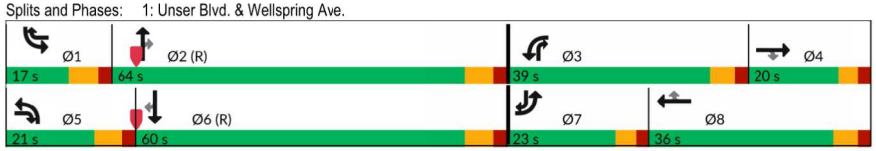
Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	62	200	111	89	40	168	1107	244	98	1362	85
Future Volume (vph)	116	62	200	111	89	40	168	1107	244	98	1362	85
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.1	11.9	27.1	12.5	12.0	27.4	12.2	83.8	103.0	9.4	81.0	97.8
Actuated g/C Ratio	0.07	0.09	0.19	0.09	0.09	0.20	0.09	0.60	0.74	0.07	0.58	0.70
v/c Ratio	0.47	0.39	0.43	0.36	0.56	0.11	0.56	0.36	0.20	0.43	0.67	0.07
Control Delay (s/veh)	68.3	66.5	8.1	64.5	74.1	2.8	68.4	15.6	1.3	68.1	23.5	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	66.5	8.1	64.5	74.1	2.8	68.4	15.6	1.3	68.1	23.5	0.6
LOS	E	E	A	E	E	A	E	B	A	E	C	A
Approach Delay (s/veh)		36.2			57.7			19.2			25.1	
Approach LOS		D			E			B			C	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 25.9	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	62	200	111	89	40	168	1107	244	98	1362	85
Future Volume (veh/h)	116	62	200	111	89	40	168	1107	244	98	1362	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	62	200	111	89	40	168	1107	244	98	1362	85
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	196	267	165	204	240	220	3186	1065	145	2140	1031
Arrive On Green	0.05	0.11	0.11	0.05	0.11	0.11	0.06	0.62	0.62	0.04	0.60	0.60
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	116	62	200	111	89	40	168	1107	244	98	1362	85
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.6	4.3	14.7	4.4	6.2	3.1	6.7	14.6	8.4	3.9	34.6	2.8
Cycle Q Clear(g_c), s	4.6	4.3	14.7	4.4	6.2	3.1	6.7	14.6	8.4	3.9	34.6	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	196	267	165	204	240	220	3186	1065	145	2140	1031
V/C Ratio(X)	0.69	0.32	0.75	0.67	0.44	0.17	0.76	0.35	0.23	0.68	0.64	0.08
Avail Cap(c_a), veh/h	437	196	267	815	401	406	353	3186	1065	254	2140	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	58.0	55.4	65.6	58.3	51.7	64.5	12.6	8.9	66.1	18.0	9.0
Incr Delay (d2), s/veh	5.1	0.9	11.0	4.7	1.5	0.3	5.4	0.3	0.5	5.4	1.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.8	12.1	3.7	5.5	2.3	5.6	9.2	5.4	3.3	19.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.7	58.9	66.4	70.3	59.8	52.1	69.9	12.9	9.4	71.6	19.4	9.2
LnGrp LOS	E	E	E	E	E	D	E	B	A	E	B	A
Approach Vol, veh/h		378			240			1519			1545	
Approach Delay, s/veh		66.5			63.4			18.7			22.2	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	94.1	12.7	20.7	15.6	91.0	12.1	21.3
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	5.9	16.6	6.4	16.7	8.7	36.6	6.6	8.2
Green Ext Time (p_c), s	0.1	10.6	0.3	0.0	0.2	9.1	0.2	0.5

Intersection Summary		
HCM 7th Control Delay, s/veh	28.0	
HCM 7th LOS	C	

Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	53	182	462	84	93	142	1560	138	31	1342	71
Future Volume (vph)	111	53	182	462	84	93	142	1560	138	31	1342	71
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.9	9.4	23.5	21.6	19.6	32.3	11.1	79.1	107.4	6.7	74.7	91.3
Actuated g/C Ratio	0.07	0.07	0.17	0.15	0.14	0.23	0.08	0.57	0.77	0.05	0.53	0.65
v/c Ratio	0.46	0.43	0.56	0.87	0.32	0.21	0.52	0.54	0.11	0.19	0.71	0.07
Control Delay (s/veh)	68.2	72.3	37.5	75.6	56.1	8.6	68.5	21.1	1.1	66.2	28.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.2	72.3	37.5	75.6	56.1	8.6	68.5	21.1	1.1	66.2	28.9	2.2
LOS	E	E	D	E	E	A	E	C	A	E	C	A
Approach Delay (s/veh)		52.7			63.3			23.2			28.4	
Approach LOS		D			E			C			C	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 33.3		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	53	182	462	84	93	142	1560	138	31	1342	71
Future Volume (veh/h)	111	53	182	462	84	93	142	1560	138	31	1342	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	53	182	462	84	93	142	1560	138	31	1342	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	228	281	513	437	410	192	2646	1056	86	1733	847
Arrive On Green	0.05	0.12	0.12	0.15	0.23	0.23	0.06	0.52	0.52	0.03	0.49	0.49
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	111	53	182	462	84	93	142	1560	138	31	1342	71
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.4	3.6	14.9	18.4	5.0	6.5	5.7	29.7	4.5	1.2	43.5	3.1
Cycle Q Clear(g_c), s	4.4	3.6	14.9	18.4	5.0	6.5	5.7	29.7	4.5	1.2	43.5	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	228	281	513	437	410	192	2646	1056	86	1733	847
V/C Ratio(X)	0.68	0.23	0.65	0.90	0.19	0.23	0.74	0.59	0.13	0.36	0.77	0.08
Avail Cap(c_a), veh/h	462	250	300	550	437	410	279	2646	1056	279	1733	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.7	55.5	53.5	58.6	43.1	40.9	65.1	23.4	8.5	67.1	29.5	15.9
Incr Delay (d2), s/veh	5.0	0.5	4.4	17.2	0.2	0.3	5.9	1.0	0.3	2.5	3.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	3.1	10.4	14.3	4.3	4.7	4.7	17.4	2.9	1.0	25.8	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.7	56.0	57.9	75.8	43.3	41.2	71.0	24.4	8.8	69.6	33.0	16.1
LnGrp LOS	E	E	E	E	D	D	E	C	A	E	C	B
Approach Vol, veh/h		346			639			1840			1444	
Approach Delay, s/veh		61.7			66.5			26.8			32.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	79.2	27.5	23.1	14.5	75.0	11.9	38.7
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	3.2	31.7	20.4	16.9	7.7	45.5	6.4	8.5
Green Ext Time (p_c), s	0.0	14.4	0.4	0.2	0.1	8.9	0.2	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	37.6	
HCM 7th LOS	D	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	53	182	462	84	93	155	1560	138	31	1352	71
Future Volume (vph)	117	53	182	462	84	93	155	1560	138	31	1352	71
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.1	9.4	24.1	21.6	19.4	32.1	11.6	79.1	107.4	6.7	74.2	91.0
Actuated g/C Ratio	0.07	0.07	0.17	0.15	0.14	0.23	0.08	0.57	0.77	0.05	0.53	0.65
v/c Ratio	0.47	0.43	0.55	0.87	0.33	0.22	0.55	0.54	0.11	0.19	0.72	0.07
Control Delay (s/veh)	68.3	72.3	36.8	75.4	56.4	10.0	68.5	21.1	1.1	66.2	29.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	72.3	36.8	75.4	56.4	10.0	68.5	21.1	1.1	66.2	29.6	2.2
LOS	E	E	D	E	E	B	E	C	A	E	C	A
Approach Delay (s/veh)		52.6			63.4			23.6			29.0	
Approach LOS		D			E			C			C	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 78.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	53	182	462	84	93	155	1560	138	31	1352	71
Future Volume (veh/h)	117	53	182	462	84	93	155	1560	138	31	1352	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	53	182	462	84	93	155	1560	138	31	1352	71
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	228	287	513	432	406	205	2648	1057	86	1721	845
Arrive On Green	0.05	0.12	0.12	0.15	0.23	0.23	0.06	0.52	0.52	0.03	0.48	0.48
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	117	53	182	462	84	93	155	1560	138	31	1352	71
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.7	3.6	14.9	18.4	5.1	6.5	6.2	29.7	4.4	1.2	44.3	3.1
Cycle Q Clear(g_c), s	4.7	3.6	14.9	18.4	5.1	6.5	6.2	29.7	4.4	1.2	44.3	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	228	287	513	432	406	205	2648	1057	86	1721	845
V/C Ratio(X)	0.69	0.23	0.63	0.90	0.19	0.23	0.76	0.59	0.13	0.36	0.79	0.08
Avail Cap(c_a), veh/h	462	250	306	550	432	406	279	2648	1057	279	1721	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	55.6	53.1	58.6	43.3	41.1	64.9	23.4	8.5	67.1	30.0	16.0
Incr Delay (d2), s/veh	5.0	0.5	3.9	17.2	0.2	0.3	7.8	1.0	0.3	2.5	3.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.1	10.4	14.3	4.3	4.7	5.3	17.4	2.9	1.0	26.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.6	56.1	57.0	75.8	43.5	41.4	72.7	24.3	8.8	69.6	33.7	16.2
LnGrp LOS	E	E	E	E	D	D	E	C	A	E	C	B
Approach Vol, veh/h		352			639			1853			1454	
Approach Delay, s/veh		61.4			66.6			27.2			33.6	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	79.3	27.5	23.0	15.0	74.5	12.1	38.4
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	3.2	31.7	20.4	16.9	8.2	46.3	6.7	8.5
Green Ext Time (p_c), s	0.0	14.4	0.4	0.2	0.1	8.7	0.2	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	38.0	
HCM 7th LOS	D	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	53	182	462	84	93	155	1560	138	31	1349	74
Future Volume (vph)	117	53	182	462	84	93	155	1560	138	31	1349	74
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.1	9.4	24.1	21.6	19.4	32.1	11.6	79.1	107.4	6.7	74.2	91.0
Actuated g/C Ratio	0.07	0.07	0.17	0.15	0.14	0.23	0.08	0.57	0.77	0.05	0.53	0.65
v/c Ratio	0.47	0.43	0.55	0.87	0.33	0.22	0.55	0.54	0.11	0.19	0.72	0.07
Control Delay (s/veh)	68.3	72.3	36.8	75.4	56.4	10.0	68.5	21.1	1.1	66.2	29.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.3	72.3	36.8	75.4	56.4	10.0	68.5	21.1	1.1	66.2	29.5	2.4
LOS	E	E	D	E	E	B	E	C	A	E	C	A
Approach Delay (s/veh)		52.6			63.4			23.6			28.9	
Approach LOS		D			E			C			C	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	53	182	462	84	93	155	1560	138	31	1349	74
Future Volume (veh/h)	117	53	182	462	84	93	155	1560	138	31	1349	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	53	182	462	84	93	155	1560	138	31	1349	74
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	228	287	513	432	406	205	2648	1057	86	1721	845
Arrive On Green	0.05	0.12	0.12	0.15	0.23	0.23	0.06	0.52	0.52	0.03	0.48	0.48
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	117	53	182	462	84	93	155	1560	138	31	1349	74
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	4.7	3.6	14.9	18.4	5.1	6.5	6.2	29.7	4.4	1.2	44.2	3.2
Cycle Q Clear(g_c), s	4.7	3.6	14.9	18.4	5.1	6.5	6.2	29.7	4.4	1.2	44.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	228	287	513	432	406	205	2648	1057	86	1721	845
V/C Ratio(X)	0.69	0.23	0.63	0.90	0.19	0.23	0.76	0.59	0.13	0.36	0.78	0.09
Avail Cap(c_a), veh/h	462	250	306	550	432	406	279	2648	1057	279	1721	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	55.6	53.1	58.6	43.3	41.1	64.9	23.4	8.5	67.1	30.0	16.0
Incr Delay (d2), s/veh	5.0	0.5	3.9	17.2	0.2	0.3	7.8	1.0	0.3	2.5	3.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	3.1	10.4	14.3	4.3	4.7	5.3	17.4	2.9	1.0	26.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.6	56.1	57.0	75.8	43.5	41.4	72.7	24.3	8.8	69.6	33.7	16.2
LnGrp LOS	E	E	E	E	D	D	E	C	A	E	C	B
Approach Vol, veh/h		352			639			1853			1454	
Approach Delay, s/veh		61.4			66.6			27.2			33.5	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	79.3	27.5	23.0	15.0	74.5	12.1	38.4
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	3.2	31.7	20.4	16.9	8.2	46.2	6.7	8.5
Green Ext Time (p_c), s	0.0	14.4	0.4	0.2	0.1	8.7	0.2	0.6

Intersection Summary		
HCM 7th Control Delay, s/veh	38.0	
HCM 7th LOS	D	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	0	0	0	18	4	222	0	0	62	13
Future Vol, veh/h	22	0	0	0	0	18	4	222	0	0	62	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	18	4	222	0	0	62	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	299	299	69	292	305	222	75	0	0	222	0	0
Stage 1	69	69	-	230	230	-	-	-	-	-	-	-
Stage 2	230	230	-	62	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	654	614	995	660	608	818	1524	-	-	1347	-	-
Stage 1	942	838	-	773	714	-	-	-	-	-	-	-
Stage 2	773	714	-	949	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	637	612	995	658	607	818	1524	-	-	1347	-	-
Mov Cap-2 Maneuver	637	612	-	658	607	-	-	-	-	-	-	-
Stage 1	942	838	-	771	712	-	-	-	-	-	-	-
Stage 2	754	712	-	949	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.85	9.5	0.13	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	637	818	1347	-	-
HCM Lane V/C Ratio	0.003	-	-	0.035	0.022	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.8	9.5	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	0	0	0	30	4	222	0	5	62	13
Future Vol, veh/h	22	0	0	0	0	30	4	222	0	5	62	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	30	4	222	0	5	62	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	309	69	302	315	222	75	0	0	222	0	0
Stage 1	79	79	-	230	230	-	-	-	-	-	-	-
Stage 2	230	230	-	72	85	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	644	606	995	650	601	818	1524	-	-	1347	-	-
Stage 1	930	830	-	773	714	-	-	-	-	-	-	-
Stage 2	773	714	-	938	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	616	602	995	646	597	818	1524	-	-	1347	-	-
Mov Cap-2 Maneuver	616	602	-	646	597	-	-	-	-	-	-	-
Stage 1	927	826	-	771	712	-	-	-	-	-	-	-
Stage 2	742	712	-	934	821	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.06	9.57	0.13	0.48
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	616	818	109	-	-
HCM Lane V/C Ratio	0.003	-	-	0.036	0.037	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	11.1	9.6	7.7	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	0	0	0	0	20	4	222	0	0	62	13
Future Vol, veh/h	22	0	0	0	0	20	4	222	0	0	62	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	0	0	0	20	4	222	0	0	62	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	299	299	69	292	305	222	75	0	0	222	0	0
Stage 1	69	69	-	230	230	-	-	-	-	-	-	-
Stage 2	230	230	-	62	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	654	614	995	660	608	818	1524	-	-	1347	-	-
Stage 1	942	838	-	773	714	-	-	-	-	-	-	-
Stage 2	773	714	-	949	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	636	612	995	658	607	818	1524	-	-	1347	-	-
Mov Cap-2 Maneuver	636	612	-	658	607	-	-	-	-	-	-	-
Stage 1	942	838	-	771	712	-	-	-	-	-	-	-
Stage 2	752	712	-	949	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.86	9.51	0.13	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	636	818	1347	-	-
HCM Lane V/C Ratio	0.003	-	-	0.035	0.024	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	10.9	9.5	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	4	0	0	0	18	0	116	0	9	124	22
Future Vol, veh/h	22	4	0	0	0	18	0	116	0	9	124	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	4	0	0	0	18	0	116	0	9	124	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	269	269	135	260	280	116	146	0	0	116	0	0
Stage 1	153	153	-	116	116	-	-	-	-	-	-	-
Stage 2	116	116	-	144	164	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	684	637	914	693	628	936	1436	-	-	1473	-	-
Stage 1	849	771	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	859	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	633	914	684	624	936	1436	-	-	1473	-	-
Mov Cap-2 Maneuver	666	633	-	684	624	-	-	-	-	-	-	-
Stage 1	844	766	-	889	800	-	-	-	-	-	-	-
Stage 2	872	800	-	849	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.67	8.92	0	0.43
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	661	936	101	-	-
HCM Lane V/C Ratio	-	-	-	0.039	0.019	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	8.9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	4	0	0	0	26	0	116	0	25	124	22
Future Vol, veh/h	22	4	0	0	0	26	0	116	0	25	124	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	4	0	0	0	26	0	116	0	25	124	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	301	135	292	312	116	146	0	0	116	0	0
Stage 1	185	185	-	116	116	-	-	-	-	-	-	-
Stage 2	116	116	-	176	196	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	651	612	914	660	603	936	1436	-	-	1473	-	-
Stage 1	817	747	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	826	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	621	600	914	644	592	936	1436	-	-	1473	-	-
Mov Cap-2 Maneuver	621	600	-	644	592	-	-	-	-	-	-	-
Stage 1	802	733	-	889	800	-	-	-	-	-	-	-
Stage 2	864	800	-	806	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.08	8.95	0	1.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	618	936	255	-	-
HCM Lane V/C Ratio	-	-	-	0.042	0.028	0.017	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.1	9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	4	0	0	0	19	0	116	0	10	124	22
Future Vol, veh/h	22	4	0	0	0	19	0	116	0	10	124	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	4	0	0	0	19	0	116	0	10	124	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	271	271	135	262	282	116	146	0	0	116	0	0
Stage 1	155	155	-	116	116	-	-	-	-	-	-	-
Stage 2	116	116	-	146	166	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	682	636	914	691	627	936	1436	-	-	1473	-	-
Stage 1	847	769	-	889	800	-	-	-	-	-	-	-
Stage 2	889	800	-	857	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	663	631	914	681	622	936	1436	-	-	1473	-	-
Mov Cap-2 Maneuver	663	631	-	681	622	-	-	-	-	-	-	-
Stage 1	841	764	-	889	800	-	-	-	-	-	-	-
Stage 2	871	800	-	846	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	8.92	0	0.48
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	658	936	112	-	-
HCM Lane V/C Ratio	-	-	-	0.04	0.02	0.007	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	8.9	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	4	49	129	0	138
Future Vol, veh/h	213	4	49	129	0	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	4	49	129	0	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	378	109
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1350	-	597	924
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	575	924
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.14	9.58
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1350	-
HCM Lane V/C Ratio	0.149	-	-	0.036	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	5	49	129	2	141
Future Vol, veh/h	213	5	49	129	2	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	5	49	129	2	141

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	218	0	378	109
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1349	-	597	924
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	575	924
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.14	9.64
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	918	-	-	1349	-
HCM Lane V/C Ratio	0.156	-	-	0.036	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	4	49	129	2	138
Future Vol, veh/h	213	4	49	129	2	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	4	49	129	2	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	217	0	378	109
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1350	-	597	924
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	575	924
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	819	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.14	9.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	918	-	-	1350	-
HCM Lane V/C Ratio	0.152	-	-	0.036	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.8	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	18	44	173	4	116
Future Vol, veh/h	382	18	44	173	4	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	382	18	44	173	4	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	400	0	566	200
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1155	-	455	808
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1155	-	437	808
Mov Cap-2 Maneuver	-	-	-	-	523	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.67	10.35
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1155	-
HCM Lane V/C Ratio	0.151	-	-	0.038	-
HCM Ctrl Dly (s/v)	10.3	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	20	45	173	5	118
Future Vol, veh/h	382	20	45	173	5	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	382	20	45	173	5	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	402	0	569	201
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1153	-	453	806
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	435	806
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.7	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	789	-	-	1153	-
HCM Lane V/C Ratio	0.156	-	-	0.039	-
HCM Ctrl Dly (s/v)	10.4	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	383	19	44	173	5	116
Future Vol, veh/h	383	19	44	173	5	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	383	19	44	173	5	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	402	0	567	201
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1153	-	454	806
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	436	806
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.67	10.39
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	789	-	-	1153	-
HCM Lane V/C Ratio	0.153	-	-	0.038	-
HCM Ctrl Dly (s/v)	10.4	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	333	18	53	169	4	9
Future Vol, veh/h	333	18	53	169	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	18	53	169	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	533	176
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1204	-	477	837
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	456	837
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.94	10.07
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	837	-	-	1204	-
HCM Lane V/C Ratio	0.007	0.011	-	-	0.044	-
HCM Ctrl Dly (s/v)	11.7	9.3	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	336	18	53	169	4	9
Future Vol, veh/h	336	18	53	169	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	336	18	53	169	4	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	354	0	536	177
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1201	-	475	835
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	454	835
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.94	10.08
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	540	835	-	-	1201	-
HCM Lane V/C Ratio	0.007	0.011	-	-	0.044	-
HCM Ctrl Dly (s/v)	11.7	9.4	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	333	18	53	169	4	10
Future Vol, veh/h	333	18	53	169	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	333	18	53	169	4	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	533	176
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1204	-	477	837
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	456	837
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.94	10.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	837	-	-	1204	-
HCM Lane V/C Ratio	0.007	0.012	-	-	0.044	-
HCM Ctrl Dly (s/v)	11.7	9.4	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	493	18	18	200	13	22
Future Vol, veh/h	493	18	18	200	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	493	18	18	200	13	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	511	0	638	256
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1050	-	409	744
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	402	744
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.7	10.99
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	481	744	-	-	1050	-
HCM Lane V/C Ratio	0.027	0.03	-	-	0.017	-
HCM Ctrl Dly (s/v)	12.7	10	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	495	18	18	201	13	22
Future Vol, veh/h	495	18	18	201	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	18	18	201	13	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	641	257
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1049	-	408	743
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1049	-	401	743
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.7	11.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	743	-	-	1049	-
HCM Lane V/C Ratio	0.027	0.03	-	-	0.017	-
HCM Ctrl Dly (s/v)	12.7	10	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	493	19	19	200	13	23
Future Vol, veh/h	493	19	19	200	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	493	19	19	200	13	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	512	0	641	256
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1050	-	408	743
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	400	743
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	858	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.74	10.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	743	-	-	1050	-
HCM Lane V/C Ratio	0.027	0.031	-	-	0.018	-
HCM Ctrl Dly (s/v)	12.7	10	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	27	44	40	0
Future Vol, veh/h	0	71	27	44	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	27	44	40	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	138	40	40	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	855	1031	1570	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	1031	1570	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.75	2.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	685	-	1031	-	-
HCM Lane V/C Ratio	0.017	-	0.069	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	27	44	40	0
Future Vol, veh/h	0	71	27	44	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	27	44	40	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	138	40	40	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	855	1031	1570	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	1031	1570	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.75	2.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	685	-	1031	-	-
HCM Lane V/C Ratio	0.017	-	0.069	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	27	45	41	0
Future Vol, veh/h	0	71	27	45	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	27	45	41	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	140	41	41	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	853	1030	1568	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1030	1568	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.75	2.75	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	1030	-	-
HCM Lane V/C Ratio	0.017	-	0.069	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	18	40	58	0
Future Vol, veh/h	0	27	18	40	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	18	40	58	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	134	58	58	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	860	1008	1546	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	1008	1546	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.67	2.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	559	-	1008	-	-
HCM Lane V/C Ratio	0.012	-	0.027	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	18	40	58	0
Future Vol, veh/h	0	27	18	40	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	18	40	58	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	134	58	58	0	-	0
Stage 1	58	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	860	1008	1546	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	849	1008	1546	-	-	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.67	2.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	559	-	1008	-	-
HCM Lane V/C Ratio	0.012	-	0.027	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	18	41	60	0
Future Vol, veh/h	0	27	18	41	60	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	18	41	60	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	137	60	60	0	-	0
Stage 1	60	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	856	1005	1544	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	1005	1544	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.68	2.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	549	-	1005	-	-
HCM Lane V/C Ratio	0.012	-	0.027	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	111	44	98	58	4
Future Vol, veh/h	18	111	44	98	58	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	111	44	98	58	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	240	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1441	-	-	-	748	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	738	964
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.05	0	10.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	750
HCM Lane V/C Ratio	0.012	-	-	-	0.083
HCM Ctrl Dly (s/v)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	111	44	98	58	4
Future Vol, veh/h	18	111	44	98	58	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	111	44	98	58	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	240	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1441	-	-	-	748	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	738	964
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.05	0	10.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	750
HCM Lane V/C Ratio	0.012	-	-	-	0.083
HCM Ctrl Dly (s/v)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	111	1	5	44	98	1	0	9	58	0	4
Future Vol, veh/h	18	111	1	5	44	98	1	0	9	58	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	111	1	5	44	98	1	0	9	58	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	112	0	0	202	300	112	250	251	93
Stage 1	-	-	-	-	-	-	148	148	-	103	103	-
Stage 2	-	-	-	-	-	-	54	152	-	147	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1478	-	-	757	613	942	703	652	964
Stage 1	-	-	-	-	-	-	855	775	-	903	810	-
Stage 2	-	-	-	-	-	-	958	772	-	856	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1478	-	-	741	602	942	685	641	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	602	-	685	641	-
Stage 1	-	-	-	-	-	-	844	765	-	900	807	-
Stage 2	-	-	-	-	-	-	951	769	-	836	764	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.04	0.25	8.97	10.66
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	917	249	-	-	54	-	-	698
HCM Lane V/C Ratio	0.011	0.012	-	-	0.003	-	-	0.089
HCM Ctrl Dly (s/v)	9	7.5	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	120	71	49	84	13
Future Vol, veh/h	0	120	71	49	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	71	49	84	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	216	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1468	-	-	-	773	961
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	773	961
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	794
HCM Lane V/C Ratio	-	-	-	-	0.122
HCM Ctrl Dly (s/v)	0	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	120	71	49	84	13
Future Vol, veh/h	0	120	71	49	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	71	49	84	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	216	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1468	-	-	-	773	961
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1468	-	-	-	773	961
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	794
HCM Lane V/C Ratio	-	-	-	-	0.122
HCM Ctrl Dly (s/v)	0	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	120	2	16	71	49	1	0	6	84	0	13
Future Vol, veh/h	0	120	2	16	71	49	1	0	6	84	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	120	2	16	71	49	1	0	6	84	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	122	0	0	224	273	121	248	250	96
Stage 1	-	-	-	-	-	-	121	121	-	128	128	-
Stage 2	-	-	-	-	-	-	103	152	-	120	122	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1465	-	-	732	634	930	706	653	961
Stage 1	-	-	-	-	-	-	883	796	-	876	791	-
Stage 2	-	-	-	-	-	-	903	772	-	884	795	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1465	-	-	713	626	930	693	646	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	713	626	-	693	646	-
Stage 1	-	-	-	-	-	-	883	796	-	866	781	-
Stage 2	-	-	-	-	-	-	880	763	-	879	795	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.88	9.07	10.78
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	892	1468	-	-	196	-	-	720
HCM Lane V/C Ratio	0.008	-	-	-	0.011	-	-	0.135
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.5	0	-	10.8
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	6	10	6	0
Future Vol, veh/h	0	13	6	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	6	10	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	16	0	-	0	24	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	992	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	992	1070
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.65
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	992
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	7	18	0
Future Vol, veh/h	0	10	10	7	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	10	7	18	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	17	0	-	0	24	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	993	1067
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	993	1067
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.69
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	993
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	47	16	0	0	0
Future Vol, veh/h	12	47	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	16	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1084	1622	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	7.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1059	-	-
HCM Lane V/C Ratio	0.01	-	0.056	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	47	15	0	0	6
Future Vol, veh/h	12	47	15	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	15	0	0	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	3	6	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1081	1615	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	7.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	1057	-	-
HCM Lane V/C Ratio	0.009	-	0.056	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	49	0	0	0
Future Vol, veh/h	8	32	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	32	49	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	1084	1622	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.62	7.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1034	-	-
HCM Lane V/C Ratio	0.03	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	46	0	0	20
Future Vol, veh/h	8	32	46	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	32	46	0	0	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	102	10	20	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	896	1071	1596	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	871	1071	1596	-	-	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.66	7.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	1024	-	-
HCM Lane V/C Ratio	0.029	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	156	0	0	49	0	1675	0	0	1578	36
Future Vol, veh/h	0	0	156	0	0	49	0	1675	0	0	1578	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	156	0	0	49	0	1675	0	0	1578	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	789	-	-	838	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*648	0	0	*615	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*648	-	-	*615	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.3	11.36	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	648	615	-	-
HCM Lane V/C Ratio	-	-	0.241	0.08	-	-
HCM Ctrl Dly (s/v)	-	-	12.3	11.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	203	0	0	49	0	1679	0	0	1578	39
Future Vol, veh/h	0	0	203	0	0	49	0	1679	0	0	1578	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	203	0	0	49	0	1679	0	0	1578	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	789	-	-	840	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*648	0	0	*615	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*648	-	-	*615	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.06	11.36	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	648	615	-	-
HCM Lane V/C Ratio	-	-	0.313	0.08	-	-
HCM Ctrl Dly (s/v)	-	-	13.1	11.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	1.3	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	203	0	0	49	0	1679	0	0	1578	38
Future Vol, veh/h	0	0	203	0	0	49	0	1679	0	0	1578	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	203	0	0	49	0	1679	0	0	1578	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	789	-	-	840	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*648	0	0	*615	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*648	-	-	*615	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.06	11.36	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	648	615	-	-
HCM Lane V/C Ratio	-	-	0.313	0.08	-	-
HCM Ctrl Dly (s/v)	-	-	13.1	11.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	1.3	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	111	0	0	9	0	1826	4	0	1831	67
Future Vol, veh/h	0	0	111	0	0	9	0	1826	4	0	1831	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	111	0	0	9	0	1826	4	0	1831	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	916	-	-	915	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*574	0	0	*567	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*574	-	-	*567	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.77	11.46	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	574	567	-	-
HCM Lane V/C Ratio	-	-	0.193	0.016	-	-
HCM Ctrl Dly (s/v)	-	-	12.8	11.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	143	0	0	9	0	1839	4	0	1831	77
Future Vol, veh/h	0	0	143	0	0	9	0	1839	4	0	1831	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	143	0	0	9	0	1839	4	0	1831	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	916	-	-	922	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*574	0	0	*567	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*574	-	-	*567	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.34	11.46	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	574	567	-	-
HCM Lane V/C Ratio	-	-	0.249	0.016	-	-
HCM Ctrl Dly (s/v)	-	-	13.3	11.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	1	0	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	143	0	0	9	0	1839	4	0	1831	74
Future Vol, veh/h	0	0	143	0	0	9	0	1839	4	0	1831	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	143	0	0	9	0	1839	4	0	1831	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	916	-	-	922	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*574	0	0	*567	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			0			0		-	-		-	-
Mov Cap-1 Maneuver	-	-	*574	-	-	*567	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.34	11.46	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	574	567	-	-
HCM Lane V/C Ratio	-	-	0.249	0.016	-	-
HCM Ctrl Dly (s/v)	-	-	13.3	11.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	1	0	-	-

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	4	13	0	4	22	18	1591	9	18	1649	44
Future Vol, veh/h	44	4	13	0	4	22	18	1591	9	18	1649	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	4	13	0	4	22	18	1591	9	18	1649	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2519	3321	825	2490	3356	796	1693	0	0	1600	0	0
Stage 1	1685	1685	-	1627	1627	-	-	-	-	-	-	-
Stage 2	834	1636	-	863	1729	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 14	8	*619	*15	8	*647	505	-	-	554	-	-
Stage 1	*228	252	-	*237	263	-	-	-	-	-	-	-
Stage 2	*610	258	-	*583	232	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 12	8	*619	*13	7	*647	505	-	-	554	-	-
Mov Cap-2 Maneuver	*189	153	-	*194	146	-	-	-	-	-	-	-
Stage 1	*220	244	-	*228	253	-	-	-	-	-	-	-
Stage 2	*560	249	-	*544	225	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.8	14.06	0.14	0.12
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	218	423	554	-	-
HCM Lane V/C Ratio	0.036	-	-	0.28	0.061	0.032	-	-
HCM Ctrl Dly (s/v)	12.4	-	-	27.8	14.1	11.7	-	-
HCM Lane LOS	B	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	4	13	0	4	22	30	1595	9	18	1696	44
Future Vol, veh/h	44	4	13	0	4	22	30	1595	9	18	1696	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	4	13	0	4	22	30	1595	9	18	1696	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2592	3396	848	2541	3431	798	1740	0	0	1604	0	0
Stage 1	1732	1732	-	1655	1655	-	-	-	-	-	-	-
Stage 2	860	1664	-	886	1776	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 12	7	*604	*14	7	*631	481	-	-	566	-	-
Stage 1	*214	239	-	*234	259	-	-	-	-	-	-	-
Stage 2	*595	255	-	*569	220	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 11	7	*604	*12	6	*631	481	-	-	566	-	-
Mov Cap-2 Maneuver	*178	145	-	*186	133	-	-	-	-	-	-	-
Stage 1	*207	231	-	*220	243	-	-	-	-	-	-	-
Stage 2	*530	239	-	*530	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.71	14.62	0.24	0.12
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	206	400	566	-	-
HCM Lane V/C Ratio	0.062	-	-	0.296	0.065	0.032	-	-
HCM Ctrl Dly (s/v)	13	-	-	29.7	14.6	11.6	-	-
HCM Lane LOS	B	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	4	13	0	4	22	30	1595	9	18	1696	44
Future Vol, veh/h	44	4	13	0	4	22	30	1595	9	18	1696	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	4	13	0	4	22	30	1595	9	18	1696	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2592	3396	848	2541	3431	798	1740	0	0	1604	0	0
Stage 1	1732	1732	-	1655	1655	-	-	-	-	-	-	-
Stage 2	860	1664	-	886	1776	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 12	7	*604	*14	7	*631	481	-	-	566	-	-
Stage 1	*214	239	-	*234	259	-	-	-	-	-	-	-
Stage 2	*595	255	-	*569	220	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 11	7	*604	*12	6	*631	481	-	-	566	-	-
Mov Cap-2 Maneuver	*178	145	-	*186	133	-	-	-	-	-	-	-
Stage 1	*207	231	-	*220	243	-	-	-	-	-	-	-
Stage 2	*530	239	-	*530	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.71	14.62	0.24	0.12
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	206	400	566	-	-
HCM Lane V/C Ratio	0.062	-	-	0.296	0.065	0.032	-	-
HCM Ctrl Dly (s/v)	13	-	-	29.7	14.6	11.6	-	-
HCM Lane LOS	B	-	-	D	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	31	4	0	44	36	1786	13	31	1831	36
Future Vol, veh/h	9	4	31	4	0	44	36	1786	13	31	1831	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	31	4	0	44	36	1786	13	31	1831	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2858	3764	916	2838	3787	893	1867	0	0	1799	0	0
Stage 1	1893	1893	-	1858	1858	-	-	-	-	-	-	-
Stage 2	965	1871	-	980	1929	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 8	4	*574	*8	4	*583	412	-	-	453	-	-
Stage 1	*157	186	-	*167	196	-	-	-	-	-	-	-
Stage 2	*550	191	-	*541	173	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 6	~ 3	*574	*6	3	*583	412	-	-	453	-	-
Mov Cap-2 Maneuver	*129	100	-	*133	93	-	-	-	-	-	-	-
Stage 1	*146	174	-	*152	179	-	-	-	-	-	-	-
Stage 2	*464	174	-	*466	161	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.02	13.85	0.29	0.22
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	412	-	-	269	455	453	-	-
HCM Lane V/C Ratio	0.087	-	-	0.164	0.106	0.068	-	-
HCM Ctrl Dly (s/v)	14.6	-	-	21	13.8	13.5	-	-
HCM Lane LOS	B	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	0.4	0.2	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	31	4	0	44	74	1799	13	31	1863	36
Future Vol, veh/h	9	4	31	4	0	44	74	1799	13	31	1863	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	31	4	0	44	74	1799	13	31	1863	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2973	3885	932	2943	3908	900	1899	0	0	1812	0	0
Stage 1	1925	1925	-	1947	1947	-	-	-	-	-	-	-
Stage 2	1048	1960	-	996	1961	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 6	~ 3	*559	*7	3	*583	399	-	-	444	-	-
Stage 1	*151	180	-	*132	164	-	-	-	-	-	-	-
Stage 2	*550	160	-	*527	167	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 4	~ 3	*559	*5	2	*583	399	-	-	444	-	-
Mov Cap-2 Maneuver	*122	78	-	*97	64	-	-	-	-	-	-	-
Stage 1	*141	168	-	*108	134	-	-	-	-	-	-	-
Stage 2	*414	130	-	*452	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.98	14.92	0.63	0.22
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	244	411	444	-	-
HCM Lane V/C Ratio	0.185	-	-	0.18	0.117	0.07	-	-
HCM Ctrl Dly (s/v)	16.1	-	-	23	14.9	13.7	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.6	0.4	0.2	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	31	4	0	44	74	1799	13	31	1863	36
Future Vol, veh/h	9	4	31	4	0	44	74	1799	13	31	1863	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	31	4	0	44	74	1799	13	31	1863	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2973	3885	932	2943	3908	900	1899	0	0	1812	0	0
Stage 1	1925	1925	-	1947	1947	-	-	-	-	-	-	-
Stage 2	1048	1960	-	996	1961	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 6	~ 3	*559	*7	3	*583	399	-	-	444	-	-
Stage 1	*151	180	-	*132	164	-	-	-	-	-	-	-
Stage 2	*550	160	-	*527	167	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*~ 4	~ 3	*559	*5	2	*583	399	-	-	444	-	-
Mov Cap-2 Maneuver	*122	78	-	*97	64	-	-	-	-	-	-	-
Stage 1	*141	168	-	*108	134	-	-	-	-	-	-	-
Stage 2	*414	130	-	*452	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.98	14.92	0.63	0.22
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	244	411	444	-	-
HCM Lane V/C Ratio	0.185	-	-	0.18	0.117	0.07	-	-
HCM Ctrl Dly (s/v)	16.1	-	-	23	14.9	13.7	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.6	0.4	0.2	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1018	471	67	0	44
Future Vol, veh/h	22	1018	471	67	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1018	471	67	0	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	538	0	-	0	-	269
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1026	-	-	-	0	729
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1026	-	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1026	-	-	-	729
HCM Lane V/C Ratio	0.021	-	-	-	0.06
HCM Ctrl Dly (s/v)	8.6	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1018	471	67	0	44
Future Vol, veh/h	22	1018	471	67	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1018	471	67	0	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	538	0	-	0	-	269
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1026	-	-	-	0	729
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1026	-	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1026	-	-	-	729
HCM Lane V/C Ratio	0.021	-	-	-	0.06
HCM Ctrl Dly (s/v)	8.6	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1018	471	67	0	44
Future Vol, veh/h	22	1018	471	67	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1018	471	67	0	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	538	0	-	0	-	269
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1026	-	-	-	0	729
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1026	-	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1026	-	-	-	729
HCM Lane V/C Ratio	0.021	-	-	-	0.06
HCM Ctrl Dly (s/v)	8.6	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	738	1284	80	0	107
Future Vol, veh/h	49	738	1284	80	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	738	1284	80	0	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1364	0	-	0	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	500	-	-	-	0	392
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	500	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.81	0	17.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	500	-	-	-	392
HCM Lane V/C Ratio	0.098	-	-	-	0.273
HCM Ctrl Dly (s/v)	13	-	-	-	17.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	738	1284	80	0	107
Future Vol, veh/h	49	738	1284	80	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	738	1284	80	0	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1364	0	-	0	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	500	-	-	-	0	392
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	500	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.81	0	17.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	500	-	-	-	392
HCM Lane V/C Ratio	0.098	-	-	-	0.273
HCM Ctrl Dly (s/v)	13	-	-	-	17.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	738	1284	80	0	107
Future Vol, veh/h	49	738	1284	80	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	738	1284	80	0	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1364	0	-	0	-	682
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	500	-	-	-	0	392
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	500	-	-	-	-	392
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.81	0	17.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	500	-	-	-	392
HCM Lane V/C Ratio	0.098	-	-	-	0.273
HCM Ctrl Dly (s/v)	13	-	-	-	17.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Future Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1040	13	31	458	0	18	4	27	18	9	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	1053	0	0	1342	1567	527	1042	1573	229
Stage 1	-	-	-	-	-	-	1047	1047	-	520	520	-
Stage 2	-	-	-	-	-	-	296	520	-	522	1053	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1272	-	-	657	-	-	*138	125	496	243	124	*968
Stage 1	-	-	-	-	-	-	*244	303	-	678	641	-
Stage 2	-	-	-	-	-	-	*913	641	-	506	301	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1272	-	-	657	-	-	*127	119	496	216	118	*968
Mov Cap-2 Maneuver	-	-	-	-	-	-	*208	231	-	332	214	-
Stage 1	-	-	-	-	-	-	*244	303	-	646	611	-
Stage 2	-	-	-	-	-	-	*857	611	-	472	301	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.68	17.74	19.21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	496	1272	-	-	657	-	-	280
HCM Lane V/C Ratio	0.104	0.054	-	-	-	0.047	-	-	0.096
HCM Ctrl Dly (s/v)	24	12.7	0	-	-	10.8	-	-	19.2
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.1	-	-	0.3

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Future Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1040	13	31	458	0	18	4	27	18	9	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	1053	0	0	1342	1567	527	1042	1573	229
Stage 1	-	-	-	-	-	-	1047	1047	-	520	520	-
Stage 2	-	-	-	-	-	-	296	520	-	522	1053	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1272	-	-	657	-	-	*138	125	496	243	124	*968
Stage 1	-	-	-	-	-	-	*244	303	-	678	641	-
Stage 2	-	-	-	-	-	-	*913	641	-	506	301	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1272	-	-	657	-	-	*127	119	496	216	118	*968
Mov Cap-2 Maneuver	-	-	-	-	-	-	*208	231	-	332	214	-
Stage 1	-	-	-	-	-	-	*244	303	-	646	611	-
Stage 2	-	-	-	-	-	-	*857	611	-	472	301	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.68	17.74	19.21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	496	1272	-	-	657	-	-	280
HCM Lane V/C Ratio	0.104	0.054	-	-	-	0.047	-	-	0.096
HCM Ctrl Dly (s/v)	24	12.7	0	-	-	10.8	-	-	19.2
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.1	-	-	0.3

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Future Vol, veh/h	0	1040	13	31	458	0	18	4	27	18	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1040	13	31	458	0	18	4	27	18	9	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	1053	0	0	1342	1567	527	1042	1573	229
Stage 1	-	-	-	-	-	-	1047	1047	-	520	520	-
Stage 2	-	-	-	-	-	-	296	520	-	522	1053	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1272	-	-	657	-	-	*138	125	496	243	124	*968
Stage 1	-	-	-	-	-	-	*244	303	-	678	641	-
Stage 2	-	-	-	-	-	-	*913	641	-	506	301	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1272	-	-	657	-	-	*127	119	496	216	118	*968
Mov Cap-2 Maneuver	-	-	-	-	-	-	*208	231	-	332	214	-
Stage 1	-	-	-	-	-	-	*244	303	-	646	611	-
Stage 2	-	-	-	-	-	-	*857	611	-	472	301	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.68	17.74	19.21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	496	1272	-	-	657	-	-	280
HCM Lane V/C Ratio	0.104	0.054	-	-	-	0.047	-	-	0.096
HCM Ctrl Dly (s/v)	24	12.7	0	-	-	10.8	-	-	19.2
HCM Lane LOS	C	B	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.1	-	-	0.3

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Future Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	751	18	40	1102	62	36	4	44	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1164	0	0	769	0	0	1417	2030	385	1617	2008	582
Stage 1	-	-	-	-	-	-	786	786	-	1213	1213	-
Stage 2	-	-	-	-	-	-	631	1244	-	404	795	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	803	-	-	841	-	-	*202	71	614	126	74	*776
Stage 1	-	-	-	-	-	-	*351	401	-	372	387	-
Stage 2	-	-	-	-	-	-	*731	370	-	595	398	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	803	-	-	841	-	-	*186	66	614	108	69	*776
Mov Cap-2 Maneuver	-	-	-	-	-	-	*280	197	-	236	196	-
Stage 1	-	-	-	-	-	-	*346	395	-	354	368	-
Stage 2	-	-	-	-	-	-	*685	352	-	538	391	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.32	15.82	12.38
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	614	803	-	-	841	-	-	505
HCM Lane V/C Ratio	0.149	0.072	0.016	-	-	0.048	-	-	0.034
HCM Ctrl Dly (s/v)	20.8	11.3	9.6	-	-	9.5	-	-	12.4
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Future Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	751	18	40	1102	62	36	4	44	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1164	0	0	769	0	0	1417	2030	385	1617	2008	582
Stage 1	-	-	-	-	-	-	786	786	-	1213	1213	-
Stage 2	-	-	-	-	-	-	631	1244	-	404	795	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	803	-	-	841	-	-	*202	71	614	126	74	*776
Stage 1	-	-	-	-	-	-	*351	401	-	372	387	-
Stage 2	-	-	-	-	-	-	*731	370	-	595	398	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	803	-	-	841	-	-	*186	66	614	108	69	*776
Mov Cap-2 Maneuver	-	-	-	-	-	-	*280	197	-	236	196	-
Stage 1	-	-	-	-	-	-	*346	395	-	354	368	-
Stage 2	-	-	-	-	-	-	*685	352	-	538	391	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.32	15.82	12.38
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	614	803	-	-	841	-	-	505
HCM Lane V/C Ratio	0.149	0.072	0.016	-	-	0.048	-	-	0.034
HCM Ctrl Dly (s/v)	20.8	11.3	9.6	-	-	9.5	-	-	12.4
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Future Vol, veh/h	13	751	18	40	1102	62	36	4	44	4	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	751	18	40	1102	62	36	4	44	4	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1164	0	0	769	0	0	1417	2030	385	1617	2008	582
Stage 1	-	-	-	-	-	-	786	786	-	1213	1213	-
Stage 2	-	-	-	-	-	-	631	1244	-	404	795	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	803	-	-	841	-	-	*202	71	614	126	74	*776
Stage 1	-	-	-	-	-	-	*351	401	-	372	387	-
Stage 2	-	-	-	-	-	-	*731	370	-	595	398	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	803	-	-	841	-	-	*186	66	614	108	69	*776
Mov Cap-2 Maneuver	-	-	-	-	-	-	*280	197	-	236	196	-
Stage 1	-	-	-	-	-	-	*346	395	-	354	368	-
Stage 2	-	-	-	-	-	-	*685	352	-	538	391	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.16	0.32	15.82	12.38
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	614	803	-	-	841	-	-	505
HCM Lane V/C Ratio	0.149	0.072	0.016	-	-	0.048	-	-	0.034
HCM Ctrl Dly (s/v)	20.8	11.3	9.6	-	-	9.5	-	-	12.4
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.2	0	-	-	0.1	-	-	0.1

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	893	573	9	27	4
Future Vol, veh/h	4	893	573	9	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	893	573	9	27	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	582	0	-	0	1032	291
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1183	-	-	-	313	*936
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1183	-	-	-	312	*936
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	13.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	471
HCM Lane V/C Ratio	0.003	-	-	-	0.066
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	893	573	9	27	4
Future Vol, veh/h	4	893	573	9	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	893	573	9	27	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	582	0	-	0	1032	291
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1183	-	-	-	313	*936
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1183	-	-	-	312	*936
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	13.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	471
HCM Lane V/C Ratio	0.003	-	-	-	0.066
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	893	573	9	27	4
Future Vol, veh/h	4	893	573	9	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	893	573	9	27	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	582	0	-	0	1032	291
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1183	-	-	-	313	*936
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1183	-	-	-	312	*936
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	13.19
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	471
HCM Lane V/C Ratio	0.003	-	-	-	0.066
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	747	1084	71	18	13
Future Vol, veh/h	18	747	1084	71	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	747	1084	71	18	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1529	578
Stage 1	-	-	-	-	1120	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	792	-	-	-	179	*792
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	792	-	-	-	175	*792
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	14.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	-	423
HCM Lane V/C Ratio	0.023	-	-	-	0.073
HCM Ctrl Dly (s/v)	9.6	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	747	1084	71	18	13
Future Vol, veh/h	18	747	1084	71	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	747	1084	71	18	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1529	578
Stage 1	-	-	-	-	1120	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	792	-	-	-	179	*792
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	792	-	-	-	175	*792
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	14.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	-	423
HCM Lane V/C Ratio	0.023	-	-	-	0.073
HCM Ctrl Dly (s/v)	9.6	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	747	1084	71	18	13
Future Vol, veh/h	18	747	1084	71	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	747	1084	71	18	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1155	0	-	0	1529	578
Stage 1	-	-	-	-	1120	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	792	-	-	-	179	*792
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	792	-	-	-	175	*792
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0	14.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	792	-	-	-	423
HCM Lane V/C Ratio	0.023	-	-	-	0.073
HCM Ctrl Dly (s/v)	9.6	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	36
Future Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	831	9	9	453	18	13	9	53	62	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	471	0	0	840	0	0	1162	1405	420	980	1400	236
Stage 1	-	-	-	-	-	-	916	916	-	480	480	-
Stage 2	-	-	-	-	-	-	247	489	-	500	920	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1087	-	-	791	-	-	150	138	582	204	139	766
Stage 1	-	-	-	-	-	-	293	350	-	536	553	-
Stage 2	-	-	-	-	-	-	735	548	-	521	348	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1087	-	-	791	-	-	134	132	582	170	133	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	241	-	295	241	-
Stage 1	-	-	-	-	-	-	283	337	-	530	546	-
Stage 2	-	-	-	-	-	-	688	541	-	444	335	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.38	0.18	15.93	18.28
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1087	-	-	791	-	-	372
HCM Lane V/C Ratio	0.186	0.037	-	-	0.011	-	-	0.274
HCM Ctrl Dly (s/v)	15.9	8.4	-	-	9.6	-	-	18.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	37
Future Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	831	9	9	453	18	13	9	53	62	4	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	471	0	0	840	0	0	1162	1405	420	980	1400	236
Stage 1	-	-	-	-	-	-	916	916	-	480	480	-
Stage 2	-	-	-	-	-	-	247	489	-	500	920	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1257	-	-	791	-	-	*194	161	582	273	162	*968
Stage 1	-	-	-	-	-	-	*293	350	-	720	670	-
Stage 2	-	-	-	-	-	-	*913	664	-	521	348	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1257	-	-	791	-	-	*176	154	582	230	155	*968
Mov Cap-2 Maneuver	-	-	-	-	-	-	*245	261	-	342	259	-
Stage 1	-	-	-	-	-	-	*284	338	-	712	663	-
Stage 2	-	-	-	-	-	-	*863	656	-	447	337	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.36	0.18	15.42	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	1257	-	-	791	-	-	439
HCM Lane V/C Ratio	0.179	0.032	-	-	0.011	-	-	0.235
HCM Ctrl Dly (s/v)	15.4	8	-	-	9.6	-	-	15.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.9

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	37
Future Vol, veh/h	40	831	9	9	453	18	13	9	53	62	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	831	9	9	453	18	13	9	53	62	4	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	471	0	0	840	0	0	1162	1405	420	980	1400	236
Stage 1	-	-	-	-	-	-	916	916	-	480	480	-
Stage 2	-	-	-	-	-	-	247	489	-	500	920	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1257	-	-	791	-	-	*194	161	582	273	162	*968
Stage 1	-	-	-	-	-	-	*293	350	-	720	670	-
Stage 2	-	-	-	-	-	-	*913	664	-	521	348	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1257	-	-	791	-	-	*176	154	582	230	155	*968
Mov Cap-2 Maneuver	-	-	-	-	-	-	*245	261	-	342	259	-
Stage 1	-	-	-	-	-	-	*284	338	-	712	663	-
Stage 2	-	-	-	-	-	-	*863	656	-	447	337	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.36	0.18	15.42	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	1257	-	-	791	-	-	439
HCM Lane V/C Ratio	0.179	0.032	-	-	0.011	-	-	0.235
HCM Ctrl Dly (s/v)	15.4	8	-	-	9.6	-	-	15.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.9

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	644	4	93	991	93	9	9	40	53	0	36
Future Vol, veh/h	36	644	4	93	991	93	9	9	40	53	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	644	4	93	991	93	9	9	40	53	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1084	0	0	648	0	0	1400	1988	324	1622	1944	542
Stage 1	-	-	-	-	-	-	718	718	-	1224	1224	-
Stage 2	-	-	-	-	-	-	682	1270	-	399	720	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	840	-	-	934	-	-	*189	74	672	114	80	*808
Stage 1	-	-	-	-	-	-	*386	431	-	332	358	-
Stage 2	-	-	-	-	-	-	*762	335	-	599	430	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	840	-	-	934	-	-	*155	64	672	88	69	*808
Mov Cap-2 Maneuver	-	-	-	-	-	-	*276	175	-	200	178	-
Stage 1	-	-	-	-	-	-	*370	413	-	299	322	-
Stage 2	-	-	-	-	-	-	*655	302	-	527	412	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	0.73	15.41	23.04
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	840	-	-	934	-	-	288
HCM Lane V/C Ratio	0.144	0.043	-	-	0.1	-	-	0.31
HCM Ctrl Dly (s/v)	15.4	9.5	-	-	9.3	-	-	23
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.3	-	-	1.3

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	644	4	93	991	93	9	9	40	53	0	36
Future Vol, veh/h	37	644	4	93	991	93	9	9	40	53	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	644	4	93	991	93	9	9	40	53	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1084	0	0	648	0	0	1402	1990	324	1624	1946	542
Stage 1	-	-	-	-	-	-	720	720	-	1224	1224	-
Stage 2	-	-	-	-	-	-	682	1270	-	401	722	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	840	-	-	934	-	-	*188	74	672	114	80	*808
Stage 1	-	-	-	-	-	-	*385	430	-	332	358	-
Stage 2	-	-	-	-	-	-	*762	335	-	597	429	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	840	-	-	934	-	-	*155	63	672	88	69	*808
Mov Cap-2 Maneuver	-	-	-	-	-	-	*275	174	-	200	177	-
Stage 1	-	-	-	-	-	-	*368	411	-	299	322	-
Stage 2	-	-	-	-	-	-	*655	302	-	525	411	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.73	15.43	23.09
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	840	-	-	934	-	-	287
HCM Lane V/C Ratio	0.144	0.044	-	-	0.1	-	-	0.31
HCM Ctrl Dly (s/v)	15.4	9.5	-	-	9.3	-	-	23.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.3	-	-	1.3

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	644	4	93	991	93	9	9	40	53	0	36
Future Vol, veh/h	37	644	4	93	991	93	9	9	40	53	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	644	4	93	991	93	9	9	40	53	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1084	0	0	648	0	0	1402	1990	324	1624	1946	542
Stage 1	-	-	-	-	-	-	720	720	-	1224	1224	-
Stage 2	-	-	-	-	-	-	682	1270	-	401	722	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	840	-	-	934	-	-	*188	74	672	114	80	*808
Stage 1	-	-	-	-	-	-	*385	430	-	332	358	-
Stage 2	-	-	-	-	-	-	*762	335	-	597	429	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	840	-	-	934	-	-	*155	63	672	88	69	*808
Mov Cap-2 Maneuver	-	-	-	-	-	-	*275	174	-	200	177	-
Stage 1	-	-	-	-	-	-	*368	411	-	299	322	-
Stage 2	-	-	-	-	-	-	*655	302	-	525	411	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	0.73	15.43	23.09
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	840	-	-	934	-	-	287
HCM Lane V/C Ratio	0.144	0.044	-	-	0.1	-	-	0.31
HCM Ctrl Dly (s/v)	15.4	9.5	-	-	9.3	-	-	23.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.3	-	-	1.3

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

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	71	0	0	27	36	0	84	4	4	36	22
Future Vol, veh/h	67	71	0	0	27	36	0	84	4	4	36	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	71	0	0	27	36	0	84	4	4	36	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	71	0	0	250	268	71	292	250	45
Stage 1	-	-	-	-	-	-	205	205	-	45	45	-
Stage 2	-	-	-	-	-	-	45	63	-	247	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1529	-	-	703	638	991	660	653	1025
Stage 1	-	-	-	-	-	-	797	732	-	969	857	-
Stage 2	-	-	-	-	-	-	969	842	-	757	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1529	-	-	621	609	991	545	623	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	609	-	545	623	-
Stage 1	-	-	-	-	-	-	761	699	-	969	857	-
Stage 2	-	-	-	-	-	-	908	842	-	633	699	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	0	11.76	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	620	874	-	-	1529	-	-	716
HCM Lane V/C Ratio	0.142	0.044	-	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	11.8	7.4	0	-	0	-	-	10.5
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	71	0	1	27	36	0	84	4	4	36	22
Future Vol, veh/h	67	71	0	1	27	36	0	84	4	4	36	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	71	0	1	27	36	0	84	4	4	36	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	71	0	0	252	270	71	294	252	45
Stage 1	-	-	-	-	-	-	205	205	-	47	47	-
Stage 2	-	-	-	-	-	-	47	65	-	247	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1529	-	-	701	636	991	658	651	1025
Stage 1	-	-	-	-	-	-	797	732	-	967	856	-
Stage 2	-	-	-	-	-	-	967	841	-	757	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1529	-	-	618	607	991	542	621	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	618	607	-	542	621	-
Stage 1	-	-	-	-	-	-	761	699	-	966	855	-
Stage 2	-	-	-	-	-	-	905	840	-	633	699	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	0.11	11.79	10.52
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	618	874	-	-	25	-	-	714
HCM Lane V/C Ratio	0.142	0.044	-	-	0.001	-	-	0.087
HCM Ctrl Dly (s/v)	11.8	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	67	71	0	1	27	36	0	84	4	4	36	22
Future Vol, veh/h	67	71	0	1	27	36	0	84	4	4	36	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	71	0	1	27	36	0	84	4	4	36	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	71	0	0	252	270	71	294	252	45
Stage 1	-	-	-	-	-	-	205	205	-	47	47	-
Stage 2	-	-	-	-	-	-	47	65	-	247	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1540	-	-	1529	-	-	701	636	991	658	651	1025
Stage 1	-	-	-	-	-	-	797	732	-	967	856	-
Stage 2	-	-	-	-	-	-	967	841	-	757	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1529	-	-	618	607	991	542	621	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	618	607	-	542	621	-
Stage 1	-	-	-	-	-	-	761	699	-	966	855	-
Stage 2	-	-	-	-	-	-	905	840	-	633	699	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.61	0.11	11.79	10.52
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	618	874	-	-	25	-	-	714
HCM Lane V/C Ratio	0.142	0.044	-	-	0.001	-	-	0.087
HCM Ctrl Dly (s/v)	11.8	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	84	18	9	27	44	4	31	13	13	49	36
Future Vol, veh/h	53	84	18	9	27	44	4	31	13	13	49	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	84	18	9	27	44	4	31	13	13	49	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	102	0	0	269	288	93	273	275	49
Stage 1	-	-	-	-	-	-	199	199	-	67	67	-
Stage 2	-	-	-	-	-	-	70	89	-	206	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1490	-	-	684	622	964	680	632	1020
Stage 1	-	-	-	-	-	-	803	736	-	943	839	-
Stage 2	-	-	-	-	-	-	941	821	-	796	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1490	-	-	583	595	964	610	605	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	595	-	610	605	-
Stage 1	-	-	-	-	-	-	773	709	-	937	834	-
Stage 2	-	-	-	-	-	-	849	816	-	724	703	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.54	0.84	10.86	10.86
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	595	-	-	180	-	-	712
HCM Lane V/C Ratio	0.072	0.035	-	-	0.006	-	-	0.138
HCM Ctrl Dly (s/v)	10.9	7.4	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	84	18	9	27	44	4	31	14	13	49	36
Future Vol, veh/h	53	84	18	9	27	44	4	31	14	13	49	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	84	18	9	27	44	4	31	14	13	49	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	102	0	0	269	288	93	273	275	49
Stage 1	-	-	-	-	-	-	199	199	-	67	67	-
Stage 2	-	-	-	-	-	-	70	89	-	206	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1490	-	-	684	622	964	680	632	1020
Stage 1	-	-	-	-	-	-	803	736	-	943	839	-
Stage 2	-	-	-	-	-	-	941	821	-	796	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1490	-	-	583	595	964	609	605	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	595	-	609	605	-
Stage 1	-	-	-	-	-	-	773	709	-	937	834	-
Stage 2	-	-	-	-	-	-	849	816	-	723	703	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.54	0.84	10.83	10.86
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	595	-	-	180	-	-	712
HCM Lane V/C Ratio	0.073	0.035	-	-	0.006	-	-	0.138
HCM Ctrl Dly (s/v)	10.8	7.4	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	84	18	9	27	44	4	31	14	13	49	36
Future Vol, veh/h	53	84	18	9	27	44	4	31	14	13	49	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	84	18	9	27	44	4	31	14	13	49	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	102	0	0	269	288	93	273	275	49
Stage 1	-	-	-	-	-	-	199	199	-	67	67	-
Stage 2	-	-	-	-	-	-	70	89	-	206	208	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1490	-	-	684	622	964	680	632	1020
Stage 1	-	-	-	-	-	-	803	736	-	943	839	-
Stage 2	-	-	-	-	-	-	941	821	-	796	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1490	-	-	583	595	964	609	605	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	583	595	-	609	605	-
Stage 1	-	-	-	-	-	-	773	709	-	937	834	-
Stage 2	-	-	-	-	-	-	849	816	-	723	703	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.54	0.84	10.83	10.86
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	667	595	-	-	180	-	-	712
HCM Lane V/C Ratio	0.073	0.035	-	-	0.006	-	-	0.138
HCM Ctrl Dly (s/v)	10.8	7.4	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	76	0	4	71	0	4	0	0	4	0	4
Future Vol, veh/h	0	76	0	4	71	0	4	0	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	0	4	71	0	4	0	0	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	76	0	0	155	155	76	155	155	71
Stage 1	-	-	-	-	-	-	76	76	-	79	79	-
Stage 2	-	-	-	-	-	-	79	79	-	76	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1523	-	-	812	737	985	812	737	991
Stage 1	-	-	-	-	-	-	933	832	-	930	829	-
Stage 2	-	-	-	-	-	-	930	829	-	933	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1523	-	-	806	735	985	809	735	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	735	-	809	735	-
Stage 1	-	-	-	-	-	-	933	832	-	927	827	-
Stage 2	-	-	-	-	-	-	923	827	-	933	832	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.39	9.49	9.08
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	1529	-	-	96	-	-	891
HCM Lane V/C Ratio	0.005	-	-	-	0.003	-	-	0.009
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.4	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	76	0	4	72	0	4	0	0	4	0	4
Future Vol, veh/h	0	76	0	4	72	0	4	0	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	0	4	72	0	4	0	0	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	76	0	0	156	156	76	156	156	72
Stage 1	-	-	-	-	-	-	76	76	-	80	80	-
Stage 2	-	-	-	-	-	-	80	80	-	76	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1523	-	-	810	736	985	810	736	990
Stage 1	-	-	-	-	-	-	933	832	-	929	828	-
Stage 2	-	-	-	-	-	-	929	828	-	933	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1523	-	-	805	734	985	808	734	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	805	734	-	808	734	-
Stage 1	-	-	-	-	-	-	933	832	-	926	826	-
Stage 2	-	-	-	-	-	-	922	826	-	933	832	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.39	9.49	9.08
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1528	-	-	95	-	-	890
HCM Lane V/C Ratio	0.005	-	-	-	0.003	-	-	0.009
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.4	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	76	0	4	72	0	4	0	0	4	0	4
Future Vol, veh/h	0	76	0	4	72	0	4	0	0	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	0	4	72	0	4	0	0	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	76	0	0	156	156	76	156	156	72
Stage 1	-	-	-	-	-	-	76	76	-	80	80	-
Stage 2	-	-	-	-	-	-	80	80	-	76	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1523	-	-	810	736	985	810	736	990
Stage 1	-	-	-	-	-	-	933	832	-	929	828	-
Stage 2	-	-	-	-	-	-	929	828	-	933	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1523	-	-	805	734	985	808	734	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	805	734	-	808	734	-
Stage 1	-	-	-	-	-	-	933	832	-	926	826	-
Stage 2	-	-	-	-	-	-	922	826	-	933	832	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.39	9.49	9.08
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1528	-	-	95	-	-	890
HCM Lane V/C Ratio	0.005	-	-	-	0.003	-	-	0.009
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.4	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	84	9	4	124	4	0	0	9	0	4	0
Future Vol, veh/h	0	84	9	4	124	4	0	0	9	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	84	9	4	124	4	0	0	9	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	93	0	0	223	225	89	218	227	126
Stage 1	-	-	-	-	-	-	89	89	-	134	134	-
Stage 2	-	-	-	-	-	-	134	136	-	84	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1501	-	-	733	675	970	738	672	924
Stage 1	-	-	-	-	-	-	919	822	-	869	785	-
Stage 2	-	-	-	-	-	-	869	784	-	924	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1501	-	-	727	673	970	729	670	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	673	-	729	670	-
Stage 1	-	-	-	-	-	-	919	822	-	867	783	-
Stage 2	-	-	-	-	-	-	862	782	-	915	818	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.22	8.75	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	1458	-	-	54	-	-	670
HCM Lane V/C Ratio	0.009	-	-	-	0.003	-	-	0.006
HCM Ctrl Dly (s/v)	8.7	0	-	-	7.4	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	85	9	4	124	4	0	0	9	0	4	0
Future Vol, veh/h	0	85	9	4	124	4	0	0	9	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	85	9	4	124	4	0	0	9	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	94	0	0	224	226	90	219	228	126
Stage 1	-	-	-	-	-	-	90	90	-	134	134	-
Stage 2	-	-	-	-	-	-	134	136	-	85	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1500	-	-	732	674	968	737	671	924
Stage 1	-	-	-	-	-	-	918	821	-	869	785	-
Stage 2	-	-	-	-	-	-	869	784	-	923	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1500	-	-	726	672	968	728	670	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	726	672	-	728	670	-
Stage 1	-	-	-	-	-	-	918	821	-	867	783	-
Stage 2	-	-	-	-	-	-	862	782	-	914	817	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.22	8.75	10.41
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	968	1458	-	-	54	-	-	670
HCM Lane V/C Ratio	0.009	-	-	-	0.003	-	-	0.006
HCM Ctrl Dly (s/v)	8.8	0	-	-	7.4	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	85	9	4	124	4	0	0	9	0	4	0
Future Vol, veh/h	0	85	9	4	124	4	0	0	9	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	85	9	4	124	4	0	0	9	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	94	0	0	224	226	90	219	228	126
Stage 1	-	-	-	-	-	-	90	90	-	134	134	-
Stage 2	-	-	-	-	-	-	134	136	-	85	94	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1500	-	-	732	674	968	737	671	924
Stage 1	-	-	-	-	-	-	918	821	-	869	785	-
Stage 2	-	-	-	-	-	-	869	784	-	923	817	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1500	-	-	726	672	968	728	670	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	726	672	-	728	670	-
Stage 1	-	-	-	-	-	-	918	821	-	867	783	-
Stage 2	-	-	-	-	-	-	862	782	-	914	817	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.22	8.75	10.41
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	968	1458	-	-	54	-	-	670
HCM Lane V/C Ratio	0.009	-	-	-	0.003	-	-	0.006
HCM Ctrl Dly (s/v)	8.8	0	-	-	7.4	0	-	10.4
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	0	67	9	0
Future Vol, veh/h	80	0	0	67	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	0	0	67	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	147	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	845	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	845	980
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	1518	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	0	68	9	0
Future Vol, veh/h	80	0	0	68	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	0	0	68	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	148	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	844	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	844	980
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1518	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	0	68	9	0
Future Vol, veh/h	80	0	0	68	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	0	0	68	9	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	148	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	844	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	844	980
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	955	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1518	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	4	4	111	22	0
Future Vol, veh/h	89	4	4	111	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	4	4	111	22	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	210	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	778	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	776	967
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	9.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	63	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	4	4	111	22	0
Future Vol, veh/h	90	4	4	111	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	4	4	111	22	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	211	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1500	-	777	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	775	965
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	9.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	63	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	4	4	111	22	0
Future Vol, veh/h	90	4	4	111	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	4	4	111	22	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	211	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1500	-	777	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	775	965
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	9.78
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	63	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	62	0	0	58	18	4	0	9	22	0	9
Future Vol, veh/h	18	62	0	0	58	18	4	0	9	22	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	0	0	58	18	4	0	9	22	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	62	0	0	156	174	62	165	165	67
Stage 1	-	-	-	-	-	-	98	98	-	67	67	-
Stage 2	-	-	-	-	-	-	58	76	-	98	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1523	-	-	1541	-	-	810	719	1003	800	728	997
Stage 1	-	-	-	-	-	-	908	814	-	943	839	-
Stage 2	-	-	-	-	-	-	954	832	-	908	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1523	-	-	1541	-	-	793	711	1003	783	719	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	793	711	-	783	719	-
Stage 1	-	-	-	-	-	-	897	804	-	943	839	-
Stage 2	-	-	-	-	-	-	945	832	-	889	804	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.66	0	8.94	9.48
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	927	405	-	-	1541	-	-	835
HCM Lane V/C Ratio	0.014	0.012	-	-	-	-	-	0.037
HCM Ctrl Dly (s/v)	8.9	7.4	0	-	0	-	-	9.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	62	0	0	58	34	4	0	9	69	0	10
Future Vol, veh/h	18	62	0	0	58	34	4	0	9	69	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	0	0	58	34	4	0	9	69	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	62	0	0	156	190	62	173	173	75
Stage 1	-	-	-	-	-	-	98	98	-	75	75	-
Stage 2	-	-	-	-	-	-	58	92	-	98	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1503	-	-	1541	-	-	810	705	1003	790	720	986
Stage 1	-	-	-	-	-	-	908	814	-	934	833	-
Stage 2	-	-	-	-	-	-	954	819	-	908	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1503	-	-	1541	-	-	792	696	1003	773	711	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	696	-	773	711	-
Stage 1	-	-	-	-	-	-	897	804	-	934	833	-
Stage 2	-	-	-	-	-	-	944	819	-	889	804	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.67	0	8.94	10.03
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	927	405	-	-	1541	-	-	795
HCM Lane V/C Ratio	0.014	0.012	-	-	-	-	-	0.099
HCM Ctrl Dly (s/v)	8.9	7.4	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	62	0	0	58	32	4	0	9	69	0	10
Future Vol, veh/h	18	62	0	0	58	32	4	0	9	69	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	0	0	58	32	4	0	9	69	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	62	0	0	156	188	62	172	172	74
Stage 1	-	-	-	-	-	-	98	98	-	74	74	-
Stage 2	-	-	-	-	-	-	58	90	-	98	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1505	-	-	1541	-	-	810	707	1003	791	721	988
Stage 1	-	-	-	-	-	-	908	814	-	935	833	-
Stage 2	-	-	-	-	-	-	954	820	-	908	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1541	-	-	792	698	1003	774	712	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	698	-	774	712	-
Stage 1	-	-	-	-	-	-	897	804	-	935	833	-
Stage 2	-	-	-	-	-	-	944	820	-	889	804	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.67	0	8.94	10.02
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	927	405	-	-	1541	-	-	796
HCM Lane V/C Ratio	0.014	0.012	-	-	-	-	-	0.099
HCM Ctrl Dly (s/v)	8.9	7.4	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	80	0	18	124	0	9	0	18	0	0	0
Future Vol, veh/h	0	80	0	18	124	0	9	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	0	18	124	0	9	0	18	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	80	0	0	240	240	80	240	240	124
Stage 1	-	-	-	-	-	-	80	80	-	160	160	-
Stage 2	-	-	-	-	-	-	160	160	-	80	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1463	-	-	1518	-	-	714	661	980	714	661	927
Stage 1	-	-	-	-	-	-	929	828	-	842	766	-
Stage 2	-	-	-	-	-	-	842	766	-	929	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1518	-	-	705	653	980	692	653	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	653	-	692	653	-
Stage 1	-	-	-	-	-	-	929	828	-	831	756	-
Stage 2	-	-	-	-	-	-	831	756	-	912	828	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.94	9.28	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	867	1463	-	-	228	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	0.012	-	-	-
HCM Ctrl Dly (s/v)	9.3	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	80	0	18	124	48	9	0	18	32	0	0
Future Vol, veh/h	1	80	0	18	124	48	9	0	18	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	80	0	18	124	48	9	0	18	32	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	80	0	0	242	290	80	266	266	148
Stage 1	-	-	-	-	-	-	82	82	-	184	184	-
Stage 2	-	-	-	-	-	-	160	208	-	82	82	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1518	-	-	712	620	980	687	640	899
Stage 1	-	-	-	-	-	-	926	827	-	818	747	-
Stage 2	-	-	-	-	-	-	842	730	-	926	827	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1518	-	-	702	612	980	665	631	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	612	-	665	631	-
Stage 1	-	-	-	-	-	-	926	826	-	807	738	-
Stage 2	-	-	-	-	-	-	831	720	-	909	826	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.7	9.29	10.69
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	866	22	-	-	162	-	-	665
HCM Lane V/C Ratio	0.031	0.001	-	-	0.012	-	-	0.048
HCM Ctrl Dly (s/v)	9.3	7.6	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	80	0	18	124	45	9	0	18	32	0	0
Future Vol, veh/h	1	80	0	18	124	45	9	0	18	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	80	0	18	124	45	9	0	18	32	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	80	0	0	242	287	80	265	265	147
Stage 1	-	-	-	-	-	-	82	82	-	183	183	-
Stage 2	-	-	-	-	-	-	160	205	-	82	82	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1409	-	-	1518	-	-	712	623	980	688	641	901
Stage 1	-	-	-	-	-	-	926	827	-	819	749	-
Stage 2	-	-	-	-	-	-	842	732	-	926	827	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1518	-	-	702	614	980	666	632	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	614	-	666	632	-
Stage 1	-	-	-	-	-	-	926	826	-	808	739	-
Stage 2	-	-	-	-	-	-	831	722	-	909	826	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.71	9.29	10.68
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	866	22	-	-	165	-	-	666
HCM Lane V/C Ratio	0.031	0.001	-	-	0.012	-	-	0.048
HCM Ctrl Dly (s/v)	9.3	7.6	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	116	0	0	31	18	22	27	0	4	0	0
Future Vol, veh/h	4	116	0	0	31	18	22	27	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	116	0	0	31	18	22	27	0	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	116	0	0	155	173	116	178	164	40
Stage 1	-	-	-	-	-	-	124	124	-	40	40	-
Stage 2	-	-	-	-	-	-	31	49	-	138	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1558	-	-	1473	-	-	812	720	936	785	729	1031
Stage 1	-	-	-	-	-	-	880	793	-	975	862	-
Stage 2	-	-	-	-	-	-	986	854	-	866	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1473	-	-	809	718	936	753	727	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	718	-	753	727	-
Stage 1	-	-	-	-	-	-	878	791	-	975	862	-
Stage 2	-	-	-	-	-	-	986	854	-	834	791	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0	10.09	9.81
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	60	-	-	1473	-	-	753
HCM Lane V/C Ratio	0.065	0.003	-	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	10.1	7.3	0	-	0	-	-	9.8
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	163	0	0	34	18	34	27	0	4	0	0
Future Vol, veh/h	4	163	0	0	34	18	34	27	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	163	0	0	34	18	34	27	0	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	163	0	0	205	223	163	228	214	43
Stage 1	-	-	-	-	-	-	171	171	-	43	43	-
Stage 2	-	-	-	-	-	-	34	52	-	185	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1416	-	-	753	676	882	728	684	1027
Stage 1	-	-	-	-	-	-	831	757	-	971	859	-
Stage 2	-	-	-	-	-	-	982	852	-	817	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1554	-	-	1416	-	-	751	674	882	697	682	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	674	-	697	682	-
Stage 1	-	-	-	-	-	-	829	755	-	971	859	-
Stage 2	-	-	-	-	-	-	982	852	-	786	755	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0	10.51	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	43	-	-	1416	-	-	697
HCM Lane V/C Ratio	0.085	0.003	-	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	10.5	7.3	0	-	0	-	-	10.2
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	163	0	0	33	18	34	27	0	4	0	0
Future Vol, veh/h	4	163	0	0	33	18	34	27	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	163	0	0	33	18	34	27	0	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	163	0	0	204	222	163	227	213	42
Stage 1	-	-	-	-	-	-	171	171	-	42	42	-
Stage 2	-	-	-	-	-	-	33	51	-	185	171	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1416	-	-	754	677	882	729	684	1029
Stage 1	-	-	-	-	-	-	831	757	-	972	860	-
Stage 2	-	-	-	-	-	-	983	852	-	817	757	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1555	-	-	1416	-	-	752	675	882	698	683	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	752	675	-	698	683	-
Stage 1	-	-	-	-	-	-	829	755	-	972	860	-
Stage 2	-	-	-	-	-	-	983	852	-	786	755	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0	10.5	10.19
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	716	43	-	-	1416	-	-	698
HCM Lane V/C Ratio	0.085	0.003	-	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	10.5	7.3	0	-	0	-	-	10.2
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	76	13	0	89	9	36	0	9	27	9	9
Future Vol, veh/h	4	76	13	0	89	9	36	0	9	27	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	76	13	0	89	9	36	0	9	27	9	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	89	0	0	184	189	83	178	191	94
Stage 1	-	-	-	-	-	-	91	91	-	94	94	-
Stage 2	-	-	-	-	-	-	94	98	-	84	97	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1506	-	-	777	706	977	785	704	963
Stage 1	-	-	-	-	-	-	917	820	-	913	818	-
Stage 2	-	-	-	-	-	-	913	814	-	924	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1495	-	-	1506	-	-	758	704	977	775	702	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	758	704	-	775	702	-
Stage 1	-	-	-	-	-	-	914	818	-	913	818	-
Stage 2	-	-	-	-	-	-	895	814	-	913	812	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0	9.81	9.83
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	793	75	-	-	1506	-	-	790
HCM Lane V/C Ratio	0.057	0.003	-	-	-	-	-	0.057
HCM Ctrl Dly (s/v)	9.8	7.4	0	-	0	-	-	9.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	108	13	0	99	9	74	0	9	27	9	9
Future Vol, veh/h	4	108	13	0	99	9	74	0	9	27	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	108	13	0	99	9	74	0	9	27	9	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	121	0	0	226	231	115	220	233	104
Stage 1	-	-	-	-	-	-	123	123	-	104	104	-
Stage 2	-	-	-	-	-	-	104	108	-	116	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1467	-	-	729	669	938	737	668	951
Stage 1	-	-	-	-	-	-	882	794	-	902	809	-
Stage 2	-	-	-	-	-	-	902	806	-	889	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1467	-	-	711	667	938	727	666	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	711	667	-	727	666	-
Stage 1	-	-	-	-	-	-	879	792	-	902	809	-
Stage 2	-	-	-	-	-	-	884	806	-	878	787	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0	10.56	10.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	730	56	-	-	1467	-	-	749
HCM Lane V/C Ratio	0.114	0.003	-	-	-	-	-	0.06
HCM Ctrl Dly (s/v)	10.6	7.4	0	-	0	-	-	10.1
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	108	13	0	96	9	74	0	9	27	9	9
Future Vol, veh/h	4	108	13	0	96	9	74	0	9	27	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	108	13	0	96	9	74	0	9	27	9	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	121	0	0	223	228	115	217	230	101
Stage 1	-	-	-	-	-	-	123	123	-	101	101	-
Stage 2	-	-	-	-	-	-	101	105	-	116	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1467	-	-	733	672	938	740	670	955
Stage 1	-	-	-	-	-	-	882	794	-	906	812	-
Stage 2	-	-	-	-	-	-	906	808	-	889	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1467	-	-	714	670	938	731	668	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	670	-	731	668	-
Stage 1	-	-	-	-	-	-	879	792	-	906	812	-
Stage 2	-	-	-	-	-	-	887	808	-	878	787	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.24	0	10.54	10.09
HCM LOS			B	B

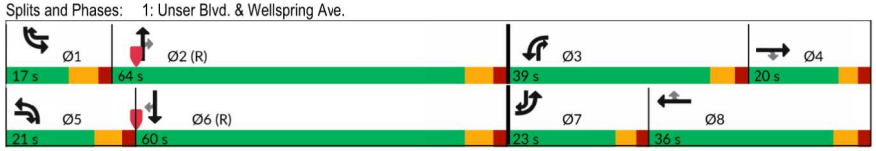
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	56	-	-	1467	-	-	752
HCM Lane V/C Ratio	0.113	0.003	-	-	-	-	-	0.06
HCM Ctrl Dly (s/v)	10.5	7.4	0	-	0	-	-	10.1
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	85	267	178	119	64	219	1505	390	148	1813	113
Future Volume (vph)	142	85	267	178	119	64	219	1505	390	148	1813	113
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.1	12.6	31.8	12.8	14.3	31.6	13.9	78.6	98.1	11.4	76.0	93.8
Actuated g/C Ratio	0.08	0.09	0.23	0.09	0.10	0.23	0.10	0.56	0.70	0.08	0.54	0.67
v/c Ratio	0.52	0.51	0.57	0.57	0.63	0.16	0.64	0.53	0.33	0.53	0.94	0.10
Control Delay (s/veh)	68.5	70.7	25.8	67.7	74.2	8.0	69.3	21.1	3.8	68.5	42.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.5	70.7	25.8	67.7	74.2	8.0	69.3	21.1	3.8	68.5	42.0	1.7
LOS	E	E	C	E	E	A	E	C	A	E	D	A
Approach Delay (s/veh)		45.8			59.2			22.9			41.7	
Approach LOS		D			E			C			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 35.5	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	85	267	178	119	64	219	1505	390	148	1813	113
Future Volume (veh/h)	142	85	267	178	119	64	219	1505	390	148	1813	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	85	267	178	119	64	219	1505	390	148	1813	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	196	290	238	229	284	270	3001	1041	197	2013	987
Arrive On Green	0.06	0.11	0.11	0.07	0.12	0.12	0.08	0.59	0.59	0.06	0.57	0.57
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	142	85	267	178	119	64	219	1505	390	148	1813	113
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	5.7	6.0	14.7	7.1	8.3	4.8	8.7	24.1	15.7	5.9	63.2	4.1
Cycle Q Clear(g_c), s	5.7	6.0	14.7	7.1	8.3	4.8	8.7	24.1	15.7	5.9	63.2	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	196	290	238	229	284	270	3001	1041	197	2013	987
V/C Ratio(X)	0.73	0.43	0.92	0.75	0.52	0.23	0.81	0.50	0.37	0.75	0.90	0.11
Avail Cap(c_a), veh/h	437	196	290	815	401	430	353	3001	1041	254	2013	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	58.7	56.2	64.0	57.6	49.1	63.5	16.9	10.9	65.0	26.9	10.7
Incr Delay (d2), s/veh	5.1	1.5	32.5	4.7	1.8	0.4	10.2	0.6	1.0	8.9	7.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	5.3	17.5	5.9	7.4	3.5	7.5	14.2	9.6	5.1	35.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.1	60.2	88.6	68.7	59.4	49.5	73.7	17.5	12.0	73.9	33.9	11.0
LnGrp LOS	E	E	F	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		494			361			2114			2074	
Approach Delay, s/veh		78.4			62.2			22.3			35.5	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	89.0	15.6	20.7	17.7	86.0	13.2	23.1
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	7.9	26.1	9.1	16.7	10.7	65.2	7.7	10.3
Green Ext Time (p_c), s	0.1	15.4	0.6	0.0	0.2	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	36.1	
HCM 7th LOS	D	

Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

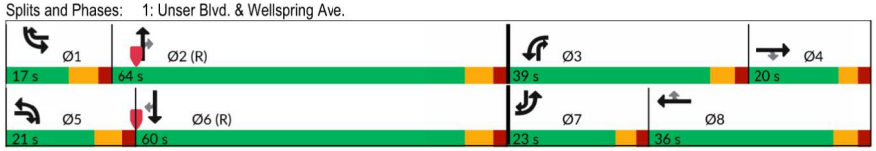
A - 302

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	85	267	178	119	64	223	1505	390	148	1816	113
Future Volume (vph)	151	85	267	178	119	64	223	1505	390	148	1816	113
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.5	13.0	32.4	12.8	14.3	31.6	14.1	78.2	97.7	11.4	75.4	93.6
Actuated g/C Ratio	0.08	0.09	0.23	0.09	0.10	0.23	0.10	0.56	0.70	0.08	0.54	0.67
v/c Ratio	0.54	0.49	0.56	0.57	0.63	0.16	0.65	0.53	0.33	0.53	0.95	0.10
Control Delay (s/veh)	68.5	69.4	25.4	67.7	74.2	8.0	69.2	21.4	3.9	68.5	43.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.5	69.4	25.4	67.7	74.2	8.0	69.2	21.4	3.9	68.5	43.6	1.7
LOS	E	E	C	E	E	A	E	C	A	E	D	A
Approach Delay (s/veh)		45.8			59.2			23.2			43.1	
Approach LOS		D			E			C			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 36.2	Intersection LOS: D
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	85	267	178	119	64	223	1505	390	148	1816	113
Future Volume (veh/h)	151	85	267	178	119	64	223	1505	390	148	1816	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	85	267	178	119	64	223	1505	390	148	1816	113
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	196	292	238	224	280	274	3001	1041	197	2009	990
Arrive On Green	0.06	0.11	0.11	0.07	0.12	0.12	0.08	0.59	0.59	0.06	0.57	0.57
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	151	85	267	178	119	64	223	1505	390	148	1816	113
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	6.0	6.0	14.7	7.1	8.4	4.9	8.9	24.1	15.7	5.9	63.6	4.0
Cycle Q Clear(g_c), s	6.0	6.0	14.7	7.1	8.4	4.9	8.9	24.1	15.7	5.9	63.6	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	196	292	238	224	280	274	3001	1041	197	2009	990
V/C Ratio(X)	0.74	0.43	0.91	0.75	0.53	0.23	0.81	0.50	0.37	0.75	0.90	0.11
Avail Cap(c_a), veh/h	437	196	292	815	401	430	353	3001	1041	254	2009	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	58.7	56.0	64.0	57.9	49.5	63.4	16.9	10.9	65.0	27.0	10.6
Incr Delay (d2), s/veh	5.1	1.5	31.2	4.7	2.0	0.4	10.7	0.6	1.0	8.9	7.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	5.3	17.4	5.9	7.4	3.6	7.7	14.2	9.6	5.1	35.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	60.2	87.2	68.7	59.9	49.9	74.1	17.5	12.0	73.9	34.3	10.9
LnGrp LOS	E	E	F	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		503			361			2118			2077	
Approach Delay, s/veh		77.5			62.4			22.4			35.8	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	89.0	15.6	20.7	17.8	85.8	13.6	22.7
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	7.9	26.1	9.1	16.7	10.9	65.6	8.0	10.4
Green Ext Time (p_c), s	0.1	15.4	0.6	0.0	0.2	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	36.2	
HCM 7th LOS	D	

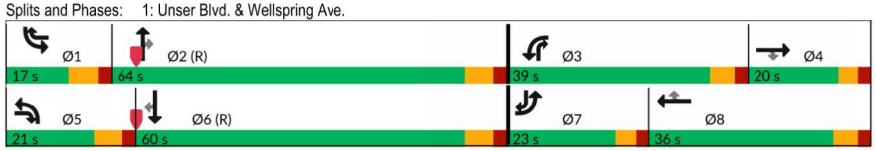
Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	85	267	178	119	64	223	1505	390	148	1815	114
Future Volume (vph)	151	85	267	178	119	64	223	1505	390	148	1815	114
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.7	10.3	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	11.7
Total Split (s)	23.0	20.0	21.0	39.0	36.0	17.0	21.0	64.0	39.0	17.0	60.0	23.0
Total Split (%)	16.4%	14.3%	15.0%	27.9%	25.7%	12.1%	15.0%	45.7%	27.9%	12.1%	42.9%	16.4%
Yellow Time (s)	3.3	3.3	4.7	4.0	4.0	4.7	4.7	4.7	4.0	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.0	6.0	6.7	6.7	6.7	6.0	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.5	13.0	32.4	12.8	14.3	31.6	14.1	78.2	97.7	11.4	75.4	93.6
Actuated g/C Ratio	0.08	0.09	0.23	0.09	0.10	0.23	0.10	0.56	0.70	0.08	0.54	0.67
v/c Ratio	0.54	0.49	0.56	0.57	0.63	0.16	0.65	0.53	0.33	0.53	0.95	0.10
Control Delay (s/veh)	68.5	69.4	25.4	67.7	74.2	8.0	69.2	21.4	3.9	68.5	43.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.5	69.4	25.4	67.7	74.2	8.0	69.2	21.4	3.9	68.5	43.5	1.7
LOS	E	E	C	E	E	A	E	C	A	E	D	A
Approach Delay (s/veh)		45.8			59.2			23.2			43.0	
Approach LOS		D			E			C			D	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 103 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 36.1	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	85	267	178	119	64	223	1505	390	148	1815	114
Future Volume (veh/h)	151	85	267	178	119	64	223	1505	390	148	1815	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	85	267	178	119	64	223	1505	390	148	1815	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	196	292	238	224	280	274	3001	1041	197	2009	990
Arrive On Green	0.06	0.11	0.11	0.07	0.12	0.12	0.08	0.59	0.59	0.06	0.57	0.57
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	151	85	267	178	119	64	223	1505	390	148	1815	114
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	6.0	6.0	14.7	7.1	8.4	4.9	8.9	24.1	15.7	5.9	63.5	4.1
Cycle Q Clear(g_c), s	6.0	6.0	14.7	7.1	8.4	4.9	8.9	24.1	15.7	5.9	63.5	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	196	292	238	224	280	274	3001	1041	197	2009	990
V/C Ratio(X)	0.74	0.43	0.91	0.75	0.53	0.23	0.81	0.50	0.37	0.75	0.90	0.12
Avail Cap(c_a), veh/h	437	196	292	815	401	430	353	3001	1041	254	2009	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	58.7	56.0	64.0	57.9	49.5	63.4	16.9	10.9	65.0	27.0	10.6
Incr Delay (d2), s/veh	5.1	1.5	31.2	4.7	2.0	0.4	10.7	0.6	1.0	8.9	7.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	5.3	17.4	5.9	7.4	3.6	7.7	14.2	9.6	5.1	35.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	60.2	87.2	68.7	59.9	49.9	74.1	17.5	12.0	73.9	34.2	10.9
LnGrp LOS	E	E	F	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		503			361			2118			2077	
Approach Delay, s/veh		77.5			62.4			22.4			35.8	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	89.0	15.6	20.7	17.8	85.8	13.6	22.7
Change Period (Y+Rc), s	6.7	6.7	6.0	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	10.3	57.3	33.0	* 15	14.3	53.3	17.7	30.0
Max Q Clear Time (g_c+I1), s	7.9	26.1	9.1	16.7	10.9	65.5	8.0	10.4
Green Ext Time (p_c), s	0.1	15.4	0.6	0.0	0.2	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	36.2	
HCM 7th LOS	D	

Notes
User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	78	243	784	120	183	190	2172	385	96	1789	95
Future Volume (vph)	148	78	243	784	120	183	190	2172	385	96	1789	95
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.4	11.2	29.2	22.3	22.8	38.1	12.7	71.8	100.8	9.3	68.4	86.5
Actuated g/C Ratio	0.08	0.08	0.21	0.16	0.16	0.27	0.09	0.51	0.72	0.07	0.49	0.62
v/c Ratio	0.53	0.52	0.63	1.44	0.40	0.38	0.61	0.83	0.31	0.42	1.03	0.09
Control Delay (s/veh)	68.4	73.7	42.5	247.7	56.6	27.0	69.8	33.2	1.4	68.1	66.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	73.7	42.5	247.7	56.6	27.0	69.8	33.2	1.4	68.1	66.3	3.3
LOS	E	E	D	F	E	C	E	C	A	E	E	A
Approach Delay (s/veh)		55.9			189.4			31.3			63.4	
Approach LOS		E			F			C			E	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.44		
Intersection Signal Delay (s/veh): 70.6	Intersection LOS: E	
Intersection Capacity Utilization 103.0%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 05/28/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	78	243	784	120	183	190	2172	385	96	1789	95
Future Volume (veh/h)	148	78	243	784	120	183	190	2172	385	96	1789	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	78	243	784	120	183	190	2172	385	96	1789	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	250	321	550	457	453	239	2448	1012	143	1605	808
Arrive On Green	0.06	0.13	0.13	0.16	0.24	0.24	0.07	0.48	0.48	0.04	0.45	0.45
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	148	78	243	784	120	183	190	2172	385	96	1789	95
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	5.9	5.3	18.7	22.3	7.3	13.1	7.6	54.0	16.2	3.8	63.2	4.4
Cycle Q Clear(g_c), s	5.9	5.3	18.7	22.3	7.3	13.1	7.6	54.0	16.2	3.8	63.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	250	321	550	457	453	239	2448	1012	143	1605	808
V/C Ratio(X)	0.73	0.31	0.76	1.42	0.26	0.40	0.80	0.89	0.38	0.67	1.11	0.12
Avail Cap(c_a), veh/h	462	250	321	550	457	453	279	2448	1012	279	1605	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	54.8	52.6	58.8	42.7	40.4	64.2	33.0	12.1	66.2	38.4	17.9
Incr Delay (d2), s/veh	5.1	0.7	9.9	201.3	0.3	0.6	12.9	5.3	1.1	5.4	60.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	4.6	13.9	38.7	6.2	9.0	6.7	30.2	10.0	3.2	54.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	55.5	62.4	260.2	43.0	41.0	77.1	38.3	13.2	71.5	99.3	18.2
LnGrp LOS	E	E	E	F	D	D	E	D	B	E	F	B
Approach Vol, veh/h		469			1087			2747			1980	
Approach Delay, s/veh		63.6			199.3			37.4			94.0	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	73.8	29.0	24.7	16.4	69.9	13.5	40.2
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	5.8	56.0	24.3	20.7	9.6	65.2	7.9	15.1
Green Ext Time (p_c), s	0.1	5.8	0.0	0.0	0.1	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	85.2	
HCM 7th LOS	F	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 06/06/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	78	243	784	120	183	203	2172	385	96	1799	95
Future Volume (vph)	154	78	243	784	120	183	203	2172	385	96	1799	95
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.6	11.2	29.6	22.3	22.6	37.8	13.1	71.8	100.8	9.3	68.0	86.3
Actuated g/C Ratio	0.08	0.08	0.21	0.16	0.16	0.27	0.09	0.51	0.72	0.07	0.49	0.62
v/c Ratio	0.54	0.52	0.62	1.44	0.40	0.38	0.63	0.83	0.31	0.42	1.05	0.09
Control Delay (s/veh)	68.4	73.7	41.8	247.7	56.9	27.1	70.0	33.2	1.4	68.1	70.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	73.7	41.8	247.7	56.9	27.1	70.0	33.2	1.4	68.1	70.7	3.4
LOS	E	E	D	F	E	C	E	C	A	E	E	A
Approach Delay (s/veh)		55.7			189.5			31.5			67.3	
Approach LOS		E			F			C			E	

Intersection Summary			
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay (s/veh): 71.8		Intersection LOS: E	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 06/06/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	78	243	784	120	183	203	2172	385	96	1799	95
Future Volume (veh/h)	154	78	243	784	120	183	203	2172	385	96	1799	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	78	243	784	120	183	203	2172	385	96	1799	95
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	250	327	550	454	450	251	2448	1012	143	1592	806
Arrive On Green	0.06	0.13	0.13	0.16	0.24	0.24	0.07	0.48	0.48	0.04	0.45	0.45
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	154	78	243	784	120	183	203	2172	385	96	1799	95
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	6.1	5.3	18.7	22.3	7.3	13.1	8.1	54.0	16.2	3.8	62.7	4.4
Cycle Q Clear(g_c), s	6.1	5.3	18.7	22.3	7.3	13.1	8.1	54.0	16.2	3.8	62.7	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	250	327	550	454	450	251	2448	1012	143	1592	806
V/C Ratio(X)	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Avail Cap(c_a), veh/h	462	250	327	550	454	450	279	2448	1012	279	1592	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.7	54.8	52.1	58.8	42.9	40.6	64.0	33.0	12.1	66.2	38.6	18.0
Incr Delay (d2), s/veh	5.1	0.7	8.8	201.3	0.3	0.6	14.8	5.3	1.1	5.4	67.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.6	13.7	38.7	6.2	9.0	7.3	30.2	10.0	3.2	56.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.8	55.5	60.9	260.2	43.2	41.2	78.7	38.3	13.2	71.5	105.7	18.3
LnGrp LOS	E	E	E	F	D	D	E	D	B	E	F	B
Approach Vol, veh/h		475			1087			2760			1990	
Approach Delay, s/veh		62.9			199.4			37.7			99.9	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	73.8	29.0	24.7	16.9	69.4	13.7	40.0
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	5.8	56.0	24.3	20.7	10.1	64.7	8.1	15.1
Green Ext Time (p_c), s	0.1	5.8	0.0	0.0	0.1	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	87.1	
HCM 7th LOS	F	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: Unser Blvd. & Wellspring Ave. 06/05/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	78	243	784	120	183	210	2172	385	96	1796	98
Future Volume (vph)	154	78	243	784	120	183	210	2172	385	96	1796	98
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.6	11.2	29.9	22.3	22.6	37.8	13.4	71.8	100.8	9.3	67.7	86.0
Actuated g/C Ratio	0.08	0.08	0.21	0.16	0.16	0.27	0.10	0.51	0.72	0.07	0.48	0.61
v/c Ratio	0.54	0.52	0.62	1.44	0.40	0.38	0.64	0.83	0.31	0.42	1.05	0.10
Control Delay (s/veh)	68.4	73.7	41.5	247.7	56.9	27.1	69.9	33.2	1.4	68.1	71.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	73.7	41.5	247.7	56.9	27.1	69.9	33.2	1.4	68.1	71.8	3.3
LOS	E	E	D	F	E	C	E	C	A	E	E	A
Approach Delay (s/veh)		55.5			189.5			31.6			68.2	
Approach LOS		E			F			C			E	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.44		
Intersection Signal Delay (s/veh): 72.1	Intersection LOS: E	
Intersection Capacity Utilization 103.2%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 06/05/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	78	243	784	120	183	210	2172	385	96	1796	98
Future Volume (veh/h)	154	78	243	784	120	183	210	2172	385	96	1796	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	78	243	784	120	183	210	2172	385	96	1796	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	250	330	550	454	450	258	2448	1012	143	1585	803
Arrive On Green	0.06	0.13	0.13	0.16	0.24	0.24	0.07	0.48	0.48	0.04	0.45	0.45
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	154	78	243	784	120	183	210	2172	385	96	1796	98
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	6.1	5.3	18.7	22.3	7.3	13.1	8.4	54.0	16.2	3.8	62.5	4.6
Cycle Q Clear(g_c), s	6.1	5.3	18.7	22.3	7.3	13.1	8.4	54.0	16.2	3.8	62.5	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	250	330	550	454	450	258	2448	1012	143	1585	803
V/C Ratio(X)	0.74	0.31	0.74	1.42	0.26	0.41	0.81	0.89	0.38	0.67	1.13	0.12
Avail Cap(c_a), veh/h	462	250	330	550	454	450	279	2448	1012	279	1585	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.7	54.8	51.8	58.8	42.9	40.6	63.8	33.0	12.1	66.2	38.8	18.2
Incr Delay (d2), s/veh	5.1	0.7	8.4	201.3	0.3	0.6	15.8	5.3	1.1	5.4	68.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.6	13.6	38.7	6.2	9.0	7.6	30.2	10.0	3.2	56.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.8	55.5	60.2	260.2	43.2	41.2	79.6	38.3	13.2	71.5	107.0	18.5
LnGrp LOS	E	E	E	F	D	D	E	D	B	E	F	B
Approach Vol, veh/h		475			1087			2767			1990	
Approach Delay, s/veh		62.5			199.4			37.9			101.0	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	73.8	29.0	24.7	17.1	69.2	13.7	40.0
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	5.8	56.0	24.3	20.7	10.4	64.5	8.1	15.1
Green Ext Time (p_c), s	0.1	5.8	0.0	0.0	0.1	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	87.4	
HCM 7th LOS	F	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	0	0	0	24	6	296	0	0	83	18
Future Vol, veh/h	30	0	0	0	0	24	6	296	0	0	83	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	0	0	0	24	6	296	0	0	83	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	400	400	92	391	409	296	101	0	0	296	0	0
Stage 1	92	92	-	308	308	-	-	-	-	-	-	-
Stage 2	308	308	-	83	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	560	538	965	568	532	743	1491	-	-	1265	-	-
Stage 1	915	819	-	702	660	-	-	-	-	-	-	-
Stage 2	702	660	-	925	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	540	536	965	565	529	743	1491	-	-	1265	-	-
Mov Cap-2 Maneuver	540	536	-	565	529	-	-	-	-	-	-	-
Stage 1	915	819	-	699	657	-	-	-	-	-	-	-
Stage 2	676	657	-	925	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.06	10	0.15	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	540	743	1265	-	-
HCM Lane V/C Ratio	0.004	-	-	0.056	0.032	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	12.1	10	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	0	0	0	36	6	296	0	5	83	18
Future Vol, veh/h	30	0	0	0	0	36	6	296	0	5	83	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	0	0	0	36	6	296	0	5	83	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	410	410	92	401	419	296	101	0	0	296	0	0
Stage 1	102	102	-	308	308	-	-	-	-	-	-	-
Stage 2	308	308	-	93	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	552	531	965	560	525	743	1491	-	-	1265	-	-
Stage 1	904	811	-	702	660	-	-	-	-	-	-	-
Stage 2	702	660	-	914	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	521	527	965	555	520	743	1491	-	-	1265	-	-
Mov Cap-2 Maneuver	521	527	-	555	520	-	-	-	-	-	-	-
Stage 1	900	807	-	699	657	-	-	-	-	-	-	-
Stage 2	665	657	-	910	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.34	10.09	0.15	0.37
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	521	743	82	-	-
HCM Lane V/C Ratio	0.004	-	-	0.058	0.048	0.004	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	12.3	10.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	0	0	0	26	6	296	0	0	83	18
Future Vol, veh/h	30	0	0	0	0	26	6	296	0	0	83	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	0	0	0	26	6	296	0	0	83	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	400	400	92	391	409	296	101	0	0	296	0	0
Stage 1	92	92	-	308	308	-	-	-	-	-	-	-
Stage 2	308	308	-	83	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	560	538	965	568	532	743	1491	-	-	1265	-	-
Stage 1	915	819	-	702	660	-	-	-	-	-	-	-
Stage 2	702	660	-	925	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	538	536	965	565	529	743	1491	-	-	1265	-	-
Mov Cap-2 Maneuver	538	536	-	565	529	-	-	-	-	-	-	-
Stage 1	915	819	-	699	657	-	-	-	-	-	-	-
Stage 2	674	657	-	925	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.08	10.02	0.15	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	538	743	1265	-	-
HCM Lane V/C Ratio	0.004	-	-	0.056	0.035	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	12.1	10	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	6	0	0	0	24	0	154	0	12	166	30
Future Vol, veh/h	30	6	0	0	0	24	0	154	0	12	166	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	6	0	0	0	24	0	154	0	12	166	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	359	359	181	347	374	154	196	0	0	154	0	0
Stage 1	205	205	-	154	154	-	-	-	-	-	-	-
Stage 2	154	154	-	193	220	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	596	568	862	607	557	892	1377	-	-	1426	-	-
Stage 1	797	732	-	848	770	-	-	-	-	-	-	-
Stage 2	848	770	-	809	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	575	562	862	595	551	892	1377	-	-	1426	-	-
Mov Cap-2 Maneuver	575	562	-	595	551	-	-	-	-	-	-	-
Stage 1	789	725	-	848	770	-	-	-	-	-	-	-
Stage 2	826	770	-	794	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.71	9.15	0	0.44
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	573	892	101	-	-
HCM Lane V/C Ratio	-	-	-	0.063	0.027	0.008	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.7	9.1	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	6	0	0	0	32	0	154	0	28	166	30
Future Vol, veh/h	30	6	0	0	0	32	0	154	0	28	166	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	6	0	0	0	32	0	154	0	28	166	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	391	181	379	406	154	196	0	0	154	0	0
Stage 1	237	237	-	154	154	-	-	-	-	-	-	-
Stage 2	154	154	-	225	252	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	568	545	862	579	534	892	1377	-	-	1426	-	-
Stage 1	766	709	-	848	770	-	-	-	-	-	-	-
Stage 2	848	770	-	778	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	533	862	560	522	892	1377	-	-	1426	-	-
Mov Cap-2 Maneuver	536	533	-	560	522	-	-	-	-	-	-	-
Stage 1	749	693	-	848	770	-	-	-	-	-	-	-
Stage 2	818	770	-	754	683	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.21	9.19	0	0.95
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	535	892	218	-	-
HCM Lane V/C Ratio	-	-	-	0.067	0.036	0.02	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.2	9.2	7.6	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	6	0	0	0	25	0	154	0	13	166	30
Future Vol, veh/h	30	6	0	0	0	25	0	154	0	13	166	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	6	0	0	0	25	0	154	0	13	166	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	361	181	349	376	154	196	0	0	154	0	0
Stage 1	207	207	-	154	154	-	-	-	-	-	-	-
Stage 2	154	154	-	195	222	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	595	566	862	606	555	892	1377	-	-	1426	-	-
Stage 1	795	731	-	848	770	-	-	-	-	-	-	-
Stage 2	848	770	-	807	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	572	560	862	593	550	892	1377	-	-	1426	-	-
Mov Cap-2 Maneuver	572	560	-	593	550	-	-	-	-	-	-	-
Stage 1	787	723	-	848	770	-	-	-	-	-	-	-
Stage 2	825	770	-	792	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.74	9.15	0	0.47
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	570	892	109	-	-
HCM Lane V/C Ratio	-	-	-	0.063	0.028	0.009	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.7	9.2	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	6	65	172	0	184
Future Vol, veh/h	284	6	65	172	0	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	284	6	65	172	0	184

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	290	0	503	145
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1269	-	498	876
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1269	-	472	876
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.19	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1269	-
HCM Lane V/C Ratio	0.21	-	-	0.051	-
HCM Ctrl Dly (s/v)	10.2	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	7	65	172	2	187
Future Vol, veh/h	284	7	65	172	2	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	284	7	65	172	2	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	291	0	504	146
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1268	-	498	875
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	472	875
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.19	10.28
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1268	-
HCM Lane V/C Ratio	0.217	-	-	0.051	-
HCM Ctrl Dly (s/v)	10.3	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	6	65	172	2	184
Future Vol, veh/h	284	6	65	172	2	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	284	6	65	172	2	184

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	290	0	503	145
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1269	-	498	876
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1269	-	472	876
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.19	10.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1269	-
HCM Lane V/C Ratio	0.214	-	-	0.051	-
HCM Ctrl Dly (s/v)	10.3	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	509	24	59	231	6	154
Future Vol, veh/h	509	24	59	231	6	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	509	24	59	231	6	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	533	0	755	267
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1031	-	345	732
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1031	-	325	732
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.77	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	713	-	-	1031	-
HCM Lane V/C Ratio	0.224	-	-	0.057	-
HCM Ctrl Dly (s/v)	11.5	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	509	26	60	231	7	156
Future Vol, veh/h	509	26	60	231	7	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	509	26	60	231	7	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	758	268
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1029	-	343	731
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	781	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	323	731
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.8	11.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1029	-
HCM Lane V/C Ratio	0.23	-	-	0.058	-
HCM Ctrl Dly (s/v)	11.6	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	510	25	59	231	7	154
Future Vol, veh/h	510	25	59	231	7	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	510	25	59	231	7	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	535	0	756	268
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1029	-	344	731
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	324	731
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.77	11.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1029	-
HCM Lane V/C Ratio	0.227	-	-	0.057	-
HCM Ctrl Dly (s/v)	11.6	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	444	24	71	225	6	12
Future Vol, veh/h	444	24	71	225	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	24	71	225	6	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	468	0	711	234
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1090	-	368	768
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1090	-	344	768
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.05	10.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	768	-	-	1090	-
HCM Lane V/C Ratio	0.013	0.016	-	-	0.065	-
HCM Ctrl Dly (s/v)	13	9.8	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	447	24	71	225	6	12
Future Vol, veh/h	447	24	71	225	6	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	447	24	71	225	6	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	714	236
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1087	-	366	766
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	342	766
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.05	10.87
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	766	-	-	1087	-
HCM Lane V/C Ratio	0.013	0.016	-	-	0.065	-
HCM Ctrl Dly (s/v)	13.1	9.8	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	444	24	71	225	6	13
Future Vol, veh/h	444	24	71	225	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	444	24	71	225	6	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	468	0	711	234
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1090	-	368	768
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1090	-	344	768
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.05	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	768	-	-	1090	-
HCM Lane V/C Ratio	0.013	0.017	-	-	0.065	-
HCM Ctrl Dly (s/v)	13	9.8	-	-	8.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	658	24	24	267	18	30
Future Vol, veh/h	658	24	24	267	18	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	658	24	24	267	18	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	682	0	852	341
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	907	-	299	655
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	907	-	291	655
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.75	12.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	387	655	-	-	907	-
HCM Lane V/C Ratio	0.046	0.046	-	-	0.026	-
HCM Ctrl Dly (s/v)	14.8	10.8	-	-	9.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	660	24	24	268	18	30
Future Vol, veh/h	660	24	24	268	18	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	660	24	24	268	18	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	684	0	854	342
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	905	-	298	654
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	905	-	290	654
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.75	12.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	654	-	-	905	-
HCM Lane V/C Ratio	0.047	0.046	-	-	0.027	-
HCM Ctrl Dly (s/v)	14.8	10.8	-	-	9.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	658	25	25	267	18	31
Future Vol, veh/h	658	25	25	267	18	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	450	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	658	25	25	267	18	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	683	0	854	342
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	906	-	298	654
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	906	-	290	654
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.78	12.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	386	654	-	-	906	-
HCM Lane V/C Ratio	0.047	0.047	-	-	0.028	-
HCM Ctrl Dly (s/v)	14.8	10.8	-	-	9.1	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	95	36	59	53	0
Future Vol, veh/h	0	95	36	59	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	36	59	53	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	184	53	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	805	1014	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	1014	1553	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.92	2.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	682	-	1014	-	-
HCM Lane V/C Ratio	0.023	-	0.094	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	95	36	59	53	0
Future Vol, veh/h	0	95	36	59	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	36	59	53	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	184	53	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	805	1014	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	1014	1553	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.92	2.79	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	682	-	1014	-	-
HCM Lane V/C Ratio	0.023	-	0.094	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	95	36	60	54	0
Future Vol, veh/h	0	95	36	60	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	95	36	60	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	186	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	803	1013	1551	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	784	1013	1551	-	-	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.92	2.77	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	1013	-	-
HCM Lane V/C Ratio	0.023	-	0.094	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	24	53	77	0
Future Vol, veh/h	0	36	24	53	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	24	53	77	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	77	77	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	812	984	1522	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	984	1522	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	2.31	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	561	-	984	-	-
HCM Lane V/C Ratio	0.016	-	0.037	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	24	53	77	0
Future Vol, veh/h	0	36	24	53	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	24	53	77	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	77	77	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	812	984	1522	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	984	1522	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	2.31	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	561	-	984	-	-
HCM Lane V/C Ratio	0.016	-	0.037	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	24	54	79	0
Future Vol, veh/h	0	36	24	54	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	24	54	79	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	181	79	79	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	808	981	1519	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	795	981	1519	-	-	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.81	2.28	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	554	-	981	-	-
HCM Lane V/C Ratio	0.016	-	0.037	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	59	130	77	6
Future Vol, veh/h	24	148	59	130	77	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	148	59	130	77	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	320	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1385	-	-	-	673	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	661	927
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.07	0	11.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	675
HCM Lane V/C Ratio	0.017	-	-	-	0.123
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	59	130	77	6
Future Vol, veh/h	24	148	59	130	77	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	148	59	130	77	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	320	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1385	-	-	-	673	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	661	927
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.07	0	11.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	675
HCM Lane V/C Ratio	0.017	-	-	-	0.123
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	148	1	5	59	130	1	0	9	77	0	6
Future Vol, veh/h	24	148	1	5	59	130	1	0	9	77	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	148	1	5	59	130	1	0	9	77	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	189	0	0	149	0	0	266	396	149	330	331	124
Stage 1	-	-	-	-	-	-	197	197	-	134	134	-
Stage 2	-	-	-	-	-	-	69	199	-	196	197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1385	-	-	1432	-	-	687	541	898	623	588	927
Stage 1	-	-	-	-	-	-	805	738	-	869	785	-
Stage 2	-	-	-	-	-	-	941	736	-	806	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1385	-	-	1432	-	-	667	529	898	603	575	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	667	529	-	603	575	-
Stage 1	-	-	-	-	-	-	790	724	-	866	782	-
Stage 2	-	-	-	-	-	-	931	733	-	783	724	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.06	0.19	9.2	11.72
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	868	249	-	-	41	-	-	619
HCM Lane V/C Ratio	0.012	0.017	-	-	0.003	-	-	0.134
HCM Ctrl Dly (s/v)	9.2	7.6	0	-	7.5	0	-	11.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	160	95	65	113	18
Future Vol, veh/h	0	160	95	65	113	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	160	95	65	113	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	288	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1419	-	-	-	703	923
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	703	923
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	727
HCM Lane V/C Ratio	-	-	-	-	0.18
HCM Ctrl Dly (s/v)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	160	95	65	113	18
Future Vol, veh/h	0	160	95	65	113	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	160	95	65	113	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	288	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1419	-	-	-	703	923
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	703	923
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1419	-	-	-	727
HCM Lane V/C Ratio	-	-	-	-	0.18
HCM Ctrl Dly (s/v)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	160	2	23	95	65	1	0	6	113	0	18
Future Vol, veh/h	0	160	2	23	95	65	1	0	6	113	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	160	2	23	95	65	1	0	6	113	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	162	0	0	302	367	161	334	336	128
Stage 1	-	-	-	-	-	-	161	161	-	174	174	-
Stage 2	-	-	-	-	-	-	141	206	-	160	162	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1417	-	-	650	562	884	620	585	923
Stage 1	-	-	-	-	-	-	841	765	-	828	755	-
Stage 2	-	-	-	-	-	-	862	731	-	842	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1419	-	-	1417	-	-	626	552	884	605	575	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	626	552	-	605	575	-
Stage 1	-	-	-	-	-	-	841	765	-	813	742	-
Stage 2	-	-	-	-	-	-	830	718	-	836	764	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.95	9.35	12.14
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	1419	-	-	209	-	-	635
HCM Lane V/C Ratio	0.008	-	-	-	0.016	-	-	0.206
HCM Ctrl Dly (s/v)	9.3	0	-	-	7.6	0	-	12.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	8	10	6	0
Future Vol, veh/h	0	18	8	10	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	8	10	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	31	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1599	-	-	-	983	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1599	-	-	-	983	1067
Mov Cap-2 Maneuver	-	-	-	-	983	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	983
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Ctrl Dly (s/v)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	13	7	25	0
Future Vol, veh/h	0	13	13	7	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	7	25	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	30	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	985	1063
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	985	1063
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	985
HCM Lane V/C Ratio	-	-	-	-	0.025
HCM Ctrl Dly (s/v)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	47	16	0	0	0
Future Vol, veh/h	12	47	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	16	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1084	1622	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	7.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1059	-	-
HCM Lane V/C Ratio	0.01	-	0.056	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	47	15	0	0	6
Future Vol, veh/h	12	47	15	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	47	15	0	0	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	3	6	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1081	1615	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.61	7.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	1057	-	-
HCM Lane V/C Ratio	0.009	-	0.056	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	49	0	0	0
Future Vol, veh/h	8	32	49	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	32	49	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	99	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	900	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	1084	1622	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.62	7.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1034	-	-
HCM Lane V/C Ratio	0.03	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	39	0	0	26
Future Vol, veh/h	8	32	39	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	32	39	0	0	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	91	13	26	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	909	1067	1588	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1067	1588	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.65	7.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	1026	-	-
HCM Lane V/C Ratio	0.025	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	216	0	0	69	0	2317	0	0	2131	47
Future Vol, veh/h	0	0	216	0	0	69	0	2317	0	0	2131	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	216	0	0	69	0	2317	0	0	2131	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1066	-	-	1159	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*484	0	0	*438	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*484	-	-	*438	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.28	14.75	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	484	438	-	-
HCM Lane V/C Ratio	-	-	0.446	0.157	-	-
HCM Ctrl Dly (s/v)	-	-	18.3	14.7	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	2.3	0.6	-	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	263	0	0	69	0	2321	0	0	2131	50
Future Vol, veh/h	0	0	263	0	0	69	0	2321	0	0	2131	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	263	0	0	69	0	2321	0	0	2131	50

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1066	-	-	1161	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*484	0	0	*438	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*484	-	-	*438	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.92	14.75	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	484	438	-	-
HCM Lane V/C Ratio	-	-	0.543	0.157	-	-
HCM Ctrl Dly (s/v)	-	-	20.9	14.7	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	3.2	0.6	-	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	263	0	0	69	0	2321	0	0	2131	49
Future Vol, veh/h	0	0	263	0	0	69	0	2321	0	0	2131	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	263	0	0	69	0	2321	0	0	2131	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1066	-	-	1161	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*484	0	0	*438	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*484	-	-	*438	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.92	14.75	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	484	438	-	-
HCM Lane V/C Ratio	-	-	0.543	0.157	-	-
HCM Ctrl Dly (s/v)	-	-	20.9	14.7	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	3.2	0.6	-	-

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	166	0	0	13	0	2481	6	0	2500	89
Future Vol, veh/h	0	0	166	0	0	13	0	2481	6	0	2500	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	166	0	0	13	0	2481	6	0	2500	89

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1250	-	-	1244	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*380	0	0	*390	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*380	-	-	*390	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.63	14.55	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	380	390	-	-
HCM Lane V/C Ratio	-	-	0.437	0.033	-	-
HCM Ctrl Dly (s/v)	-	-	21.6	14.6	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	198	0	0	13	0	2494	6	0	2500	99
Future Vol, veh/h	0	0	198	0	0	13	0	2494	6	0	2500	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	198	0	0	13	0	2494	6	0	2500	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1250	-	-	1250	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*380	0	0	*374	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*380	-	-	*374	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.34	14.98	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	380	374	-	-
HCM Lane V/C Ratio	-	-	0.521	0.035	-	-
HCM Ctrl Dly (s/v)	-	-	24.3	15	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	2.9	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	198	0	0	13	0	2501	6	0	2500	96
Future Vol, veh/h	0	0	198	0	0	13	0	2501	6	0	2500	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	198	0	0	13	0	2501	6	0	2500	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1250	-	-	1254	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*380	0	0	*374	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1			1		-	-		-	-
Mov Cap-1 Maneuver	-	-	*380	-	-	*374	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.34	14.98	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	380	374	-	-
HCM Lane V/C Ratio	-	-	0.521	0.035	-	-
HCM Ctrl Dly (s/v)	-	-	24.3	15	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	2.9	0.1	-	-

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

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	6	18	0	6	30	24	2121	12	24	2198	59
Future Vol, veh/h	59	6	18	0	6	30	24	2121	12	24	2198	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	6	18	0	6	30	24	2121	12	24	2198	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3358	4427	1099	3319	4474	1061	2257	0	0	2133	0	0
Stage 1	2246	2246	-	2169	2169	-	-	-	-	-	-	-
Stage 2	1112	2181	-	1150	2305	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 3	~ 1	*469	*3	~ 1	*486	232	-	-	291	-	-
Stage 1	*78	104	-	*95	122	-	-	-	-	-	-	-
Stage 2	*459	118	-	*443	89	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*~ 2	~ 1	*469	*2	~ 1	*486	232	-	-	291	-	-
Mov Cap-2 Maneuver	*66	56	-	*77	47	-	-	-	-	-	-	-
Stage 1	*72	96	-	*85	109	-	-	-	-	-	-	-
Stage 2	*365	106	-	*366	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	204.83	28.38	0.25	0.19
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	232	-	-	80	190	291	-	-
HCM Lane V/C Ratio	0.103	-	-	1.04	0.19	0.082	-	-
HCM Ctrl Dly (s/v)	22.3	-	-	204.8	28.4	18.5	-	-
HCM Lane LOS	C	-	-	F	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.8	0.7	0.3	-	-

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

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	6	18	0	6	30	36	2125	12	24	2245	59
Future Vol, veh/h	59	6	18	0	6	30	36	2125	12	24	2245	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	6	18	0	6	30	36	2125	12	24	2245	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3431	4502	1123	3371	4549	1063	2304	0	0	2137	0	0
Stage 1	2293	2293	-	2197	2197	-	-	-	-	-	-	-
Stage 2	1138	2209	-	1174	2352	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 3	~ 1	*454	*3	~ 1	*486	214	-	-	289	-	-
Stage 1	*70	95	-	*87	114	-	-	-	-	-	-	-
Stage 2	*459	111	-	*429	81	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*~ 2	~ 1	*454	*2	~ 1	*486	214	-	-	289	-	-
Mov Cap-2 Maneuver	*59	48	-	*66	33	-	-	-	-	-	-	-
Stage 1	*64	87	-	*72	95	-	-	-	-	-	-	-
Stage 2	*335	92	-	*351	74	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	258.95	37.29	0.42	0.19
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	214	-	-	71	147	289	-	-
HCM Lane V/C Ratio	0.168	-	-	1.164	0.245	0.083	-	-
HCM Ctrl Dly (s/v)	25.2	-	-	258.9	37.3	18.6	-	-
HCM Lane LOS	D	-	-	F	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-	6.4	0.9	0.3	-	-

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

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	6	18	0	6	30	36	2125	12	24	2245	59
Future Vol, veh/h	59	6	18	0	6	30	36	2125	12	24	2245	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	6	18	0	6	30	36	2125	12	24	2245	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3431	4502	1123	3371	4549	1063	2304	0	0	2137	0	0
Stage 1	2293	2293	-	2197	2197	-	-	-	-	-	-	-
Stage 2	1138	2209	-	1174	2352	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 3	~ 1	*454	*3	~ 1	*486	214	-	-	289	-	-
Stage 1	*70	95	-	*87	114	-	-	-	-	-	-	-
Stage 2	*459	111	-	*429	81	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*~ 2	~ 1	*454	*2	~ 1	*486	214	-	-	289	-	-
Mov Cap-2 Maneuver	*59	48	-	*66	33	-	-	-	-	-	-	-
Stage 1	*64	87	-	*72	95	-	-	-	-	-	-	-
Stage 2	*335	92	-	*351	74	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	258.95	37.29	0.42	0.19
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	214	-	-	71	147	289	-	-
HCM Lane V/C Ratio	0.168	-	-	1.164	0.245	0.083	-	-
HCM Ctrl Dly (s/v)	25.2	-	-	258.9	37.3	18.6	-	-
HCM Lane LOS	D	-	-	F	E	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-	6.4	0.9	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	6	41	6	0	59	47	2381	18	41	2441	47
Future Vol, veh/h	12	6	41	6	0	59	47	2381	18	41	2441	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	41	6	0	59	47	2381	18	41	2441	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3808	5016	1221	3781	5045	1191	2488	0	0	2399	0	0
Stage 1	2523	2523	-	2475	2475	-	-	-	-	-	-	-
Stage 2	1285	2493	-	1306	2570	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 1	~ 1	*395	*~ 1	1	*406	148	-	-	182	-	-
Stage 1	*35	54	-	*42	61	-	-	-	-	-	-	-
Stage 2	*383	58	-	*372	46	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	~ 0	*395	-	0	*406	148	-	-	182	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*27	42	-	*28	42	-	-	-	-	-	-	-
Stage 2	*224	40	-	*221	36	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.77	0.49
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	148	-	-	-	-	182	-	-
HCM Lane V/C Ratio	0.317	-	-	-	-	0.225	-	-
HCM Ctrl Dly (s/v)	40.1	-	-	-	-	30.4	-	-
HCM Lane LOS	E	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	1.3	-	-	-	-	0.8	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	6	41	6	0	59	60	2394	18	41	2473	47
Future Vol, veh/h	12	6	41	6	0	59	60	2394	18	41	2473	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	41	6	0	59	60	2394	18	41	2473	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3872	5087	1237	3836	5116	1197	2520	0	0	2412	0	0
Stage 1	2555	2555	-	2514	2514	-	-	-	-	-	-	-
Stage 2	1317	2532	-	1322	2602	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 1	~ 0	*380	*~ 1	0	*406	138	-	-	177	-	-
Stage 1	*32	49	-	*36	55	-	-	-	-	-	-	-
Stage 2	*383	52	-	*358	42	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	~ 0	*380	-	0	*406	138	-	-	177	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*25	38	-	*20	31	-	-	-	-	-	-	-
Stage 2	*185	29	-	*207	33	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			1.21	0.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	-	-	177	-	-
HCM Lane V/C Ratio	0.434	-	-	-	-	0.232	-	-
HCM Ctrl Dly (s/v)	49.7	-	-	-	-	31.5	-	-
HCM Lane LOS	E	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	1.9	-	-	-	-	0.9	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	6	41	6	0	59	60	2401	18	41	2473	47
Future Vol, veh/h	12	6	41	6	0	59	60	2401	18	41	2473	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	41	6	0	59	60	2401	18	41	2473	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3876	5094	1237	3843	5123	1201	2520	0	0	2419	0	0
Stage 1	2555	2555	-	2521	2521	-	-	-	-	-	-	-
Stage 2	1321	2539	-	1322	2602	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 1	~ 0	*380	*~ 1	0	*406	138	-	-	174	-	-
Stage 1	*32	49	-	*35	53	-	-	-	-	-	-	-
Stage 2	*383	51	-	*358	42	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	~ 0	*380	-	0	*406	138	-	-	174	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*25	38	-	*20	30	-	-	-	-	-	-	-
Stage 2	*185	29	-	*205	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			1.2	0.51
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	-	-	174	-	-
HCM Lane V/C Ratio	0.434	-	-	-	-	0.236	-	-
HCM Ctrl Dly (s/v)	49.7	-	-	-	-	32	-	-
HCM Lane LOS	E	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	1.9	-	-	-	-	0.9	-	-

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1357	628	89	0	59
Future Vol, veh/h	30	1357	628	89	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1357	628	89	0	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	-	359
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	880	-	-	-	0	638
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	880	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	11.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	638
HCM Lane V/C Ratio	0.034	-	-	-	0.092
HCM Ctrl Dly (s/v)	9.2	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1357	628	89	0	59
Future Vol, veh/h	30	1357	628	89	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1357	628	89	0	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	-	359
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	880	-	-	-	0	638
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	880	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	11.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	638
HCM Lane V/C Ratio	0.034	-	-	-	0.092
HCM Ctrl Dly (s/v)	9.2	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1357	628	89	0	59
Future Vol, veh/h	30	1357	628	89	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1357	628	89	0	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	-	359
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	880	-	-	-	0	638
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	880	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	11.22
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	638
HCM Lane V/C Ratio	0.034	-	-	-	0.092
HCM Ctrl Dly (s/v)	9.2	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	983	1712	107	0	142
Future Vol, veh/h	65	983	1712	107	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	983	1712	107	0	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1819	0	-	0	-	910
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	333	-	-	-	0	277
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	333	-	-	-	-	277
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.14	0	30.83
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	333	-	-	-	277
HCM Lane V/C Ratio	0.195	-	-	-	0.512
HCM Ctrl Dly (s/v)	18.4	-	-	-	30.8
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	2.7

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	983	1719	126	0	142
Future Vol, veh/h	65	983	1719	126	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	983	1719	126	0	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1845	0	-	0	-	923
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	325	-	-	-	0	272
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	325	-	-	-	-	272
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.17	0	31.84
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	325	-	-	-	272
HCM Lane V/C Ratio	0.2	-	-	-	0.522
HCM Ctrl Dly (s/v)	18.8	-	-	-	31.8
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	983	1715	123	0	142
Future Vol, veh/h	65	983	1715	123	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	983	1715	123	0	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1838	0	-	0	-	919
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	327	-	-	-	0	273
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	327	-	-	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.16	0	31.56
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	327	-	-	-	273
HCM Lane V/C Ratio	0.199	-	-	-	0.519
HCM Ctrl Dly (s/v)	18.7	-	-	-	31.6
HCM Lane LOS	C	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Future Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1386	18	41	610	0	24	6	36	24	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	1404	0	0	1788	2087	702	1388	2096	305
Stage 1	-	-	-	-	-	-	1395	1395	-	692	692	-
Stage 2	-	-	-	-	-	-	393	692	-	696	1404	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1179	-	-	482	-	-	*63	56	381	141	55	*920
Stage 1	-	-	-	-	-	-	*149	207	-	596	575	-
Stage 2	-	-	-	-	-	-	*868	575	-	398	204	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1179	-	-	482	-	-	*53	51	381	113	51	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*125	154	-	226	129	-
Stage 1	-	-	-	-	-	-	*149	207	-	546	526	-
Stage 2	-	-	-	-	-	-	*776	526	-	350	204	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.83	26.94	29.75
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	381	1179	-	-	482	-	-	181
HCM Lane V/C Ratio	0.23	0.095	-	-	-	0.085	-	-	0.199
HCM Ctrl Dly (s/v)	40.7	15.4	0	-	-	13.2	-	-	29.7
HCM Lane LOS	E	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.8	0.3	0	-	-	0.3	-	-	0.7

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Future Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1386	18	41	610	0	24	6	36	24	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	1404	0	0	1788	2087	702	1388	2096	305
Stage 1	-	-	-	-	-	-	1395	1395	-	692	692	-
Stage 2	-	-	-	-	-	-	393	692	-	696	1404	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1179	-	-	482	-	-	*63	56	381	141	55	*920
Stage 1	-	-	-	-	-	-	*149	207	-	596	575	-
Stage 2	-	-	-	-	-	-	*868	575	-	398	204	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1179	-	-	482	-	-	*53	51	381	113	51	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*125	154	-	226	129	-
Stage 1	-	-	-	-	-	-	*149	207	-	546	526	-
Stage 2	-	-	-	-	-	-	*776	526	-	350	204	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.83	26.94	29.75
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	381	1179	-	-	482	-	-	181
HCM Lane V/C Ratio	0.23	0.095	-	-	-	0.085	-	-	0.199
HCM Ctrl Dly (s/v)	40.7	15.4	0	-	-	13.2	-	-	29.7
HCM Lane LOS	E	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.8	0.3	0	-	-	0.3	-	-	0.7

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Future Vol, veh/h	0	1386	18	41	610	0	24	6	36	24	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1386	18	41	610	0	24	6	36	24	12	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	610	0	0	1404	0	0	1788	2087	702	1388	2096	305
Stage 1	-	-	-	-	-	-	1395	1395	-	692	692	-
Stage 2	-	-	-	-	-	-	393	692	-	696	1404	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1179	-	-	482	-	-	*63	56	381	141	55	*920
Stage 1	-	-	-	-	-	-	*149	207	-	596	575	-
Stage 2	-	-	-	-	-	-	*868	575	-	398	204	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1179	-	-	482	-	-	*53	51	381	113	51	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*125	154	-	226	129	-
Stage 1	-	-	-	-	-	-	*149	207	-	546	526	-
Stage 2	-	-	-	-	-	-	*776	526	-	350	204	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.83	26.94	29.75
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	381	1179	-	-	482	-	-	181
HCM Lane V/C Ratio	0.23	0.095	-	-	-	0.085	-	-	0.199
HCM Ctrl Dly (s/v)	40.7	15.4	0	-	-	13.2	-	-	29.7
HCM Lane LOS	E	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.8	0.3	0	-	-	0.3	-	-	0.7

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1001	24	53	1469	83	47	6	59	6	0	18
Future Vol, veh/h	18	1001	24	53	1469	83	47	6	59	6	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1001	24	53	1469	83	47	6	59	6	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1552	0	0	1025	0	0	1890	2707	513	2156	2678	776
Stage 1	-	-	-	-	-	-	1049	1049	-	1617	1617	-
Stage 2	-	-	-	-	-	-	841	1658	-	540	1061	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	565	-	-	673	-	-	*84	17	507	41	18	*679
Stage 1	-	-	-	-	-	-	*243	303	-	219	250	-
Stage 2	-	-	-	-	-	-	*641	233	-	494	299	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	565	-	-	673	-	-	*73	15	507	30	16	*679
Mov Cap-2 Maneuver	-	-	-	-	-	-	*178	114	-	131	114	-
Stage 1	-	-	-	-	-	-	*235	293	-	201	230	-
Stage 2	-	-	-	-	-	-	*574	215	-	414	289	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.36	24.02	16.71
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	507	565	-	-	673	-	-	331
HCM Lane V/C Ratio	0.317	0.116	0.032	-	-	0.079	-	-	0.072
HCM Ctrl Dly (s/v)	36.2	13	11.6	-	-	10.8	-	-	16.7
HCM Lane LOS	E	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1.3	0.4	0.1	-	-	0.3	-	-	0.2

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1001	24	53	1469	90	47	6	59	6	0	18
Future Vol, veh/h	18	1001	24	53	1469	90	47	6	59	6	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1001	24	53	1469	90	47	6	59	6	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1559	0	0	1025	0	0	1890	2714	513	2160	2681	780
Stage 1	-	-	-	-	-	-	1049	1049	-	1620	1620	-
Stage 2	-	-	-	-	-	-	841	1665	-	540	1061	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	559	-	-	673	-	-	*84	17	507	40	18	*679
Stage 1	-	-	-	-	-	-	*243	303	-	217	249	-
Stage 2	-	-	-	-	-	-	*641	230	-	494	299	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	559	-	-	673	-	-	*73	15	507	30	16	*679
Mov Cap-2 Maneuver	-	-	-	-	-	-	*178	113	-	130	113	-
Stage 1	-	-	-	-	-	-	*235	293	-	200	229	-
Stage 2	-	-	-	-	-	-	*574	212	-	414	289	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.36	24.06	16.76
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	507	559	-	-	673	-	-	330
HCM Lane V/C Ratio	0.318	0.116	0.032	-	-	0.079	-	-	0.073
HCM Ctrl Dly (s/v)	36.3	13	11.6	-	-	10.8	-	-	16.8
HCM Lane LOS	E	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1.3	0.4	0.1	-	-	0.3	-	-	0.2

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	1001	24	53	1469	86	47	6	59	6	0	18
Future Vol, veh/h	18	1001	24	53	1469	86	47	6	59	6	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	1001	24	53	1469	86	47	6	59	6	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1555	0	0	1025	0	0	1890	2710	513	2158	2679	778
Stage 1	-	-	-	-	-	-	1049	1049	-	1618	1618	-
Stage 2	-	-	-	-	-	-	841	1661	-	540	1061	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	563	-	-	673	-	-	*84	17	507	40	18	*679
Stage 1	-	-	-	-	-	-	*243	303	-	218	249	-
Stage 2	-	-	-	-	-	-	*641	232	-	494	299	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	563	-	-	673	-	-	*73	15	507	30	16	*679
Mov Cap-2 Maneuver	-	-	-	-	-	-	*178	114	-	130	114	-
Stage 1	-	-	-	-	-	-	*235	293	-	201	230	-
Stage 2	-	-	-	-	-	-	*574	214	-	414	289	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.36	24.04	16.73
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	507	563	-	-	673	-	-	331
HCM Lane V/C Ratio	0.317	0.116	0.032	-	-	0.079	-	-	0.073
HCM Ctrl Dly (s/v)	36.3	13	11.6	-	-	10.8	-	-	16.7
HCM Lane LOS	E	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1.3	0.4	0.1	-	-	0.3	-	-	0.2

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1191	764	12	36	6
Future Vol, veh/h	6	1191	764	12	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1191	764	12	36	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	776	0	-	0	1378	388
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1070	-	-	-	198	*872
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1070	-	-	-	197	*872
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	15.74
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	377
HCM Lane V/C Ratio	0.006	-	-	-	0.111
HCM Ctrl Dly (s/v)	8.4	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1191	764	12	36	6
Future Vol, veh/h	6	1191	764	12	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1191	764	12	36	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	776	0	-	0	1378	388
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1070	-	-	-	198	*872
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1070	-	-	-	197	*872
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	15.74
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	377
HCM Lane V/C Ratio	0.006	-	-	-	0.111
HCM Ctrl Dly (s/v)	8.4	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1191	764	12	36	6
Future Vol, veh/h	6	1191	764	12	36	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1191	764	12	36	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	776	0	-	0	1378	388
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1070	-	-	-	198	*872
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1070	-	-	-	197	*872
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	15.74
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	377
HCM Lane V/C Ratio	0.006	-	-	-	0.111
HCM Ctrl Dly (s/v)	8.4	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	995	1445	95	24	18
Future Vol, veh/h	24	995	1445	95	24	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	995	1445	95	24	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1540	0	-	0	2038	770
Stage 1	-	-	-	-	1493	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	574	-	-	-	75	*679
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	574	-	-	-	72	*679
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	19.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	574	-	-	-	298
HCM Lane V/C Ratio	0.042	-	-	-	0.141
HCM Ctrl Dly (s/v)	11.5	-	-	-	19.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	995	1445	95	24	18
Future Vol, veh/h	24	995	1445	95	24	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	995	1445	95	24	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1540	0	-	0	2038	770
Stage 1	-	-	-	-	1493	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	574	-	-	-	75	*679
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	574	-	-	-	72	*679
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	19.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	574	-	-	-	298
HCM Lane V/C Ratio	0.042	-	-	-	0.141
HCM Ctrl Dly (s/v)	11.5	-	-	-	19.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	995	1445	95	24	18
Future Vol, veh/h	24	995	1445	95	24	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	195	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	995	1445	95	24	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1540	0	-	0	2038	770
Stage 1	-	-	-	-	1493	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	574	-	-	-	75	*679
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	574	-	-	-	72	*679
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	19.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	574	-	-	-	298
HCM Lane V/C Ratio	0.042	-	-	-	0.141
HCM Ctrl Dly (s/v)	11.5	-	-	-	19.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	47
Future Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1108	12	12	604	24	18	12	71	83	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	1120	0	0	1549	1872	560	1306	1866	314
Stage 1	-	-	-	-	-	-	1220	1220	-	640	640	-
Stage 2	-	-	-	-	-	-	329	652	-	666	1226	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1158	-	-	619	-	-	*102	81	472	166	81	*920
Stage 1	-	-	-	-	-	-	*191	251	-	648	612	-
Stage 2	-	-	-	-	-	-	*868	603	-	415	249	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1158	-	-	619	-	-	*88	75	472	124	76	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*156	179	-	236	176	-
Stage 1	-	-	-	-	-	-	*182	239	-	635	600	-
Stage 2	-	-	-	-	-	-	*799	591	-	320	238	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.2	22.69	25.19
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1158	-	-	619	-	-	312
HCM Lane V/C Ratio	0.333	0.046	-	-	0.019	-	-	0.436
HCM Ctrl Dly (s/v)	22.7	8.3	-	-	10.9	-	-	25.2
HCM Lane LOS	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	2.1

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	48
Future Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1108	12	12	604	24	18	12	71	83	6	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	1120	0	0	1549	1872	560	1306	1866	314
Stage 1	-	-	-	-	-	-	1220	1220	-	640	640	-
Stage 2	-	-	-	-	-	-	329	652	-	666	1226	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1158	-	-	619	-	-	*102	81	472	166	81	*920
Stage 1	-	-	-	-	-	-	*191	251	-	648	612	-
Stage 2	-	-	-	-	-	-	*868	603	-	415	249	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1158	-	-	619	-	-	*88	75	472	124	76	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*155	179	-	236	176	-
Stage 1	-	-	-	-	-	-	*182	239	-	635	600	-
Stage 2	-	-	-	-	-	-	*799	591	-	320	238	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.2	22.7	25.13
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1158	-	-	619	-	-	313
HCM Lane V/C Ratio	0.333	0.046	-	-	0.019	-	-	0.437
HCM Ctrl Dly (s/v)	22.7	8.3	-	-	10.9	-	-	25.1
HCM Lane LOS	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	2.1

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	48
Future Vol, veh/h	53	1108	12	12	604	24	18	12	71	83	6	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1108	12	12	604	24	18	12	71	83	6	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	1120	0	0	1549	1872	560	1306	1866	314
Stage 1	-	-	-	-	-	-	1220	1220	-	640	640	-
Stage 2	-	-	-	-	-	-	329	652	-	666	1226	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1158	-	-	619	-	-	*102	81	472	166	81	*920
Stage 1	-	-	-	-	-	-	*191	251	-	648	612	-
Stage 2	-	-	-	-	-	-	*868	603	-	415	249	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	1158	-	-	619	-	-	*88	75	472	124	76	*920
Mov Cap-2 Maneuver	-	-	-	-	-	-	*155	179	-	236	176	-
Stage 1	-	-	-	-	-	-	*182	239	-	635	600	-
Stage 2	-	-	-	-	-	-	*799	591	-	320	238	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0.2	22.7	25.13
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1158	-	-	619	-	-	313
HCM Lane V/C Ratio	0.333	0.046	-	-	0.019	-	-	0.437
HCM Ctrl Dly (s/v)	22.7	8.3	-	-	10.9	-	-	25.1
HCM Lane LOS	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0.1	-	-	2.1

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

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	859	6	124	1321	124	12	12	53	71	0	47
Future Vol, veh/h	47	859	6	124	1321	124	12	12	53	71	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	859	6	124	1321	124	12	12	53	71	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1445	0	0	865	0	0	1865	2649	433	2161	2590	723
Stage 1	-	-	-	-	-	-	956	956	-	1631	1631	-
Stage 2	-	-	-	-	-	-	909	1693	-	530	959	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	622	-	-	774	-	-	*82	20	571	~ 38	22	*711
Stage 1	-	-	-	-	-	-	*277	335	-	193	230	-
Stage 2	-	-	-	-	-	-	*671	208	-	501	334	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	622	-	-	774	-	-	*60	15	571	~ 24	17	*711
Mov Cap-2 Maneuver	-	-	-	-	-	-	*177	88	-	104	94	-
Stage 1	-	-	-	-	-	-	*256	309	-	162	193	-
Stage 2	-	-	-	-	-	-	*526	174	-	404	308	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.58	0.83	24.66	76.21
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	622	-	-	774	-	-	157
HCM Lane V/C Ratio	0.297	0.076	-	-	0.16	-	-	0.751
HCM Ctrl Dly (s/v)	24.7	11.3	-	-	10.5	-	-	76.2
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.6	-	-	4.6

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

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	859	6	124	1321	124	12	12	53	71	0	47
Future Vol, veh/h	48	859	6	124	1321	124	12	12	53	71	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	859	6	124	1321	124	12	12	53	71	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1445	0	0	865	0	0	1867	2651	433	2163	2592	723
Stage 1	-	-	-	-	-	-	958	958	-	1631	1631	-
Stage 2	-	-	-	-	-	-	909	1693	-	532	961	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	622	-	-	774	-	-	*82	20	571	~ 38	22	*711
Stage 1	-	-	-	-	-	-	*276	334	-	193	230	-
Stage 2	-	-	-	-	-	-	*671	208	-	499	333	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	622	-	-	774	-	-	*59	15	571	~ 24	17	*711
Mov Cap-2 Maneuver	-	-	-	-	-	-	*176	87	-	103	94	-
Stage 1	-	-	-	-	-	-	*255	308	-	162	193	-
Stage 2	-	-	-	-	-	-	*526	174	-	402	307	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.59	0.83	24.77	76.65
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	622	-	-	774	-	-	157
HCM Lane V/C Ratio	0.298	0.077	-	-	0.16	-	-	0.753
HCM Ctrl Dly (s/v)	24.8	11.3	-	-	10.5	-	-	76.7
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.6	-	-	4.7

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

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	859	6	124	1321	124	12	12	53	71	0	47
Future Vol, veh/h	48	859	6	124	1321	124	12	12	53	71	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	235	-	-	230	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	859	6	124	1321	124	12	12	53	71	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1445	0	0	865	0	0	1867	2651	433	2163	2592	723
Stage 1	-	-	-	-	-	-	958	958	-	1631	1631	-
Stage 2	-	-	-	-	-	-	909	1693	-	532	961	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	622	-	-	774	-	-	*82	20	571	~ 38	22	*711
Stage 1	-	-	-	-	-	-	*276	334	-	193	230	-
Stage 2	-	-	-	-	-	-	*671	208	-	499	333	-
Platoon blocked, %	0	-	-		-	-	0	0		0	0	0
Mov Cap-1 Maneuver	622	-	-	774	-	-	*59	15	571	~ 24	17	*711
Mov Cap-2 Maneuver	-	-	-	-	-	-	*176	87	-	103	94	-
Stage 1	-	-	-	-	-	-	*255	308	-	162	193	-
Stage 2	-	-	-	-	-	-	*526	174	-	402	307	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.59	0.83	24.77	76.65
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	622	-	-	774	-	-	157
HCM Lane V/C Ratio	0.298	0.077	-	-	0.16	-	-	0.753
HCM Ctrl Dly (s/v)	24.8	11.3	-	-	10.5	-	-	76.7
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.6	-	-	4.7

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

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	95	0	0	36	47	0	113	6	6	47	30
Future Vol, veh/h	89	95	0	0	36	47	0	113	6	6	47	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	95	0	0	36	47	0	113	6	6	47	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	95	0	0	333	356	95	389	333	60
Stage 1	-	-	-	-	-	-	273	273	-	60	60	-
Stage 2	-	-	-	-	-	-	60	83	-	330	273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1514	-	-	1499	-	-	621	570	962	570	587	1006
Stage 1	-	-	-	-	-	-	733	684	-	952	845	-
Stage 2	-	-	-	-	-	-	952	826	-	684	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1514	-	-	1499	-	-	520	534	962	424	551	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	534	-	424	551	-
Stage 1	-	-	-	-	-	-	687	641	-	952	845	-
Stage 2	-	-	-	-	-	-	872	826	-	525	641	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.64	0	13.41	11.44
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	547	871	-	-	1499	-	-	642
HCM Lane V/C Ratio	0.218	0.059	-	-	-	-	-	0.129
HCM Ctrl Dly (s/v)	13.4	7.5	0	-	0	-	-	11.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	95	0	1	36	47	0	113	6	6	47	30
Future Vol, veh/h	89	95	0	1	36	47	0	113	6	6	47	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	95	0	1	36	47	0	113	6	6	47	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	95	0	0	335	358	95	391	335	60
Stage 1	-	-	-	-	-	-	273	273	-	62	62	-
Stage 2	-	-	-	-	-	-	62	85	-	330	273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1514	-	-	1499	-	-	619	568	962	568	586	1006
Stage 1	-	-	-	-	-	-	733	684	-	950	844	-
Stage 2	-	-	-	-	-	-	950	824	-	684	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1514	-	-	1499	-	-	518	533	962	423	549	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	533	-	423	549	-
Stage 1	-	-	-	-	-	-	687	641	-	949	843	-
Stage 2	-	-	-	-	-	-	869	824	-	525	641	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.64	0.09	13.44	11.46
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	871	-	-	19	-	-	640
HCM Lane V/C Ratio	0.218	0.059	-	-	0.001	-	-	0.13
HCM Ctrl Dly (s/v)	13.4	7.5	0	-	7.4	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	89	95	0	1	36	47	0	113	6	6	47	30
Future Vol, veh/h	89	95	0	1	36	47	0	113	6	6	47	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	95	0	1	36	47	0	113	6	6	47	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	95	0	0	335	358	95	391	335	60
Stage 1	-	-	-	-	-	-	273	273	-	62	62	-
Stage 2	-	-	-	-	-	-	62	85	-	330	273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1514	-	-	1499	-	-	619	568	962	568	586	1006
Stage 1	-	-	-	-	-	-	733	684	-	950	844	-
Stage 2	-	-	-	-	-	-	950	824	-	684	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1514	-	-	1499	-	-	518	533	962	423	549	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	533	-	423	549	-
Stage 1	-	-	-	-	-	-	687	641	-	949	843	-
Stage 2	-	-	-	-	-	-	869	824	-	525	641	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.64	0.09	13.44	11.46
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	871	-	-	19	-	-	640
HCM Lane V/C Ratio	0.218	0.059	-	-	0.001	-	-	0.13
HCM Ctrl Dly (s/v)	13.4	7.5	0	-	7.4	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	113	24	12	36	59	6	41	18	18	65	47
Future Vol, veh/h	71	113	24	12	36	59	6	41	18	18	65	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	113	24	12	36	59	6	41	18	18	65	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	137	0	0	360	386	125	365	369	66
Stage 1	-	-	-	-	-	-	267	267	-	90	90	-
Stage 2	-	-	-	-	-	-	93	119	-	276	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1447	-	-	596	548	926	591	561	998
Stage 1	-	-	-	-	-	-	738	688	-	918	821	-
Stage 2	-	-	-	-	-	-	915	797	-	731	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1447	-	-	472	515	926	504	527	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	515	-	504	527	-
Stage 1	-	-	-	-	-	-	700	653	-	910	814	-
Stage 2	-	-	-	-	-	-	795	790	-	637	645	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.57	0.84	11.96	12.18
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	582	594	-	-	180	-	-	631
HCM Lane V/C Ratio	0.112	0.047	-	-	0.008	-	-	0.206
HCM Ctrl Dly (s/v)	12	7.5	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	113	24	12	36	59	6	41	19	18	65	47
Future Vol, veh/h	71	113	24	12	36	59	6	41	19	18	65	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	113	24	12	36	59	6	41	19	18	65	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	137	0	0	360	386	125	365	369	66
Stage 1	-	-	-	-	-	-	267	267	-	90	90	-
Stage 2	-	-	-	-	-	-	93	119	-	276	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1447	-	-	596	548	926	591	561	998
Stage 1	-	-	-	-	-	-	738	688	-	918	821	-
Stage 2	-	-	-	-	-	-	915	797	-	731	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1447	-	-	472	515	926	503	527	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	515	-	503	527	-
Stage 1	-	-	-	-	-	-	700	653	-	910	814	-
Stage 2	-	-	-	-	-	-	795	790	-	636	645	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.57	0.84	11.93	12.18
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	594	-	-	180	-	-	631
HCM Lane V/C Ratio	0.113	0.047	-	-	0.008	-	-	0.206
HCM Ctrl Dly (s/v)	11.9	7.5	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	113	24	12	36	59	6	41	19	18	65	47
Future Vol, veh/h	71	113	24	12	36	59	6	41	19	18	65	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	113	24	12	36	59	6	41	19	18	65	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	137	0	0	360	386	125	365	369	66
Stage 1	-	-	-	-	-	-	267	267	-	90	90	-
Stage 2	-	-	-	-	-	-	93	119	-	276	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1447	-	-	596	548	926	591	561	998
Stage 1	-	-	-	-	-	-	738	688	-	918	821	-
Stage 2	-	-	-	-	-	-	915	797	-	731	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1447	-	-	472	515	926	503	527	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	472	515	-	503	527	-
Stage 1	-	-	-	-	-	-	700	653	-	910	814	-
Stage 2	-	-	-	-	-	-	795	790	-	636	645	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.57	0.84	11.93	12.18
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	594	-	-	180	-	-	631
HCM Lane V/C Ratio	0.113	0.047	-	-	0.008	-	-	0.206
HCM Ctrl Dly (s/v)	11.9	7.5	0	-	7.5	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	101	0	6	95	0	6	0	0	6	0	6
Future Vol, veh/h	0	101	0	6	95	0	6	0	0	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	0	6	95	0	6	0	0	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	101	0	0	208	208	101	208	208	95
Stage 1	-	-	-	-	-	-	101	101	-	107	107	-
Stage 2	-	-	-	-	-	-	107	107	-	101	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1499	-	-	1491	-	-	749	689	954	749	689	962
Stage 1	-	-	-	-	-	-	905	811	-	898	807	-
Stage 2	-	-	-	-	-	-	898	807	-	905	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1491	-	-	742	686	954	746	686	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	686	-	746	686	-
Stage 1	-	-	-	-	-	-	905	811	-	895	803	-
Stage 2	-	-	-	-	-	-	889	803	-	905	811	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.44	9.89	9.35
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	1499	-	-	107	-	-	840
HCM Lane V/C Ratio	0.008	-	-	-	0.004	-	-	0.014
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	101	0	6	96	0	6	0	0	6	0	6
Future Vol, veh/h	0	101	0	6	96	0	6	0	0	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	0	6	96	0	6	0	0	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	101	0	0	209	209	101	209	209	96
Stage 1	-	-	-	-	-	-	101	101	-	108	108	-
Stage 2	-	-	-	-	-	-	108	108	-	101	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1491	-	-	748	688	954	748	688	960
Stage 1	-	-	-	-	-	-	905	811	-	897	806	-
Stage 2	-	-	-	-	-	-	897	806	-	905	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1491	-	-	740	685	954	745	685	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	685	-	745	685	-
Stage 1	-	-	-	-	-	-	905	811	-	894	802	-
Stage 2	-	-	-	-	-	-	888	802	-	905	811	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.44	9.9	9.35
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	740	1498	-	-	106	-	-	839
HCM Lane V/C Ratio	0.008	-	-	-	0.004	-	-	0.014
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.4	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	101	0	6	96	0	6	0	0	6	0	6
Future Vol, veh/h	0	101	0	6	96	0	6	0	0	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	0	6	96	0	6	0	0	6	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	101	0	0	209	209	101	209	209	96
Stage 1	-	-	-	-	-	-	101	101	-	108	108	-
Stage 2	-	-	-	-	-	-	108	108	-	101	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1498	-	-	1491	-	-	748	688	954	748	688	960
Stage 1	-	-	-	-	-	-	905	811	-	897	806	-
Stage 2	-	-	-	-	-	-	897	806	-	905	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1491	-	-	740	685	954	745	685	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	685	-	745	685	-
Stage 1	-	-	-	-	-	-	905	811	-	894	802	-
Stage 2	-	-	-	-	-	-	888	802	-	905	811	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.44	9.9	9.35
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	740	1498	-	-	106	-	-	839
HCM Lane V/C Ratio	0.008	-	-	-	0.004	-	-	0.014
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.4	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	113	12	6	166	6	0	0	12	0	6	0
Future Vol, veh/h	0	113	12	6	166	6	0	0	12	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	113	12	6	166	6	0	0	12	0	6	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	125	0	0	300	303	119	294	306	169
Stage 1	-	-	-	-	-	-	119	119	-	181	181	-
Stage 2	-	-	-	-	-	-	181	184	-	113	125	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1462	-	-	652	610	933	658	608	875
Stage 1	-	-	-	-	-	-	885	797	-	821	750	-
Stage 2	-	-	-	-	-	-	821	747	-	892	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1462	-	-	643	607	933	647	605	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	607	-	647	605	-
Stage 1	-	-	-	-	-	-	885	797	-	817	746	-
Stage 2	-	-	-	-	-	-	810	744	-	880	792	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	8.91	11.01
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	933	1405	-	-	60	-	-	605
HCM Lane V/C Ratio	0.013	-	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.5	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	114	12	6	166	6	0	0	12	0	6	0
Future Vol, veh/h	0	114	12	6	166	6	0	0	12	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	114	12	6	166	6	0	0	12	0	6	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	126	0	0	301	304	120	295	307	169
Stage 1	-	-	-	-	-	-	120	120	-	181	181	-
Stage 2	-	-	-	-	-	-	181	184	-	114	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1460	-	-	651	609	931	657	607	875
Stage 1	-	-	-	-	-	-	884	796	-	821	750	-
Stage 2	-	-	-	-	-	-	821	747	-	891	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1460	-	-	642	606	931	646	604	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	606	-	646	604	-
Stage 1	-	-	-	-	-	-	884	796	-	817	746	-
Stage 2	-	-	-	-	-	-	810	744	-	879	792	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	8.92	11.02
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1405	-	-	60	-	-	604
HCM Lane V/C Ratio	0.013	-	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.5	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	114	12	6	166	6	0	0	12	0	6	0
Future Vol, veh/h	0	114	12	6	166	6	0	0	12	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	114	12	6	166	6	0	0	12	0	6	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	172	0	0	126	0	0	301	304	120	295	307	169
Stage 1	-	-	-	-	-	-	120	120	-	181	181	-
Stage 2	-	-	-	-	-	-	181	184	-	114	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1405	-	-	1460	-	-	651	609	931	657	607	875
Stage 1	-	-	-	-	-	-	884	796	-	821	750	-
Stage 2	-	-	-	-	-	-	821	747	-	891	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1460	-	-	642	606	931	646	604	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	606	-	646	604	-
Stage 1	-	-	-	-	-	-	884	796	-	817	746	-
Stage 2	-	-	-	-	-	-	810	744	-	879	792	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	8.92	11.02
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1405	-	-	60	-	-	604
HCM Lane V/C Ratio	0.013	-	-	-	0.004	-	-	0.01
HCM Ctrl Dly (s/v)	8.9	0	-	-	7.5	0	-	11
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	0	89	12	0
Future Vol, veh/h	107	0	0	89	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	0	0	89	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	196	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	793	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	793	947
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.61
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1484	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	0	90	12	0
Future Vol, veh/h	107	0	0	90	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	0	0	90	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	197	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	792	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	792	947
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	1484	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	0	0	90	12	0
Future Vol, veh/h	107	0	0	90	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	0	0	90	12	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	197	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1484	-	792	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	792	947
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	1484	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	6	6	148	30	0
Future Vol, veh/h	118	6	6	148	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	6	6	148	30	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	124	0	281	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1463	-	709	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1463	-	706	930
Mov Cap-2 Maneuver	-	-	-	-	706	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.33
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	70	-
HCM Lane V/C Ratio	0.043	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	6	6	148	30	7
Future Vol, veh/h	119	6	6	148	30	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	6	6	148	30	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	282	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	708	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	705	929
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	70	-
HCM Lane V/C Ratio	0.05	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	6	6	148	30	3
Future Vol, veh/h	119	6	6	148	30	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	6	6	148	30	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	282	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	708	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	705	929
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	721	-	-	70	-
HCM Lane V/C Ratio	0.046	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	83	0	0	77	24	6	0	12	30	0	12
Future Vol, veh/h	24	83	0	0	77	24	6	0	12	30	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	83	0	0	77	24	6	0	12	30	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	83	0	0	208	232	83	220	220	89
Stage 1	-	-	-	-	-	-	131	131	-	89	89	-
Stage 2	-	-	-	-	-	-	77	101	-	131	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1491	-	-	1514	-	-	749	668	976	736	678	969
Stage 1	-	-	-	-	-	-	873	788	-	918	821	-
Stage 2	-	-	-	-	-	-	932	811	-	873	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1514	-	-	728	657	976	715	667	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	657	-	715	667	-
Stage 1	-	-	-	-	-	-	858	775	-	918	821	-
Stage 2	-	-	-	-	-	-	920	811	-	847	775	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.67	0	9.19	9.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	877	404	-	-	1514	-	-	773
HCM Lane V/C Ratio	0.021	0.016	-	-	-	-	-	0.054
HCM Ctrl Dly (s/v)	9.2	7.5	0	-	0	-	-	9.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	83	0	0	77	40	6	0	12	77	0	13
Future Vol, veh/h	24	83	0	0	77	40	6	0	12	77	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	83	0	0	77	40	6	0	12	77	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	83	0	0	208	248	83	228	228	97
Stage 1	-	-	-	-	-	-	131	131	-	97	97	-
Stage 2	-	-	-	-	-	-	77	117	-	131	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1471	-	-	1514	-	-	749	655	976	727	671	959
Stage 1	-	-	-	-	-	-	873	788	-	910	815	-
Stage 2	-	-	-	-	-	-	932	799	-	873	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1471	-	-	1514	-	-	727	643	976	706	660	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	643	-	706	660	-
Stage 1	-	-	-	-	-	-	858	774	-	910	815	-
Stage 2	-	-	-	-	-	-	919	799	-	847	774	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.68	0	9.2	10.59
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	876	404	-	-	1514	-	-	734
HCM Lane V/C Ratio	0.021	0.016	-	-	-	-	-	0.123
HCM Ctrl Dly (s/v)	9.2	7.5	0	-	0	-	-	10.6
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	83	0	0	77	38	6	0	12	77	0	13
Future Vol, veh/h	24	83	0	0	77	38	6	0	12	77	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	83	0	0	77	38	6	0	12	77	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	83	0	0	208	246	83	227	227	96
Stage 1	-	-	-	-	-	-	131	131	-	96	96	-
Stage 2	-	-	-	-	-	-	77	115	-	131	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1514	-	-	749	656	976	728	672	960
Stage 1	-	-	-	-	-	-	873	788	-	911	815	-
Stage 2	-	-	-	-	-	-	932	800	-	873	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1514	-	-	727	645	976	707	661	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	727	645	-	707	661	-
Stage 1	-	-	-	-	-	-	858	774	-	911	815	-
Stage 2	-	-	-	-	-	-	919	800	-	847	774	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.68	0	9.2	10.58
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	876	404	-	-	1514	-	-	735
HCM Lane V/C Ratio	0.021	0.016	-	-	-	-	-	0.122
HCM Ctrl Dly (s/v)	9.2	7.5	0	-	0	-	-	10.6
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	107	0	24	166	0	12	0	24	0	0	0
Future Vol, veh/h	0	107	0	24	166	0	12	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	107	0	24	166	0	12	0	24	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	107	0	0	321	321	107	321	321	166
Stage 1	-	-	-	-	-	-	107	107	-	214	214	-
Stage 2	-	-	-	-	-	-	214	214	-	107	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1412	-	-	1484	-	-	632	596	947	632	596	878
Stage 1	-	-	-	-	-	-	898	807	-	788	725	-
Stage 2	-	-	-	-	-	-	788	725	-	898	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1412	-	-	1484	-	-	621	585	947	605	585	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	585	-	605	585	-
Stage 1	-	-	-	-	-	-	898	807	-	774	713	-
Stage 2	-	-	-	-	-	-	774	713	-	876	807	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.94	9.68	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	1412	-	-	227	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-	0.016	-	-	-
HCM Ctrl Dly (s/v)	9.7	0	-	-	7.5	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	107	0	24	166	42	12	0	24	32	0	0
Future Vol, veh/h	7	107	0	24	166	42	12	0	24	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	107	0	24	166	42	12	0	24	32	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	107	0	0	335	377	107	356	356	187
Stage 1	-	-	-	-	-	-	121	121	-	235	235	-
Stage 2	-	-	-	-	-	-	214	256	-	121	121	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1363	-	-	1484	-	-	619	555	947	599	570	855
Stage 1	-	-	-	-	-	-	883	796	-	768	710	-
Stage 2	-	-	-	-	-	-	788	696	-	883	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1363	-	-	1484	-	-	604	541	947	570	556	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	604	541	-	570	556	-
Stage 1	-	-	-	-	-	-	878	791	-	754	697	-
Stage 2	-	-	-	-	-	-	774	683	-	856	791	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.47	0.77	9.74	11.69
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	796	111	-	-	179	-	-	570
HCM Lane V/C Ratio	0.045	0.005	-	-	0.016	-	-	0.056
HCM Ctrl Dly (s/v)	9.7	7.7	0	-	7.5	0	-	11.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	107	0	24	166	35	12	0	24	32	0	0
Future Vol, veh/h	4	107	0	24	166	35	12	0	24	32	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	107	0	24	166	35	12	0	24	32	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	107	0	0	329	364	107	347	347	184
Stage 1	-	-	-	-	-	-	115	115	-	232	232	-
Stage 2	-	-	-	-	-	-	214	249	-	115	115	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1371	-	-	1484	-	-	624	564	947	608	577	859
Stage 1	-	-	-	-	-	-	890	800	-	771	713	-
Stage 2	-	-	-	-	-	-	788	701	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1484	-	-	611	552	947	580	564	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	611	552	-	580	564	-
Stage 1	-	-	-	-	-	-	887	798	-	757	700	-
Stage 2	-	-	-	-	-	-	774	688	-	865	798	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	0.8	9.71	11.57
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	800	65	-	-	186	-	-	580
HCM Lane V/C Ratio	0.045	0.003	-	-	0.016	-	-	0.055
HCM Ctrl Dly (s/v)	9.7	7.6	0	-	7.5	0	-	11.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	154	0	0	41	24	30	36	0	6	0	0
Future Vol, veh/h	6	154	0	0	41	24	30	36	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	154	0	0	41	24	30	36	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	65	0	0	154	0	0	207	231	154	237	219	53
Stage 1	-	-	-	-	-	-	166	166	-	53	53	-
Stage 2	-	-	-	-	-	-	41	65	-	184	166	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1426	-	-	751	669	892	717	679	1014
Stage 1	-	-	-	-	-	-	836	761	-	960	851	-
Stage 2	-	-	-	-	-	-	974	841	-	818	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1537	-	-	1426	-	-	747	666	892	676	676	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	747	666	-	676	676	-
Stage 1	-	-	-	-	-	-	832	758	-	960	851	-
Stage 2	-	-	-	-	-	-	974	841	-	776	758	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	0	10.67	10.37
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	701	68	-	-	1426	-	-	676
HCM Lane V/C Ratio	0.094	0.004	-	-	-	-	-	0.009
HCM Ctrl Dly (s/v)	10.7	7.4	0	-	0	-	-	10.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	201	0	0	44	24	42	36	0	6	0	0
Future Vol, veh/h	6	201	0	0	44	24	42	36	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	201	0	0	44	24	42	36	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	201	0	0	257	281	201	287	269	56
Stage 1	-	-	-	-	-	-	213	213	-	56	56	-
Stage 2	-	-	-	-	-	-	44	68	-	231	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1533	-	-	1371	-	-	696	627	840	665	637	1011
Stage 1	-	-	-	-	-	-	789	726	-	956	848	-
Stage 2	-	-	-	-	-	-	970	838	-	772	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1533	-	-	1371	-	-	693	625	840	624	634	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	625	-	624	634	-
Stage 1	-	-	-	-	-	-	786	723	-	956	848	-
Stage 2	-	-	-	-	-	-	970	838	-	730	723	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0	11.19	10.82
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	660	52	-	-	1371	-	-	624
HCM Lane V/C Ratio	0.118	0.004	-	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	11.2	7.4	0	-	0	-	-	10.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	201	0	0	43	24	42	36	0	6	0	0
Future Vol, veh/h	6	201	0	0	43	24	42	36	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	201	0	0	43	24	42	36	0	6	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	67	0	0	201	0	0	256	280	201	286	268	55
Stage 1	-	-	-	-	-	-	213	213	-	55	55	-
Stage 2	-	-	-	-	-	-	43	67	-	231	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1535	-	-	1371	-	-	697	628	840	666	638	1012
Stage 1	-	-	-	-	-	-	789	726	-	957	849	-
Stage 2	-	-	-	-	-	-	971	839	-	772	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1535	-	-	1371	-	-	694	626	840	625	635	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	626	-	625	635	-
Stage 1	-	-	-	-	-	-	786	723	-	957	849	-
Stage 2	-	-	-	-	-	-	971	839	-	730	723	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0	11.18	10.81
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	52	-	-	1371	-	-	625
HCM Lane V/C Ratio	0.118	0.004	-	-	-	-	-	0.01
HCM Ctrl Dly (s/v)	11.2	7.4	0	-	0	-	-	10.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	101	18	0	118	12	47	0	12	36	12	12
Future Vol, veh/h	6	101	18	0	118	12	47	0	12	36	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	101	18	0	118	12	47	0	12	36	12	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	119	0	0	246	252	110	237	255	124
Stage 1	-	-	-	-	-	-	122	122	-	124	124	-
Stage 2	-	-	-	-	-	-	124	130	-	113	131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1455	-	-	1469	-	-	708	651	943	717	649	927
Stage 1	-	-	-	-	-	-	882	795	-	880	793	-
Stage 2	-	-	-	-	-	-	880	789	-	892	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1469	-	-	683	648	943	705	646	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	683	648	-	705	646	-
Stage 1	-	-	-	-	-	-	878	791	-	880	793	-
Stage 2	-	-	-	-	-	-	856	789	-	877	784	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.36	0	10.42	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	723	84	-	-	1469	-	-	727
HCM Lane V/C Ratio	0.082	0.004	-	-	-	-	-	0.083
HCM Ctrl Dly (s/v)	10.4	7.5	0	-	0	-	-	10.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	133	18	0	128	12	79	0	12	36	12	12
Future Vol, veh/h	6	133	18	0	128	12	79	0	12	36	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	133	18	0	128	12	79	0	12	36	12	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	151	0	0	288	294	142	279	297	134
Stage 1	-	-	-	-	-	-	154	154	-	134	134	-
Stage 2	-	-	-	-	-	-	134	140	-	145	163	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1430	-	-	664	617	906	673	615	915
Stage 1	-	-	-	-	-	-	848	770	-	869	785	-
Stage 2	-	-	-	-	-	-	869	781	-	858	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1430	-	-	640	614	906	661	612	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	614	-	661	612	-
Stage 1	-	-	-	-	-	-	844	767	-	869	785	-
Stage 2	-	-	-	-	-	-	845	781	-	843	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0	11.26	10.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	666	67	-	-	1430	-	-	688
HCM Lane V/C Ratio	0.137	0.004	-	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	11.3	7.5	0	-	0	-	-	10.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3

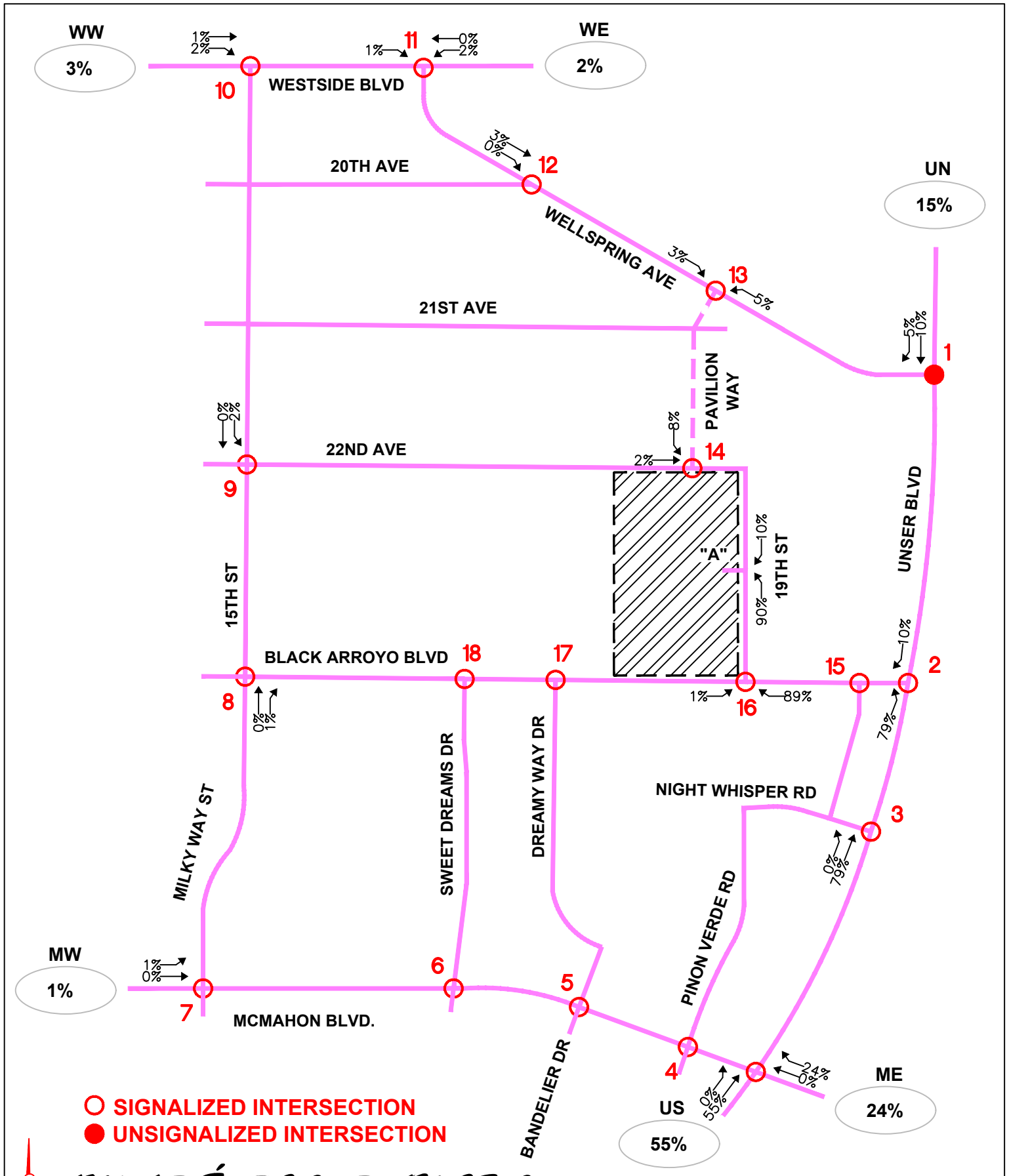
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	133	18	0	125	12	76	0	12	36	12	12
Future Vol, veh/h	6	133	18	0	125	12	76	0	12	36	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	133	18	0	125	12	76	0	12	36	12	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	151	0	0	285	291	142	276	294	131
Stage 1	-	-	-	-	-	-	154	154	-	131	131	-
Stage 2	-	-	-	-	-	-	131	137	-	145	163	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1447	-	-	1430	-	-	667	619	906	676	617	919
Stage 1	-	-	-	-	-	-	848	770	-	873	788	-
Stage 2	-	-	-	-	-	-	873	783	-	858	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1430	-	-	643	617	906	664	614	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	617	-	664	614	-
Stage 1	-	-	-	-	-	-	845	767	-	873	788	-
Stage 2	-	-	-	-	-	-	848	783	-	843	760	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0	11.19	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	67	-	-	1430	-	-	691
HCM Lane V/C Ratio	0.131	0.004	-	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	11.2	7.5	0	-	0	-	-	10.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.3



AMARÉ RIO RANCHO - Rio Rancho, NM

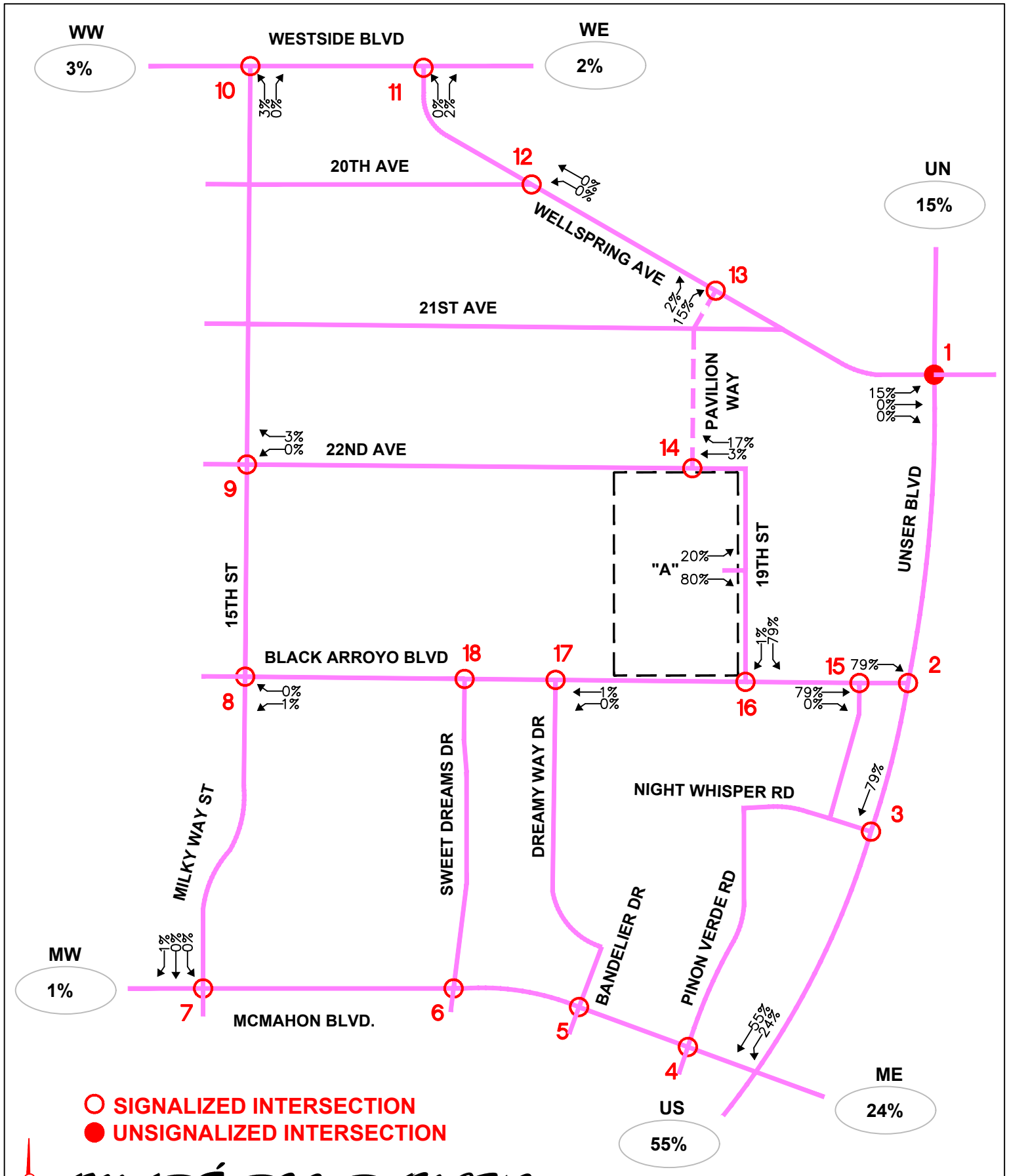
(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Entering)

With Pavilion Way and Unser Blvd. Access Break

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

A - 410



AMARÉ RIO RANCHO - Rio Rancho, NM

(19TH ST./BLACK ARROYO BLVD.)

Trip Assignments - Residential (% Exiting)

With Pavilion Way and Unser Blvd. Access Break

Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109
(505)858-3100 (Voice)
tierrawestllc.com

A - 411

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn

INTERSECTION: E-W Street: **Wellsprings Ave.** (1)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

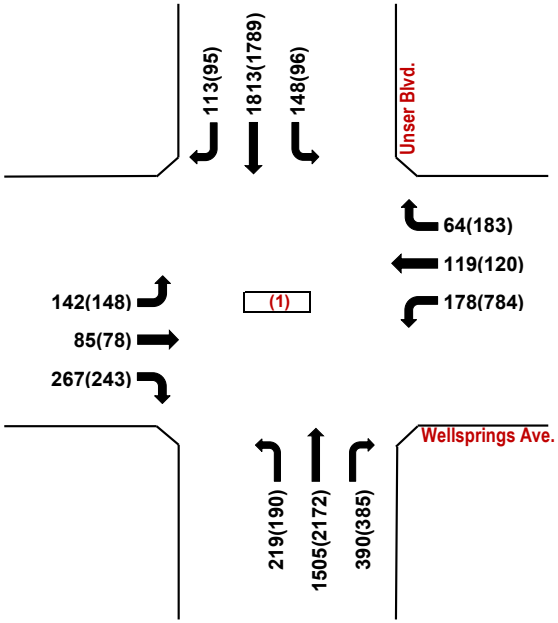
Horizon Year **2038**

Growth Rates	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	96	56	180	100	80	36	148	996	220	88	1,224	76
Background Traffic Growth	46	27	87	48	38	17	71	479	106	42	589	37
Subtotal	142	83	267	148	118	53	219	1,475	326	130	1,813	113
Village RR TIS	0	2	0	30	1	11	0	30	64	18	0	0
Subtotal (NO BUILD - A.M.)	***142***	***85***	***267***	***178***	***119***	***64***	***219***	***1,505***	***390***	***148***	***1,813***	***113***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	9	0	0	0	0	0	0	0	0	0	2	1
Total AM Peak Hour BUILD Volumes	**151**	**85**	**267**	**178**	**119**	**64**	**219**	**1,505**	**390**	**148**	**1,815**	**114**

	3.70%			3.70%			3.70%			3.70%		
	Eastbound (Wellsprings Ave.)			**Westbound (Wellsprings Ave.)**			**Northbound (Unser Blvd.)**			**Southbound (Unser Blvd.)**		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	100	48	164	416	76	84	128	1,404	124	28	1,208	64
Background Traffic Growth	48	23	79	200	37	40	62	675	60	13	581	31
Subtotal	148	71	243	616	113	124	190	2,079	184	41	1,789	95
Village RR TIS	0	7	0	168	7	59	0	93	201	55	0	0
Subtotal (NO BUILD - P.M.)	***148***	***78***	***243***	***784***	***120***	***183***	***190***	***2,172***	***385***	***96***	***1,789***	***95***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***	***5.00%***
Percent Residential Trips Generated(Exiting)	***15.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	6	0	0	0	0	0	0	0	0	0	7	3
Total PM Peak Hour BUILD Volumes	**154**	**78**	**243**	**784**	**120**	**183**	**190**	**2,172**	**385**	**96**	**1,796**	**98**

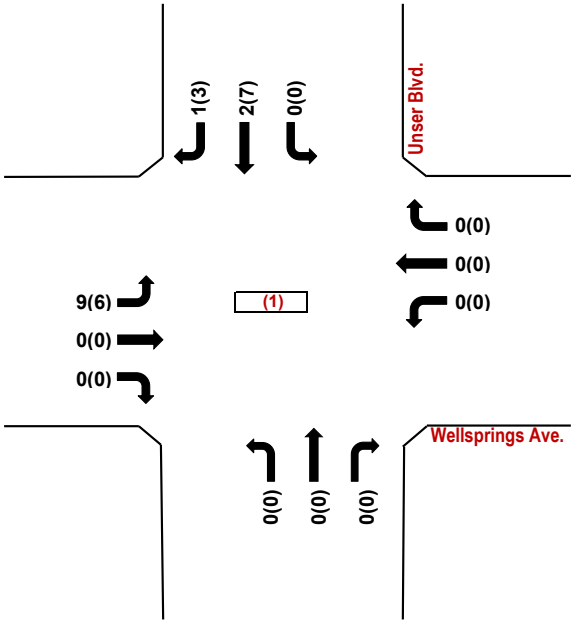
	Entering	Exiting		
Number of Residential Trips Generated	**21**	**59**	A.M.	100% Residential Development
	65	**40**	P.M.	

2038 NO BUILD Volumes



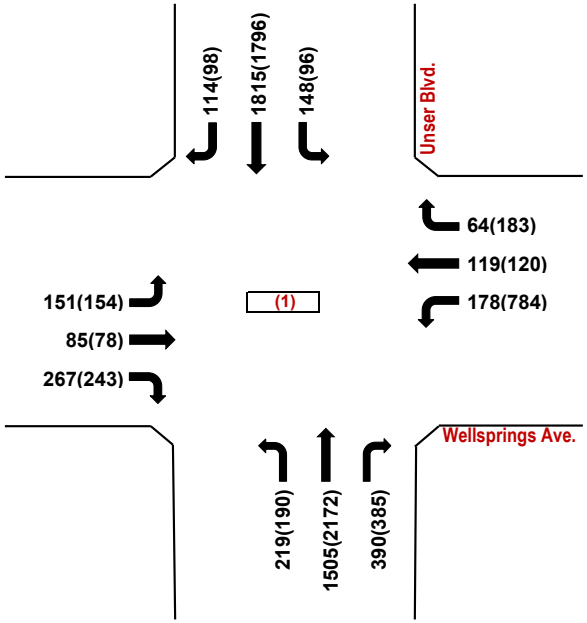
Wellsprings Ave. / Unser Blvd.

Trips Generated Volumes



Wellsprings Ave. / Unser Blvd.

2038 BUILD Volumes



Wellsprings Ave. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn
AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn

INTERSECTION: E-W Street: **Black Arroyo Blvd.** (9)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

Horizon Year **2038**

Growth Rates **3.70%** **3.70%** **3.70%** **3.70%**

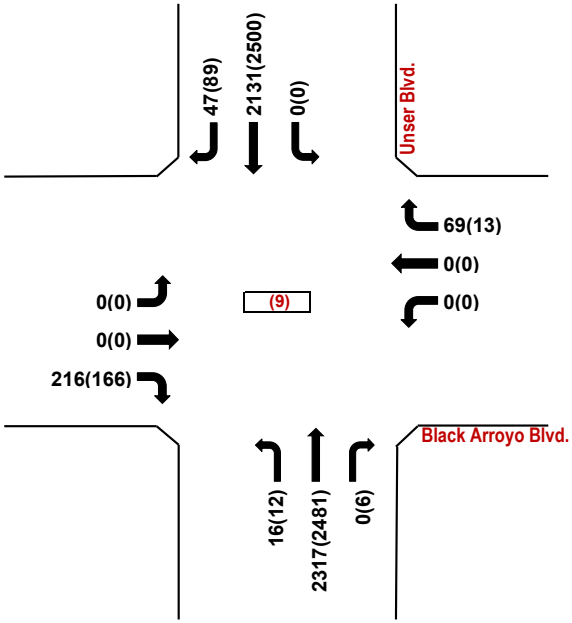
	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	140	0	0	44	0	1,508	0	0	1,420	32
Background Traffic Growth	0	0	67	0	0	21	0	725	0	0	683	15
Subtotal	0	0	207	0	0	65	0	2,233	0	0	2,103	47
Los Diamantes TIS	0	0	9	0	0	4	0	84	0	0	28	0
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	16	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	***0***	***0***	***216***	***0***	***0***	***69***	***16***	***2,317***	***0***	***0***	***2,131***	***47***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	47	0	0	0	17	0	0	0	0	2
Total AM Peak Hour BUILD Volumes	**0**	**0**	**263**	**0**	**0**	**69**	**33**	**2,317**	**0**	**0**	**2,131**	**49**

3.70% **3.70%** **3.70%** **3.70%**

	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	100	0	0	8	0	1,644	4	0	1,648	60
Background Traffic Growth	0	0	48	0	0	4	0	791	2	0	793	29
Subtotal	0	0	148	0	0	12	0	2,435	6	0	2,441	89
Los Diamantes TIS	0	0	18	0	0	1	0	46	0	0	59	0
Divert Cut-Through on Night Whisper	0	0	0	0	0	0	12	0	0	0	0	0
Previous Development #3	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	***0***	***0***	***166***	***0***	***0***	***13***	***12***	***2,481***	***6***	***0***	***2,500***	***89***
Percent Residential Trips Generated(Entering)	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***10.00%***
Percent Residential Trips Generated(Exiting)	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Total Trips Generated	0	0	32	0	0	0	51	0	0	0	0	7
Total PM Peak Hour BUILD Volumes	**0**	**0**	**198**	**0**	**0**	**13**	**63**	**2,481**	**6**	**0**	**2,500**	**96**

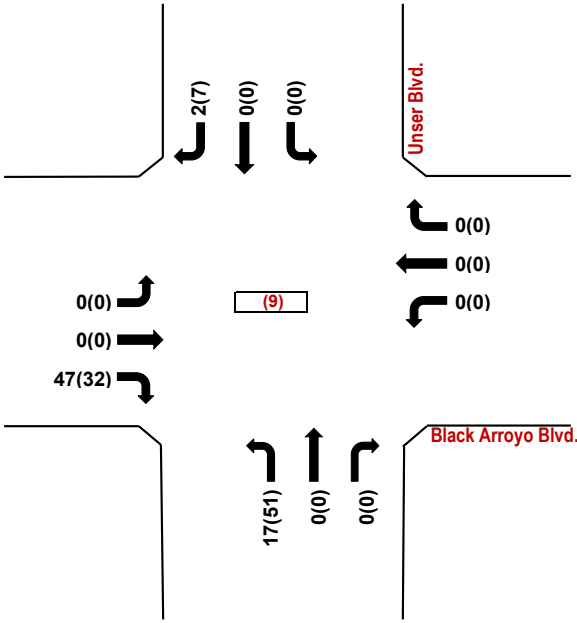
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2038 NO BUILD Volumes



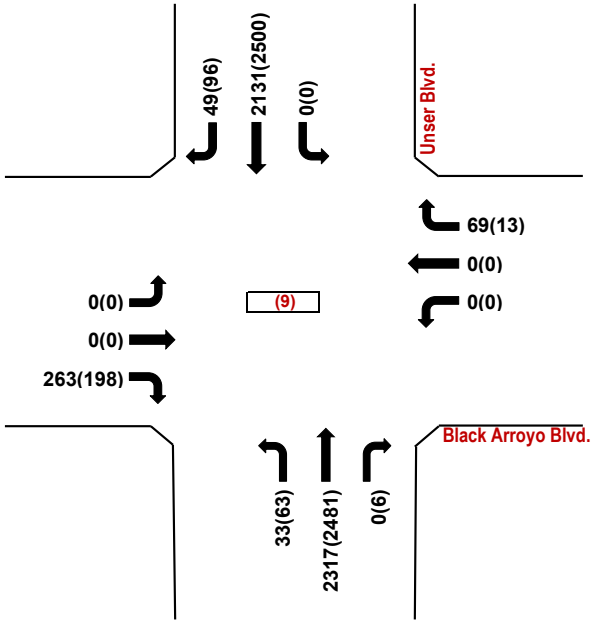
Black Arroyo Blvd. / Unser Blvd.

Trips Generated Volumes



Black Arroyo Blvd. / Unser Blvd.

2038 BUILD Volumes



Black Arroyo Blvd. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn

AM(PM)

Amaré Rio Rancho (Black Arroyo Blvd./19th St.)

Projected Turning Movements Worksheet

Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn

INTERSECTION: E-W Street: **Night Whisper Rd.** (10)

N-S Street: **Unser Blvd.**

Year of Existing Counts 2025

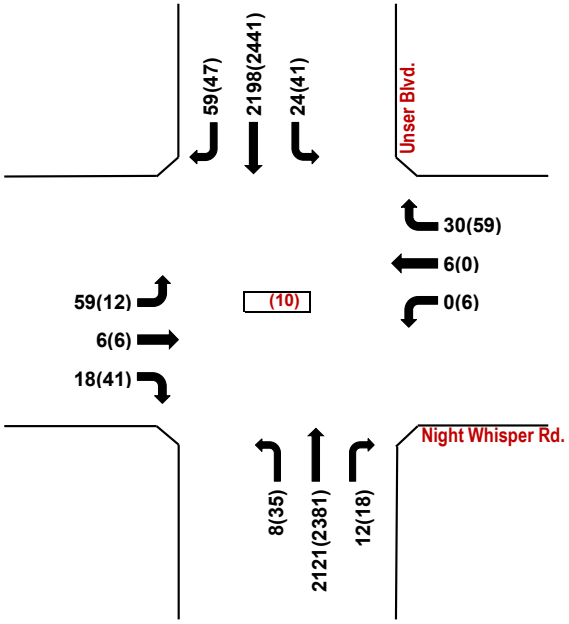
Horizon Year **2038**

	Growth Rates	3.70%			3.70%			3.70%			3.70%		
		EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		40	4	12	0	4	20	16	1,432	8	16	1,484	40
Background Traffic Growth		19	2	6	0	2	10	8	689	4	8	714	19
Subtotal		59	6	18	0	6	30	24	2,121	12	24	2,198	59
Divert Cut-Through on Night Whisper		0	0	0	0	0	0	***-16***	0	0	0	0	0
Subtotal (NO BUILD - A.M.)		***59***	***6***	***18***	***0***	***6***	***30***	***8***	***2,121***	***12***	***24***	***2,198***	***59***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated		0	0	0	0	0	0	0	17	0	0	47	0
Total AM Peak Hour BUILD Volumes		**59**	**6**	**18**	**0**	**6**	**30**	**8**	**2,138**	**12**	**24**	**2,245**	**59**

		3.70%			3.70%			3.70%			3.70%		
		EB (Night Whisper Rd.)			WB (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes		8	4	28	4	0	40	32	1,608	12	28	1,648	32
Background Traffic Growth		4	2	13	2	0	19	15	773	6	13	793	15
Subtotal		12	6	41	6	0	59	47	2,381	18	41	2,441	47
Divert Cut-Through on Night Whisper		0	0	0	0	0	0	***-12***	0	0	0	0	0
Subtotal (NO BUILD - P.M.)		***12***	***6***	***41***	***6***	***0***	***59***	***35***	***2,381***	***18***	***41***	***2,441***	***47***
Percent Residential Trips Generated(Entering)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*	*0.00%*	*0.00%*	*0.00%*
Percent Residential Trips Generated(Exiting)		*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	***79.00%***	*0.00%*
Total Trips Generated		0	0	0	0	0	0	0	51	0	0	32	0
Total PM Peak Hour BUILD Volumes		**12**	**6**	**41**	**6**	**0**	**59**	**35**	**2,432**	**18**	**41**	**2,473**	**47**

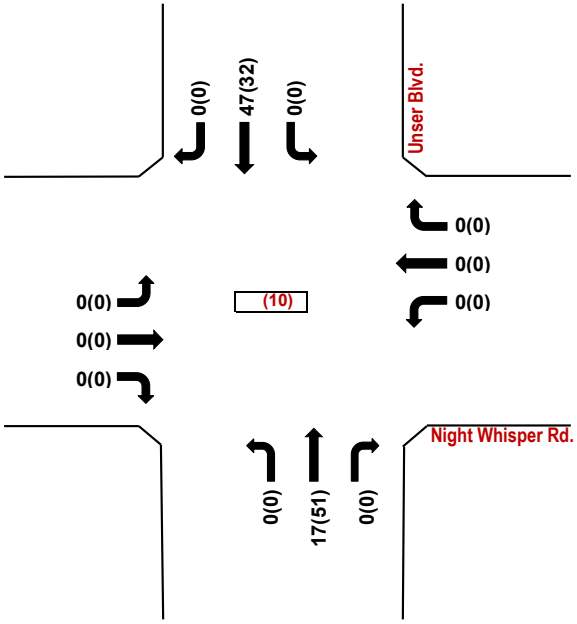
	Entering	Exiting	
Number of Residential Trips Generated	**21**	**59**	A.M.
	65	**40**	P.M.

2028 NO BUILD Volumes



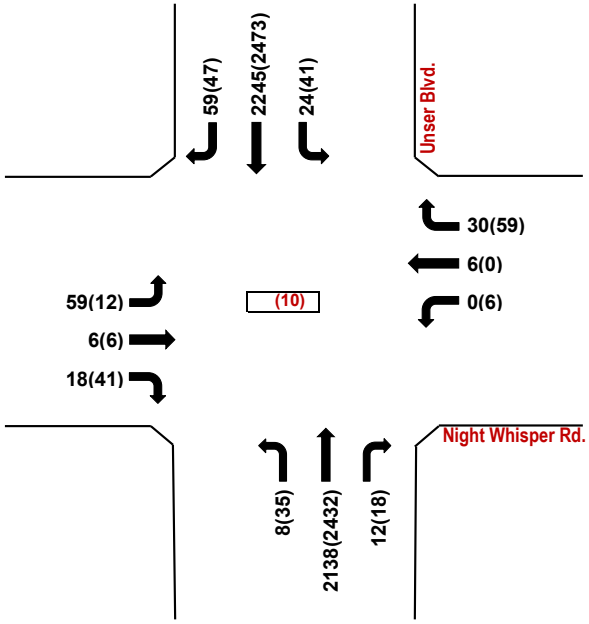
Night Whisper Rd. / Unser Blvd.

Trips Generated Volumes



Night Whisper Rd. / Unser Blvd.

2028 BUILD Volumes



Night Whisper Rd. / Unser Blvd.

Condition: With Pavilion Way and Unser Blvd. Left Turn

Condition: With Pavilion

Timings
1: Unser Blvd. & Wellspring Ave. 06/06/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	78	243	784	120	183	190	2172	385	96	1796	98
Future Volume (vph)	154	78	243	784	120	183	190	2172	385	96	1796	98
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	23.5	11.7	11.7	24.0	11.7	11.7	24.7	11.7	11.7	24.7	10.5
Total Split (s)	24.0	24.0	18.0	29.0	29.0	18.0	18.0	69.0	29.0	18.0	69.0	24.0
Total Split (%)	17.1%	17.1%	12.9%	20.7%	20.7%	12.9%	12.9%	49.3%	20.7%	12.9%	49.3%	17.1%
Yellow Time (s)	3.3	3.3	4.7	4.7	4.0	4.7	4.7	4.7	4.7	4.7	4.7	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	6.7	6.7	6.0	6.7	6.7	6.7	6.7	6.7	6.7	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.6	11.2	29.2	22.3	22.6	37.8	12.7	71.8	100.8	9.3	68.4	86.8
Actuated g/C Ratio	0.08	0.08	0.21	0.16	0.16	0.27	0.09	0.51	0.72	0.07	0.49	0.62
v/c Ratio	0.54	0.52	0.63	1.44	0.40	0.38	0.61	0.83	0.31	0.42	1.04	0.10
Control Delay (s/veh)	68.4	73.7	42.5	247.7	56.9	27.1	69.8	33.2	1.4	68.1	67.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	73.7	42.5	247.7	56.9	27.1	69.8	33.2	1.4	68.1	67.6	3.3
LOS	E	E	D	F	E	C	E	C	A	E	E	A
Approach Delay (s/veh)		56.0			189.5			31.3			64.4	
Approach LOS		E			F			C			E	

Intersection Summary		
Cycle Length: 140		
Actuated Cycle Length: 140		
Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.44		
Intersection Signal Delay (s/veh): 70.9	Intersection LOS: E	
Intersection Capacity Utilization 103.2%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 1: Unser Blvd. & Wellspring Ave.



HCM 7th Signalized Intersection Summary
1: Unser Blvd. & Wellspring Ave. 06/06/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	78	243	784	120	183	190	2172	385	96	1796	98
Future Volume (veh/h)	154	78	243	784	120	183	190	2172	385	96	1796	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	78	243	784	120	183	190	2172	385	96	1796	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	250	321	550	454	450	239	2448	1012	143	1605	811
Arrive On Green	0.06	0.13	0.13	0.16	0.24	0.24	0.07	0.48	0.48	0.04	0.45	0.45
Sat Flow, veh/h	3456	1870	1585	3456	1870	1585	3456	5106	1585	3456	3554	1585
Grp Volume(v), veh/h	154	78	243	784	120	183	190	2172	385	96	1796	98
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1728	1870	1585	1728	1702	1585	1728	1777	1585
Q Serve(g_s), s	6.1	5.3	18.7	22.3	7.3	13.1	7.6	54.0	16.2	3.8	63.2	4.5
Cycle Q Clear(g_c), s	6.1	5.3	18.7	22.3	7.3	13.1	7.6	54.0	16.2	3.8	63.2	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	250	321	550	454	450	239	2448	1012	143	1605	811
V/C Ratio(X)	0.74	0.31	0.76	1.42	0.26	0.41	0.80	0.89	0.38	0.67	1.12	0.12
Avail Cap(c_a), veh/h	462	250	321	550	454	450	279	2448	1012	279	1605	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.7	54.8	52.6	58.8	42.9	40.6	64.2	33.0	12.1	66.2	38.4	17.8
Incr Delay (d2), s/veh	5.1	0.7	9.9	201.3	0.3	0.6	12.9	5.3	1.1	5.4	62.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.6	13.9	38.7	6.2	9.0	6.7	30.2	10.0	3.2	55.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.8	55.5	62.4	260.2	43.2	41.2	77.1	38.3	13.2	71.5	101.0	18.1
LnGrp LOS	E	E	E	F	D	D	E	D	B	E	F	B
Approach Vol, veh/h		475			1087			2747			1990	
Approach Delay, s/veh		63.7			199.4			37.4			95.5	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	73.8	29.0	24.7	16.4	69.9	13.7	40.0
Change Period (Y+Rc), s	6.7	6.7	6.7	* 6	6.7	6.7	5.3	6.0
Max Green Setting (Gmax), s	11.3	62.3	22.3	* 19	11.3	62.3	18.7	23.0
Max Q Clear Time (g_c+I1), s	5.8	56.0	24.3	20.7	9.6	65.2	8.1	15.1
Green Ext Time (p_c), s	0.1	5.8	0.0	0.0	0.1	0.0	0.3	0.8

Intersection Summary		
HCM 7th Control Delay, s/veh	85.7	
HCM 7th LOS	F	

Notes
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	198	0	0	13	63	2481	6	0	2500	96
Future Vol, veh/h	0	0	198	0	0	13	63	2481	6	0	2500	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	485	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	198	0	0	13	63	2481	6	0	2500	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1250	-	-	1244	2596	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*380	0	0	*390	114	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %			1			1	1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*380	-	-	*390	114	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.34	14.55	1.74	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	114	-	-	380	390	-	-
HCM Lane V/C Ratio	0.554	-	-	0.521	0.033	-	-
HCM Ctrl Dly (s/v)	70.2	-	-	24.3	14.6	-	-
HCM Lane LOS	F	-	-	C	B	-	-
HCM 95th %tile Q(veh)	2.6	-	-	2.9	0.1	-	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	6	41	6	0	59	35	2432	18	41	2473	47
Future Vol, veh/h	12	6	41	6	0	59	35	2432	18	41	2473	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	230	-	230	230	-	235
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	6	41	6	0	59	35	2432	18	41	2473	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3841	5075	1237	3824	5104	1216	2520	0	0	2450	0	0
Stage 1	2555	2555	-	2502	2502	-	-	-	-	-	-	-
Stage 2	1286	2520	-	1322	2602	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	*~ 1	~ 1	*380	*~ 1	0	*406	138	-	-	161	-	-
Stage 1	*32	49	-	*37	57	-	-	-	-	-	-	-
Stage 2	*383	54	-	*358	42	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	-	~ 0	*380	-	0	*406	138	-	-	161	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*24	37	-	*28	42	-	-	-	-	-	-	-
Stage 2	*244	40	-	*200	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.56	0.56
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	-	-	161	-	-
HCM Lane V/C Ratio	0.253	-	-	-	-	0.254	-	-
HCM Ctrl Dly (s/v)	39.7	-	-	-	-	34.8	-	-
HCM Lane LOS	E	-	-	-	-	D	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	1	-	-

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

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Wellspring Ave.**
N-S Street: **Unser Blvd.**
Signalized

Speed Limit (Wellspring Ave.)= **35**
Speed Limit (Unser Blvd.)= **40**
2/11/25

Begin Time	End Time	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	6	6	24	21	5	5	11	176	57	10	353	14
7:15 AM	7:30 AM	9	13	25	20	13	7	17	203	54	17	318	20
7:30 AM	7:45 AM	7	15	23	33	19	13	26	259	76	22	305	24
7:45 AM	8:00 AM	6	12	27	39	16	12	39	214	87	24	261	35
8:00 AM	8:15 AM	**24**	**14**	**45**	**25**	**20**	**9**	**37**	**249**	**55**	**22**	**306**	**19**
8:15 AM	8:30 AM	18	19	44	27	15	6	35	209	50	13	253	21
8:30 AM	8:45 AM	10	12	35	30	13	6	39	187	46	14	258	32
8:45 AM	9:00 AM	24	13	23	32	10	11	32	195	48	15	211	33
4X Peak 15-Min. Vol. (AM)		**96**	**56**	**180**	**100**	**80**	**36**	**148**	**996**	**220**	**88**	**1224**	**76**
% of Total Traffic		2.9%	1.7%	5.5%	3.0%	2.4%	1.1%	4.5%	30.2%	6.7%	2.7%	37.1%	2.3%
% Directional			10.1%			6.5%	**Intersection**		41.3%			42.1%	

Begin Time	End Time	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	33	23	49	67	15	29	36	279	37	3	305	27
4:15 PM	4:30 PM	31	27	50	82	17	26	39	316	33	7	255	24
4:30 PM	4:45 PM	**25**	**12**	**41**	**104**	**19**	**21**	**32**	**351**	**31**	**7**	**302**	**16**
4:45 PM	5:00 PM	29	14	54	71	20	20	29	298	42	9	286	35
5:00 PM	5:15 PM	56	16	53	67	16	23	35	264	29	5	283	17
5:15 PM	5:30 PM	32	23	43	81	21	12	29	268	28	5	332	25
5:30 PM	5:45 PM	19	16	47	53	16	11	34	303	30	9	254	17
5:45 PM	6:00 PM	18	16	43	51	17	12	31	303	41	7	247	27
4X Peak 15-Min. Vol. (PM)		**100**	**48**	**164**	**416**	**76**	**84**	**128**	**1404**	**124**	**28**	**1208**	**64**
% of Total Traffic		2.6%	1.2%	4.3%	10.8%	2.0%	2.2%	3.3%	36.5%	3.2%	0.7%	31.4%	1.7%
% Directional			8.1%			15.0%	**Intersection**		43.1%			33.8%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **22nd Ave.**
N-S Street: **15th St.**

Unsignalized

Speed Limit (22nd Ave.)= **25**
Speed Limit (15th St.)= **25**
2/11/25

Begin Time	End Time	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	0	0	0	0	3	0	33	0	2	11	2
7:15 AM	7:30 AM	2	0	0	1	0	4	0	28	1	0	10	1
7:30 AM	7:45 AM	**5**	**0**	**0**	**0**	**0**	**4**	**1**	**50**	**0**	**0**	**14**	**3**
7:45 AM	8:00 AM	4	0	0	0	0	3	1	32	1	1	8	3
8:00 AM	8:15 AM	8	0	1	0	0	5	1	38	0	1	11	4
8:15 AM	8:30 AM	1	0	4	1	0	1	0	25	0	1	15	2
8:30 AM	8:45 AM	1	1	0	0	1	3	0	19	0	1	8	2
8:45 AM	9:00 AM	2	0	0	0	0	3	0	34	0	0	12	0
4X Peak 15-Min. Vol. (AM)		**20**	**0**	**0**	**0**	**0**	**16**	**4**	**200**	**0**	**0**	**56**	**12**
% of Total Traffic		6.5%	0.0%	0.0%	0.0%	0.0%	5.2%	1.3%	64.9%	0.0%	0.0%	18.2%	3.9%
% Directional			6.5%			5.2%	**Intersection**		66.2%			22.1%	

Begin Time	End Time	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**5**	**1**	**0**	**0**	**0**	**4**	**0**	**26**	**0**	**2**	**28**	**5**
4:15 PM	4:30 PM	3	0	1	0	0	2	1	29	0	1	22	2
4:30 PM	4:45 PM	4	1	1	0	0	2	0	29	0	0	22	3
4:45 PM	5:00 PM	4	0	0	0	0	3	1	27	0	1	20	3
5:00 PM	5:15 PM	4	0	0	0	0	3	0	29	1	0	19	2
5:15 PM	5:30 PM	2	0	0	0	1	4	0	20	0	3	20	2
5:30 PM	5:45 PM	3	0	1	0	0	1	1	30	1	1	15	2
5:45 PM	6:00 PM	1	0	0	0	0	2	0	36	0	1	14	1
4X Peak 15-Min. Vol. (PM)		**20**	**4**	**0**	**0**	**0**	**16**	**0**	**104**	**0**	**8**	**112**	**20**
% of Total Traffic		7.0%	1.4%	0.0%	0.0%	0.0%	5.6%	0.0%	36.6%	0.0%	2.8%	39.4%	7.0%
% Directional			8.5%			5.6%	**Intersection**		36.6%			49.3%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Westside Ave.**
N-S Street: **15th St.**

Unsignalized

Speed Limit (Westside Ave.)= **45**
Speed Limit (15th St.)= **25**
2/13/25

Begin Time	End Time	Eastbound (Westside Ave.)			Westbound (Westside Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	30	0	2	19	0	1	0	25	0	0	0
7:15 AM	7:30 AM	0	35	1	12	14	0	0	0	21	0	0	0
7:30 AM	7:45 AM	0	36	0	5	26	0	0	0	38	0	0	0
7:45 AM	8:00 AM	**0**	**48**	**1**	**11**	**29**	**0**	**0**	**0**	**31**	**0**	**0**	**0**
8:00 AM	8:15 AM	0	32	0	5	37	0	3	0	23	0	0	0
8:15 AM	8:30 AM	0	32	1	12	41	0	0	0	12	0	0	0
8:30 AM	8:45 AM	0	25	0	6	52	0	0	0	19	0	0	0
8:45 AM	9:00 AM	0	17	1	7	68	0	2	0	17	0	0	0
4X Peak 15-Min. Vol. (AM)		**0**	**192**	**4**	**44**	**116**	**0**	**0**	**0**	**124**	**0**	**0**	**0**
% of Total Traffic		0.0%	40.0%	0.8%	9.2%	24.2%	0.0%	0.0%	0.0%	25.8%	0.0%	0.0%	0.0%
% Directional			40.8%			33.3%	**Intersection**		25.8%			0.0%	

Begin Time	End Time	Eastbound (Westside Ave.)			Westbound (Westside Ave.)			Northbound (15th St.)			Southbound (15th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**0**	**86**	**4**	**10**	**39**	**0**	**1**	**0**	**26**	**0**	**0**	**0**
4:15 PM	4:30 PM	0	39	1	12	34	0	1	0	22	0	0	0
4:30 PM	4:45 PM	0	33	2	9	41	0	1	0	19	0	0	0
4:45 PM	5:00 PM	0	27	2	4	32	0	1	0	22	0	0	0
5:00 PM	5:15 PM	0	26	0	9	38	0	0	0	20	0	0	0
5:15 PM	5:30 PM	0	26	1	12	47	0	2	0	14	0	0	0
5:30 PM	5:45 PM	0	26	0	14	43	0	1	0	13	0	0	0
5:45 PM	6:00 PM	0	30	2	7	31	0	0	0	18	0	0	0
4X Peak 15-Min. Vol. (PM)		**0**	**344**	**16**	**40**	**156**	**0**	**4**	**0**	**104**	**0**	**0**	**0**
% of Total Traffic		0.0%	51.8%	2.4%	6.0%	23.5%	0.0%	0.6%	0.0%	15.7%	0.0%	0.0%	0.0%
% Directional			54.2%			29.5%	**Intersection**		16.3%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Westside Blvd.**
N-S Street: **Wellspring Ave.**
Unsignalized

Speed Limit (Westside Blvd.)= **45**
Speed Limit (Wellspring Ave.)= **35**
2/13/25

Begin Time	End Time	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (Wellspring Ave.)			SB (Wellspring Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*56*	*0*	*3*	*22*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
7:15 AM	7:30 AM	*0*	*56*	*0*	*4*	*25*	*0*	*1*	*0*	*3*	*0*	*0*	*0*
7:30 AM	7:45 AM	*0*	*73*	*1*	*1*	*28*	*0*	*3*	*0*	*4*	*0*	*0*	*0*
7:45 AM	8:00 AM	**0**	**75**	**4**	**12**	**38**	**0**	**1**	**0**	**2**	**0**	**0**	**0**
8:00 AM	8:15 AM	*0*	*50*	*2*	*7*	*39*	*0*	*3*	*0*	*7*	*0*	*0*	*0*
8:15 AM	8:30 AM	*0*	*45*	*2*	*8*	*53*	*0*	*2*	*0*	*8*	*0*	*0*	*0*
8:30 AM	8:45 AM	*0*	*42*	*2*	*4*	*55*	*0*	*1*	*0*	*2*	*0*	*0*	*0*
8:45 AM	9:00 AM	*0*	*32*	*0*	*3*	*76*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4X Peak 15-Min. Vol. (AM)		**0**	**300**	**16**	**48**	**152**	**0**	**4**	**0**	**8**	**0**	**0**	**0**
% of Total Traffic		0.0%	56.8%	3.0%	9.1%	28.8%	0.0%	0.8%	0.0%	1.5%	0.0%	0.0%	0.0%
% Directional			59.8%			37.9%	**Intersection**		2.3%			0.0%	

Begin Time	End Time	EB (Westside Blvd.)			WB (Westside Blvd.)			NB (Wellspring Ave.)			SB (Wellspring Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**0**	**111**	**4**	**4**	**45**	**0**	**3**	**0**	**5**	**0**	**0**	**0**
4:15 PM	4:30 PM	*0*	*62*	*0*	*2*	*50*	*0*	*2*	*0*	*4*	*0*	*0*	*0*
4:30 PM	4:45 PM	*0*	*51*	*1*	*1*	*44*	*0*	*0*	*0*	*4*	*0*	*0*	*0*
4:45 PM	5:00 PM	*0*	*47*	*1*	*2*	*36*	*0*	*1*	*0*	*4*	*0*	*0*	*0*
5:00 PM	5:15 PM	*0*	*45*	*0*	*2*	*43*	*0*	*4*	*0*	*2*	*0*	*0*	*0*
5:15 PM	5:30 PM	*0*	*42*	*0*	*5*	*56*	*0*	*2*	*0*	*3*	*0*	*0*	*0*
5:30 PM	5:45 PM	*0*	*37*	*2*	*2*	*54*	*0*	*3*	*0*	*3*	*0*	*0*	*0*
5:45 PM	6:00 PM	*0*	*47*	*0*	*0*	*36*	*0*	*5*	*0*	*3*	*0*	*0*	*0*
4X Peak 15-Min. Vol. (PM)		**0**	**444**	**16**	**16**	**180**	**0**	**12**	**0**	**20**	**0**	**0**	**0**
% of Total Traffic		0.0%	64.5%	2.3%	2.3%	26.2%	0.0%	1.7%	0.0%	2.9%	0.0%	0.0%	0.0%
% Directional			66.9%			28.5%	**Intersection**		4.7%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Wellspring Ave.**
N-S Street: **20th Ave.**

Speed Limit (Wellspring Ave.)= **35**
Speed Limit (20th Ave.)= **25**

Signalized

2/13/25

Begin Time	End Time	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			Northbound (20th Ave.)			Southbound (20th Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	4	0	0	0	1	0	0	0	3	0
7:15 AM	7:30 AM	0	0	11	0	0	0	2	4	0	0	4	0
7:30 AM	7:45 AM	0	0	10	0	0	0	3	7	0	0	2	0
7:45 AM	8:00 AM	0	0	9	0	0	0	3	3	0	0	16	0
8:00 AM	8:15 AM	**0**	**0**	**16**	**0**	**0**	**0**	**6**	**10**	**0**	**0**	**9**	**0**
8:15 AM	8:30 AM	0	0	12	0	0	0	6	11	0	0	10	0
8:30 AM	8:45 AM	0	0	10	0	0	0	4	3	0	0	6	0
8:45 AM	9:00 AM	0	0	7	0	0	0	7	1	0	0	2	0
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**64**	**0**	**0**	**0**	**24**	**40**	**0**	**0**	**36**	**0**
% of Total Traffic		0.0%	0.0%	39.0%	0.0%	0.0%	0.0%	14.6%	24.4%	0.0%	0.0%	22.0%	0.0%
% Directional			39.0%			0.0%	**Intersection**		39.0%			22.0%	

Begin Time	End Time	Eastbound (Wellspring Ave.)			Westbound (Wellspring Ave.)			Northbound (20th Ave.)			Southbound (20th Ave.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**9**	**0**	**0**	**13**	**0**
4:15 PM	4:30 PM	0	0	10	0	0	0	8	7	0	0	2	0
4:30 PM	4:45 PM	0	0	8	0	0	0	9	6	0	0	4	0
4:45 PM	5:00 PM	0	0	8	0	0	0	7	5	0	0	4	0
5:00 PM	5:15 PM	0	0	4	0	0	0	6	8	0	0	1	0
5:15 PM	5:30 PM	0	0	10	0	0	0	3	5	0	0	7	0
5:30 PM	5:45 PM	0	0	4	0	0	0	12	5	0	0	7	0
5:45 PM	6:00 PM	0	0	4	0	0	0	8	9	0	0	1	0
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**24**	**0**	**0**	**0**	**16**	**36**	**0**	**0**	**52**	**0**
% of Total Traffic		0.0%	0.0%	18.8%	0.0%	0.0%	0.0%	12.5%	28.1%	0.0%	0.0%	40.6%	0.0%
% Directional			18.8%			0.0%	**Intersection**		40.6%			40.6%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Wellspring Ave.**
N-S Street: **Eye Associated Driveway**
Unsignalized

Speed Limit (Wellspring Ave.)= **35**
Speed Limit (Eye Associated Drivewa **15**
2/13/25

Begin Time	End Time	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Eye Associated Driveway)			SB (Eye Associated Driveway)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	6	0	0	4	7	0	0	0	0	0	0
7:15 AM	7:30 AM	2	12	0	0	10	10	0	0	0	2	0	0
7:30 AM	7:45 AM	0	10	0	0	13	16	0	0	0	2	0	0
7:45 AM	8:00 AM	2	11	0	0	19	37	0	0	0	0	0	0
8:00 AM	8:15 AM	**4**	**25**	**0**	**0**	**10**	**22**	**0**	**0**	**0**	**13**	**0**	**1**
8:15 AM	8:30 AM	3	22	0	0	17	25	0	0	0	3	0	0
8:30 AM	8:45 AM	3	16	0	0	18	20	0	0	0	11	0	1
8:45 AM	9:00 AM	1	10	0	0	15	18	0	0	0	9	0	1
4X Peak 15-Min. Vol. (AM)		**16**	**100**	**0**	**0**	**40**	**88**	**0**	**0**	**0**	**52**	**0**	**4**
% of Total Traffic		5.3%	33.3%	0.0%	0.0%	13.3%	29.3%	0.0%	0.0%	0.0%	17.3%	0.0%	1.3%
% Directional			38.7%			42.7%	**Intersection**		0.0%			18.7%	

Begin Time	End Time	EB (Wellspring Ave.)			WB (Wellspring Ave.)			NB (Eye Associated Driveway)			SB (Eye Associated Driveway)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	1	27	0	0	18	5	0	0	0	17	0	0
4:15 PM	4:30 PM	2	11	0	0	17	6	0	0	0	10	0	3
4:30 PM	4:45 PM	**0**	**27**	**0**	**0**	**16**	**11**	**0**	**0**	**0**	**19**	**0**	**3**
4:45 PM	5:00 PM	0	14	0	0	16	3	0	0	0	6	0	1
5:00 PM	5:15 PM	0	21	0	0	17	1	0	0	0	15	0	1
5:15 PM	5:30 PM	0	18	0	0	9	0	0	0	0	3	0	0
5:30 PM	5:45 PM	1	13	0	0	14	3	0	0	0	8	0	2
5:45 PM	6:00 PM	0	11	0	0	10	1	0	0	0	46	0	5
4X Peak 15-Min. Vol. (PM)		**0**	**108**	**0**	**0**	**64**	**44**	**0**	**0**	**0**	**76**	**0**	**12**
% of Total Traffic		0.0%	35.5%	0.0%	0.0%	21.1%	14.5%	0.0%	0.0%	0.0%	25.0%	0.0%	3.9%
% Directional			35.5%			35.5%	**Intersection**		0.0%			28.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **22nd Ave.**
N-S Street: **19th St.**

Unsignalized

Speed Limit (22nd Ave.)= **25**
Speed Limit (19th St.)= **25**
2/18/25

Begin Time	End Time	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (19th St.)			Southbound (19th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	3	0	0	0	0	0
8:45 AM	9:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**12**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			75.0%			0.0%	**Intersection**		25.0%			0.0%	

Begin Time	End Time	Eastbound (22nd Ave.)			Westbound (22nd Ave.)			Northbound (19th St.)			Southbound (19th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	1	0	0	0	2	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
5:15 PM	5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**8**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			50.0%			0.0%	**Intersection**		50.0%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Black Arroyo Blvd.**
N-S Street: **Unser Blvd.**
Unsignalized

Speed Limit (Black Arroyo Blvd.)= **30**
Speed Limit (Unser Blvd.)= **40**
2/11/25

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	0	27	0	0	7	0	255	1	0	398	7
7:15 AM	7:30 AM	0	0	40	0	0	10	0	284	0	0	348	7
7:30 AM	7:45 AM	**0**	**0**	**35**	**0**	**0**	**11**	**0**	**377**	**0**	**0**	**355**	**8**
7:45 AM	8:00 AM	0	0	25	0	0	12	0	354	0	0	329	12
8:00 AM	8:15 AM	0	0	22	0	0	7	0	346	0	0	360	9
8:15 AM	8:30 AM	0	0	30	0	0	3	0	321	2	0	318	14
8:30 AM	8:45 AM	0	0	24	0	0	3	0	267	2	0	302	17
8:45 AM	9:00 AM	0	0	21	0	0	5	0	296	1	0	256	9
4X Peak 15-Min. Vol. (AM)		**0**	**0**	**140**	**0**	**0**	**44**	**0**	**1508**	**0**	**0**	**1420**	**32**
% of Total Traffic		0.0%	0.0%	4.5%	0.0%	0.0%	1.4%	0.0%	48.0%	0.0%	0.0%	45.2%	1.0%
% Directional			4.5%			1.4%	**Intersection**		48.0%			46.2%	

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	0	41	0	0	6	0	353	1	0	385	23
4:15 PM	4:30 PM	0	0	25	0	0	8	0	382	0	0	366	19
4:30 PM	4:45 PM	**0**	**0**	**25**	**0**	**0**	**2**	**0**	**411**	**1**	**0**	**412**	**15**
4:45 PM	5:00 PM	0	0	15	0	0	7	0	383	1	0	394	22
5:00 PM	5:15 PM	0	0	21	0	0	5	0	315	0	0	371	15
5:15 PM	5:30 PM	0	0	24	0	0	8	0	343	2	0	437	22
5:30 PM	5:45 PM	0	0	21	0	0	6	0	346	1	0	327	20
5:45 PM	6:00 PM	0	0	21	0	0	4	0	364	1	0	333	14
4X Peak 15-Min. Vol. (PM)		**0**	**0**	**100**	**0**	**0**	**8**	**0**	**1644**	**4**	**0**	**1648**	**60**
% of Total Traffic		0.0%	0.0%	2.9%	0.0%	0.0%	0.2%	0.0%	47.5%	0.1%	0.0%	47.6%	1.7%
% Directional			2.9%			0.2%	**Intersection**		47.6%			49.3%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Night Whisper Rd.**
N-S Street: **Unser Blvd.**
Unsignalized

Speed Limit (Night Whisper Rd.)= **25**
Speed Limit (Unser Blvd.)= **40**
2/11/25

Begin Time	End Time	Eastbound (Night Whisper Rd.)			Westbound (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	1	10	1	0	3	7	263	2	7	414	6
7:15 AM	7:30 AM	1	0	7	0	0	3	7	280	2	5	375	2
7:30 AM	7:45 AM	**10**	**1**	**3**	**0**	**1**	**5**	**4**	**358**	**2**	**4**	**371**	**10**
7:45 AM	8:00 AM	9	0	7	1	0	8	14	336	0	3	340	5
8:00 AM	8:15 AM	6	0	11	1	0	4	13	325	4	12	338	10
8:15 AM	8:30 AM	5	0	11	0	0	2	8	310	2	5	335	8
8:30 AM	8:45 AM	1	0	8	0	1	3	4	262	1	5	303	5
8:45 AM	9:00 AM	4	0	15	2	0	4	12	288	5	4	265	6
4X Peak 15-Min. Vol. (AM)		**40**	**4**	**12**	**0**	**4**	**20**	**16**	**1432**	**8**	**16**	**1484**	**40**
% of Total Traffic		1.3%	0.1%	0.4%	0.0%	0.1%	0.7%	0.5%	46.6%	0.3%	0.5%	48.2%	1.3%
% Directional			1.8%			0.8%	**Intersection**		47.3%			50.1%	

Begin Time	End Time	Eastbound (Night Whisper Rd.)			Westbound (Night Whisper Rd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	3	0	8	2	1	6	6	336	2	11	409	8
4:15 PM	4:30 PM	4	0	8	0	0	5	9	373	8	13	372	9
4:30 PM	4:45 PM	**2**	**1**	**7**	**1**	**0**	**10**	**8**	**402**	**3**	**7**	**412**	**8**
4:45 PM	5:00 PM	6	1	4	0	1	4	11	368	2	11	392	10
5:00 PM	5:15 PM	10	0	9	1	1	1	15	304	3	7	370	9
5:15 PM	5:30 PM	6	0	5	0	0	2	9	335	1	14	443	9
5:30 PM	5:45 PM	12	0	14	2	0	9	9	330	4	9	332	5
5:45 PM	6:00 PM	9	0	6	1	0	7	19	345	3	7	342	6
4X Peak 15-Min. Vol. (PM)		**8**	**4**	**28**	**4**	**0**	**40**	**32**	**1608**	**12**	**28**	**1648**	**32**
% of Total Traffic		0.2%	0.1%	0.8%	0.1%	0.0%	1.2%	0.9%	46.7%	0.3%	0.8%	47.9%	0.9%
% Directional			1.2%			1.3%	**Intersection**		48.0%			49.6%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **McMahon Blvd.**
N-S Street: **Pinon Verde Rd.**
Unsignalized

Speed Limit (McMahon Blvd.)= **40**
Speed Limit (Pinon Verde Rd.)= **25**
2/12/25

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	12	202	0	0	72	11	0	0	2	0	0	8
7:15 AM	7:30 AM	9	215	0	0	98	5	0	1	0	0	0	12
7:30 AM	7:45 AM	**5**	**229**	**1**	**0**	**106**	**15**	**0**	**0**	**2**	**0**	**0**	**10**
7:45 AM	8:00 AM	9	210	1	0	100	10	0	0	0	0	0	13
8:00 AM	8:15 AM	16	177	2	0	99	16	0	0	4	0	0	9
8:15 AM	8:30 AM	3	197	1	0	91	10	0	0	4	0	0	17
8:30 AM	8:45 AM	5	150	2	0	102	10	0	0	5	0	0	11
8:45 AM	9:00 AM	10	169	1	0	96	10	0	0	6	0	0	11
4X Peak 15-Min. Vol. (AM)		**20**	**916**	**4**	**0**	**424**	**60**	**0**	**0**	**8**	**0**	**0**	**40**
% of Total Traffic		1.4%	62.2%	0.3%	0.0%	28.8%	4.1%	0.0%	0.0%	0.5%	0.0%	0.0%	2.7%
% Directional			63.9%			32.9%	**Intersection**		0.5%			2.7%	

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Pinon Verde Rd.)			Southbound (Pinon Verde Rd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	11	156	0	0	257	23	0	0	3	0	0	26
4:15 PM	4:30 PM	10	172	1	0	258	25	0	1	1	0	0	33
4:30 PM	4:45 PM	15	164	0	0	243	14	0	0	6	0	0	31
4:45 PM	5:00 PM	8	138	0	0	252	15	0	0	6	0	0	20
5:00 PM	5:15 PM	12	166	0	0	242	19	0	0	4	0	0	22
5:15 PM	5:30 PM	**11**	**166**	**0**	**0**	**289**	**18**	**0**	**0**	**9**	**0**	**0**	**24**
5:30 PM	5:45 PM	8	165	0	0	259	14	0	0	3	0	0	31
5:45 PM	6:00 PM	9	136	0	0	275	19	0	0	3	0	0	20
4X Peak 15-Min. Vol. (PM)		**44**	**664**	**0**	**0**	**1156**	**72**	**0**	**0**	**36**	**0**	**0**	**96**
% of Total Traffic		2.1%	32.1%	0.0%	0.0%	55.9%	3.5%	0.0%	0.0%	1.7%	0.0%	0.0%	4.6%
% Directional			34.2%			59.4%	**Intersection**		1.7%			4.6%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **McMahon Blvd.**
N-S Street: **Bandelier Dr.**
Unsignalized

Speed Limit (McMahon Blvd.)= **40**
Speed Limit (Bandelier Dr.)= **25**
2/11/25

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	1	209	10	6	81	1	1	0	8	7	3	3
7:15 AM	7:30 AM	0	234	3	7	103	0	4	1	6	4	2	0
7:30 AM	7:45 AM	0	214	2	7	109	1	5	2	17	4	0	2
7:45 AM	8:00 AM	3	205	4	4	121	2	4	0	8	3	3	0
8:00 AM	8:15 AM	4	180	3	6	103	2	5	1	15	0	3	1
8:15 AM	8:30 AM	0	181	2	2	101	0	2	0	10	5	1	0
8:30 AM	8:45 AM	2	137	6	10	83	0	3	0	4	1	0	1
8:45 AM	9:00 AM	2	138	9	4	110	3	4	1	9	2	3	1
4X Peak 15-Min. Vol. (AM)		**0**	**936**	**12**	**28**	**412**	**0**	**16**	**4**	**24**	**16**	**8**	**0**
% of Total Traffic		0.0%	64.3%	0.8%	1.9%	28.3%	0.0%	1.1%	0.3%	1.6%	1.1%	0.5%	0.0%
% Directional			65.1%			30.2%	**Intersection**		3.0%			1.6%	

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Bandelier Dr.)			Southbound (Bandelier Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	3	159	6	12	214	5	7	1	9	2	2	0
4:15 PM	4:30 PM	1	139	3	28	270	3	4	2	7	1	0	0
4:30 PM	4:45 PM	2	143	4	10	245	4	6	1	11	2	0	2
4:45 PM	5:00 PM	0	146	1	15	231	4	6	1	9	1	0	0
5:00 PM	5:15 PM	1	118	3	11	271	5	8	1	8	4	0	0
5:15 PM	5:30 PM	3	127	2	22	286	3	5	0	8	3	0	1
5:30 PM	5:45 PM	0	170	1	17	247	3	7	0	4	0	0	3
5:45 PM	6:00 PM	3	169	4	9	248	14	8	1	10	1	0	3
4X Peak 15-Min. Vol. (PM)		**12**	**676**	**16**	**36**	**992**	**56**	**32**	**4**	**40**	**4**	**0**	**12**
% of Total Traffic		0.6%	36.0%	0.9%	1.9%	52.8%	3.0%	1.7%	0.2%	2.1%	0.2%	0.0%	0.6%
% Directional			37.4%			57.7%	**Intersection**		4.0%			0.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **McMahon Blvd.**
N-S Street: **Sweet Dreams Dr.**
Unsignalized

Speed Limit (McMahon Blvd.)= **40**
Speed Limit (Sweet Dreams Dr.)= **25**
2/11/25

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	202	0	0	86	2	0	0	0	15	0	0
7:15 AM	7:30 AM	0	226	0	0	103	2	0	0	0	6	0	0
7:30 AM	7:45 AM	0	206	0	0	107	3	0	0	0	7	0	0
7:45 AM	8:00 AM	**1**	**201**	**0**	**0**	**129**	**2**	**0**	**0**	**0**	**6**	**0**	**1**
8:00 AM	8:15 AM	2	183	0	0	105	5	0	0	0	5	0	1
8:15 AM	8:30 AM	1	170	0	0	101	4	0	0	0	7	0	0
8:30 AM	8:45 AM	0	139	0	0	78	5	0	0	0	6	0	1
8:45 AM	9:00 AM	0	140	0	0	118	2	0	0	0	8	0	0
4X Peak 15-Min. Vol. (AM)		**4**	**804**	**0**	**0**	**516**	**8**	**0**	**0**	**0**	**24**	**0**	**4**
% of Total Traffic		0.3%	59.1%	0.0%	0.0%	37.9%	0.6%	0.0%	0.0%	0.0%	1.8%	0.0%	0.3%
% Directional			59.4%			38.5%	**Intersection**		0.0%			2.1%	

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	3	164	0	0	213	11	0	0	0	6	0	1
4:15 PM	4:30 PM	2	135	0	0	259	14	0	0	0	5	0	2
4:30 PM	4:45 PM	0	149	0	0	246	7	0	0	0	1	0	1
4:45 PM	5:00 PM	0	147	0	0	229	7	0	0	0	1	0	1
5:00 PM	5:15 PM	0	116	0	0	265	9	0	0	0	5	0	0
5:15 PM	5:30 PM	2	121	0	0	276	17	0	0	0	8	0	1
5:30 PM	5:45 PM	1	162	0	0	248	12	0	0	0	8	0	1
5:45 PM	6:00 PM	**4**	**168**	**0**	**0**	**244**	**16**	**0**	**0**	**0**	**4**	**0**	**3**
4X Peak 15-Min. Vol. (PM)		**16**	**672**	**0**	**0**	**976**	**64**	**0**	**0**	**0**	**16**	**0**	**12**
% of Total Traffic		0.9%	38.3%	0.0%	0.0%	55.6%	3.6%	0.0%	0.0%	0.0%	0.9%	0.0%	0.7%
% Directional			39.2%			59.2%	**Intersection**		0.0%			1.6%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **McMahon Blvd.**
N-S Street: **Milky Way St.**
Unsignalized

Speed Limit (McMahon Blvd.)= **40**
Speed Limit (Milky Way St.)= **25**
2/13/25

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	7	163	3	2	69	5	3	3	12	26	3	3
7:15 AM	7:30 AM	8	175	0	1	89	5	3	2	17	9	4	8
7:30 AM	7:45 AM	**9**	**187**	**2**	**2**	**102**	**4**	**3**	**2**	**12**	**14**	**1**	**8**
7:45 AM	8:00 AM	13	178	2	6	97	5	3	3	13	11	1	8
8:00 AM	8:15 AM	10	156	2	7	90	6	5	2	10	9	0	7
8:15 AM	8:30 AM	5	161	0	5	87	5	2	0	15	15	2	5
8:30 AM	8:45 AM	3	128	0	4	90	14	1	4	11	6	2	5
8:45 AM	9:00 AM	5	134	0	7	85	6	1	3	15	11	0	9
4X Peak 15-Min. Vol. (AM)		**36**	**748**	**8**	**8**	**408**	**16**	**12**	**8**	**48**	**56**	**4**	**32**
% of Total Traffic		2.6%	54.0%	0.6%	0.6%	29.5%	1.2%	0.9%	0.6%	3.5%	4.0%	0.3%	2.3%
% Directional			57.2%			31.2%	**Intersection**		4.9%			6.6%	

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Milky Way St.)			Southbound (Milky Way St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	8	141	5	22	209	17	4	1	10	8	3	7
4:15 PM	4:30 PM	**8**	**145**	**1**	**21**	**223**	**21**	**2**	**2**	**9**	**12**	**0**	**8**
4:30 PM	4:45 PM	5	146	1	17	209	23	5	0	9	9	3	9
4:45 PM	5:00 PM	8	118	1	14	211	22	2	1	8	9	1	4
5:00 PM	5:15 PM	4	134	2	16	208	16	2	0	15	7	0	6
5:15 PM	5:30 PM	9	141	4	22	225	18	1	0	11	10	1	7
5:30 PM	5:45 PM	9	143	2	19	230	14	0	1	16	6	1	6
5:45 PM	6:00 PM	2	118	2	20	242	18	1	1	12	5	2	7
4X Peak 15-Min. Vol. (PM)		**32**	**580**	**4**	**84**	**892**	**84**	**8**	**8**	**36**	**48**	**0**	**32**
% of Total Traffic		1.8%	32.1%	0.2%	4.6%	49.3%	4.6%	0.4%	0.4%	2.0%	2.7%	0.0%	1.8%
% Directional			34.1%			58.6%	**Intersection**		2.9%			4.4%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Black Arroyo Blvd.**
N-S Street: **Milky Way St./15th St.**
Unsignalized

Speed Limit (Black Arroyo Blvd.)= **30**
Speed Limit (Milky Way St./15th St.) **25**
2/13/25

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Milky Way St./15th St			Southbound (Milky Way St./15th S		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	17	15	1	0	5	7	0	10	3	4	0	1
7:15 AM	7:30 AM	19	17	1	1	5	6	1	9	1	0	10	3
7:30 AM	7:45 AM	19	8	1	0	4	10	0	15	1	0	6	5
7:45 AM	8:00 AM	11	7	0	0	5	6	1	16	2	1	6	5
8:00 AM	8:15 AM	**15**	**16**	**0**	**0**	**6**	**8**	**0**	**19**	**1**	**1**	**8**	**5**
8:15 AM	8:30 AM	11	11	1	2	4	4	1	8	3	2	4	7
8:30 AM	8:45 AM	13	8	0	1	1	5	3	9	2	1	4	5
8:45 AM	9:00 AM	11	15	0	0	3	4	2	10	1	5	8	9
4X Peak 15-Min. Vol. (AM)		**60**	**64**	**0**	**0**	**24**	**32**	**0**	**76**	**4**	**4**	**32**	**20**
% of Total Traffic		19.0%	20.3%	0.0%	0.0%	7.6%	10.1%	0.0%	24.1%	1.3%	1.3%	10.1%	6.3%
% Directional			39.2%			17.7%	**Intersection**		25.3%			17.7%	

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Milky Way St./15th St			Southbound (Milky Way St./15th S		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	**12**	**19**	**4**	**2**	**6**	**10**	**1**	**7**	**3**	**3**	**11**	**8**
4:15 PM	4:30 PM	6	11	0	5	9	9	1	11	3	4	10	10
4:30 PM	4:45 PM	10	11	2	1	15	6	0	11	1	5	12	7
4:45 PM	5:00 PM	12	9	0	0	11	2	2	10	3	4	5	5
5:00 PM	5:15 PM	7	5	0	1	13	6	0	10	1	5	14	9
5:15 PM	5:30 PM	9	10	0	1	14	10	0	14	0	4	6	9
5:30 PM	5:45 PM	4	11	1	1	12	2	1	15	0	3	9	5
5:45 PM	6:00 PM	9	12	0	1	8	1	1	6	3	4	12	2
4X Peak 15-Min. Vol. (PM)		**48**	**76**	**16**	**8**	**24**	**40**	**4**	**28**	**12**	**12**	**44**	**32**
% of Total Traffic		14.0%	22.1%	4.7%	2.3%	7.0%	11.6%	1.2%	8.1%	3.5%	3.5%	12.8%	9.3%
% Directional			40.7%			20.9%	**Intersection**		12.8%			25.6%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Black Arroyo Blvd.**
N-S Street: **Sweet Dreams Dr.**
Unsignalized

Speed Limit (Black Arroyo Blvd.)= **30**
Speed Limit (Sweet Dreams Dr.)= **25**
2/18/25

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	0	12	0	0	6	0	1	0	3	1	1	0
7:15 AM	7:30 AM	**0**	**17**	**0**	**1**	**16**	**0**	**1**	**0**	**0**	**1**	**0**	**1**
7:30 AM	7:45 AM	0	18	0	0	6	2	2	1	1	3	0	0
7:45 AM	8:00 AM	0	11	0	0	8	0	4	1	2	1	0	0
8:00 AM	8:15 AM	0	22	0	0	9	0	0	0	0	3	0	1
8:15 AM	8:30 AM	**1**	**19**	**0**	**0**	**12**	**1**	**0**	**2**	**0**	**1**	**1**	**0**
8:30 AM	8:45 AM	0	7	0	0	7	1	0	1	0	2	0	0
8:45 AM	9:00 AM	0	9	0	1	8	2	0	1	2	1	0	0
4X Peak 15-Min. Vol. (AM)		**0**	**68**	**0**	**4**	**64**	**0**	**4**	**0**	**0**	**4**	**0**	**4**
% of Total Traffic		0.0%	45.9%	0.0%	2.7%	43.2%	0.0%	2.7%	0.0%	0.0%	2.7%	0.0%	2.7%
% Directional			45.9%			45.9%	**Intersection**		2.7%			5.4%	

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Sweet Dreams Dr.)			Southbound (Sweet Dreams Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	18	0	2	19	1	1	1	0	0	1	0
4:15 PM	4:30 PM	**0**	**19**	**2**	**1**	**28**	**1**	**0**	**0**	**2**	**0**	**1**	**0**
4:30 PM	4:45 PM	0	19	2	0	18	1	0	1	1	2	0	1
4:45 PM	5:00 PM	0	17	0	0	17	1	2	1	1	0	0	0
5:00 PM	5:15 PM	0	16	0	1	30	1	1	1	1	1	0	0
5:15 PM	5:30 PM	0	24	0	2	20	0	1	1	1	1	0	0
5:30 PM	5:45 PM	0	21	0	1	15	0	2	2	3	1	0	0
5:45 PM	6:00 PM	0	12	0	0	17	1	1	1	0	0	1	0
4X Peak 15-Min. Vol. (PM)		**0**	**76**	**8**	**4**	**112**	**4**	**0**	**0**	**8**	**0**	**4**	**0**
% of Total Traffic		0.0%	35.2%	3.7%	1.9%	51.9%	1.9%	0.0%	0.0%	3.7%	0.0%	1.9%	0.0%
% Directional			38.9%			55.6%	**Intersection**		3.7%			1.9%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Black Arroyo Blvd.**
N-S Street: **Dreamy Way Dr.**
Unsignalized

Speed Limit (Black Arroyo Blvd.)= **30**
Speed Limit (Dreamy Way Dr.)= **25**
2/18/25

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Dreamy Way Dr.)			Southbound (Dreamy Way Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	*0*	*16*	*0*	*0*	*5*	*0*	*1*	*0*	*1*	*0*	*0*	*0*
7:15 AM	7:30 AM	**0**	**18**	**0**	**0**	**15**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
7:30 AM	7:45 AM	*0*	*22*	*0*	*1*	*8*	*0*	*0*	*0*	*1*	*0*	*0*	*0*
7:45 AM	8:00 AM	*0*	*14*	*0*	*0*	*5*	*0*	*3*	*0*	*1*	*0*	*0*	*0*
8:00 AM	8:15 AM	*0*	*23*	*2*	*0*	*7*	*0*	*2*	*0*	*0*	*0*	*0*	*0*
8:15 AM	8:30 AM	**0**	**18**	**1**	**0**	**9**	**0**	**4**	**0**	**3**	**0**	**0**	**0**
8:30 AM	8:45 AM	*0*	*9*	*0*	*1*	*6*	*0*	*2*	*0*	*1*	*0*	*0*	*0*
8:45 AM	9:00 AM	*0*	*13*	*0*	*2*	*11*	*0*	*0*	*0*	*2*	*0*	*0*	*0*
4X Peak 15-Min. Vol. (AM)		**0**	**72**	**0**	**0**	**60**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	51.4%	0.0%	0.0%	42.9%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			51.4%			42.9%	**Intersection**		5.7%			0.0%	

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (Dreamy Way Dr.)			Southbound (Dreamy Way Dr.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	*0*	*17*	*0*	*1*	*21*	*0*	*1*	*0*	*0*	*0*	*0*	*0*
4:15 PM	4:30 PM	**0**	**20**	**1**	**1**	**25**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
4:30 PM	4:45 PM	*0*	*23*	*0*	*2*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
4:45 PM	5:00 PM	*0*	*18*	*0*	*3*	*15*	*0*	*3*	*0*	*0*	*0*	*0*	*0*
5:00 PM	5:15 PM	**0**	**18**	**0**	**1**	**28**	**0**	**4**	**0**	**1**	**0**	**0**	**0**
5:15 PM	5:30 PM	*0*	*26*	*0*	*2*	*18*	*0*	*4*	*0*	*1*	*0*	*0*	*0*
5:30 PM	5:45 PM	*0*	*24*	*1*	*0*	*14*	*0*	*2*	*0*	*0*	*0*	*0*	*0*
5:45 PM	6:00 PM	*0*	*12*	*0*	*0*	*16*	*0*	*2*	*0*	*0*	*0*	*0*	*0*
4X Peak 15-Min. Vol. (PM)		**0**	**80**	**4**	**4**	**100**	**0**	**20**	**0**	**0**	**0**	**0**	**0**
% of Total Traffic		0.0%	38.5%	1.9%	1.9%	48.1%	0.0%	9.6%	0.0%	0.0%	0.0%	0.0%	0.0%
% Directional			40.4%			50.0%	**Intersection**		9.6%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **Black Arroyo Blvd.**
N-S Street: **19th St.**
Unsignalized

Speed Limit (Black Arroyo Blvd.)= **30**
Speed Limit (19th St.)= **25**
2/18/25

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (19th St.)			Southbound (19th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	2	17	0	0	8	1	0	0	3	1	0	0
7:15 AM	7:30 AM	**4**	**14**	**0**	**0**	**13**	**4**	**1**	**0**	**2**	**5**	**0**	**2**
7:30 AM	7:45 AM	0	26	0	0	8	1	2	0	3	0	0	0
7:45 AM	8:00 AM	0	21	0	1	7	0	1	0	0	0	0	0
8:00 AM	8:15 AM	0	25	0	0	6	0	0	0	1	0	0	0
8:15 AM	8:30 AM	0	22	0	0	10	1	0	0	1	3	0	0
8:30 AM	8:45 AM	0	11	0	0	7	1	1	0	3	1	0	0
8:45 AM	9:00 AM	0	14	0	0	10	3	2	0	3	1	0	1
4X Peak 15-Min. Vol. (AM)		**16**	**56**	**0**	**0**	**52**	**16**	**4**	**0**	**8**	**20**	**0**	**8**
% of Total Traffic		8.9%	31.1%	0.0%	0.0%	28.9%	8.9%	2.2%	0.0%	4.4%	11.1%	0.0%	4.4%
% Directional			40.0%			37.8%	**Intersection**		6.7%			15.6%	

Begin Time	End Time	Eastbound (Black Arroyo Blvd.)			Westbound (Black Arroyo Blvd.)			Northbound (19th St.)			Southbound (19th St.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	0	20	0	0	24	0	0	0	0	0	0	1
4:15 PM	4:30 PM	**0**	**18**	**0**	**4**	**28**	**0**	**2**	**0**	**4**	**0**	**0**	**0**
4:30 PM	4:45 PM	1	20	1	0	22	0	1	1	1	1	0	0
4:45 PM	5:00 PM	0	20	0	3	23	1	0	1	1	0	0	0
5:00 PM	5:15 PM	0	18	1	1	30	1	0	0	0	1	2	0
5:15 PM	5:30 PM	**0**	**27**	**0**	**4**	**22**	**0**	**0**	**0**	**2**	**1**	**0**	**0**
5:30 PM	5:45 PM	1	24	1	0	18	0	0	0	1	1	0	0
5:45 PM	6:00 PM	0	12	0	0	18	0	0	0	1	0	0	0
4X Peak 15-Min. Vol. (PM)		**0**	**72**	**0**	**16**	**112**	**0**	**8**	**0**	**16**	**0**	**0**	**0**
% of Total Traffic		0.0%	32.1%	0.0%	7.1%	50.0%	0.0%	3.6%	0.0%	7.1%	0.0%	0.0%	0.0%
% Directional			32.1%			57.1%	**Intersection**		10.7%			0.0%	

Traffic Count Data Sheet

Year Counts Taken: **2025**

E-W Street **McMahon Blvd.**
N-S Street: **Unser Blvd.**

Unsignalized

Speed Limit (McMahon Blvd.)= **40**
Speed Limit (Unser Blvd.)= **40**
2/11/25

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	79	116	23	15	40	24	9	158	27	69	289	36
7:15 AM	7:30 AM	100	110	25	21	38	28	14	158	32	73	265	53
7:30 AM	7:45 AM	**101**	**114**	**19**	**32**	**53**	**33**	**18**	**235**	**38**	**58**	**237**	**52**
7:45 AM	8:00 AM	64	80	30	40	52	34	19	214	53	70	230	62
8:00 AM	8:15 AM	73	94	13	21	40	32	30	237	50	68	228	46
8:15 AM	8:30 AM	76	107	16	19	56	35	13	207	40	80	221	40
8:30 AM	8:45 AM	48	79	14	21	49	23	14	199	44	84	208	30
8:45 AM	9:00 AM	51	81	17	22	58	31	18	210	35	60	182	52
4X Peak 15-Min. Vol. (AM)		**404**	**456**	**76**	**128**	**212**	**132**	**72**	**940**	**152**	**232**	**948**	**208**
% of Total Traffic		10.2%	11.5%	1.9%	3.2%	5.4%	3.3%	1.8%	23.7%	3.8%	5.9%	23.9%	5.3%
% Directional			23.6%			11.9%	**Intersection**		29.4%			35.1%	

Begin Time	End Time	Eastbound (McMahon Blvd.)			Westbound (McMahon Blvd.)			Northbound (Unser Blvd.)			Southbound (Unser Blvd.)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	81	91	11	37	119	60	43	209	38	71	250	80
4:15 PM	4:30 PM	73	55	13	45	153	64	48	255	27	44	237	88
4:30 PM	4:45 PM	75	65	12	30	129	73	36	253	33	49	253	93
4:45 PM	5:00 PM	86	62	18	49	131	67	44	209	32	56	241	80
5:00 PM	5:15 PM	51	74	7	43	153	64	36	211	36	47	235	85
5:15 PM	5:30 PM	**62**	**78**	**10**	**43**	**153**	**58**	**41**	**238**	**32**	**48**	**241**	**115**
5:30 PM	5:45 PM	66	87	11	48	134	53	40	228	32	58	207	93
5:45 PM	6:00 PM	91	64	16	39	143	56	38	245	19	50	206	87
4X Peak 15-Min. Vol. (PM)		**248**	**312**	**40**	**172**	**612**	**232**	**164**	**952**	**128**	**192**	**964**	**460**
% of Total Traffic		5.5%	7.0%	0.9%	3.8%	13.7%	5.2%	3.7%	21.3%	2.9%	4.3%	21.5%	10.3%
% Directional			13.4%			22.7%	**Intersection**		27.8%			36.1%	

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Ronald R. Bohannan, P.E.
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87108

MEETING DATE: Tuesday January 14, 2025 at 10:00 am.

ATTENDEES: Curtis Cherne, P.E. (City of Albuquerque), David Serrano, Jesse Guillam, & Travis Johnson (City of Rio Rancho), Ronald R. Bohannan, P.E., Jimeia Roberts, Jacob Liberman, and Terry Brown (Tierra West, LLC)

PROJECT: Verdot Development – Rio Rancho (Black Arroyo Blvd. / Unser Blvd.)

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

__X__ Subdivision ___ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Residential Subdivision (approx.. 128 lots) – a mix of single-family detached homes and common-wall townhomes.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. Wellspring Ave. / Unser Blvd.
   b. McMahon Blvd. / Unser Blvd. (Acquire traffic counts but do not analyze)

   Unsignalized Intersections;
   a. 22nd Ave. / 15th St.
   b. Westside Blvd. / 15th St.
   c. 22nd Ave. / 19th St.
   d. Wellspring Ave. / Eye Associated Optical Driveway
   e. 20th Ave. / Wellspring Ave.
   f. Westside Blvd. / Wellspring Ave
   g. Black Arroyo Blvd. / Unser Blvd.
   h. Night Whisper Rd. (Summer Ridge Rd.) / Unser Blvd.

i. McMahon Blvd. / Pinon Verde Rd.
j. McMahon Blvd. / Bandelier Dr.
k. McMahon Blvd. / Sweet Dreams Dr.
l. McMahon Blvd. / Milky Way St.
m. Black Arroyo Blvd. / Milky Way St.
n. Black Arroyo Blvd. / Sweet Dreams
o. Black Arroyo Blvd. / Dreamy Way
p. Black Arroyo Blvd. / Pinon Azul
q. Black Arroyo Blvd. / 19th St.

Driveway Intersections: Driveway "A" / 19th St.

3. Intersection turning movement counts
Study Time – 7-9 a.m. peak hour, 4-6 p.m. peak hour
Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
Type III arrival type (see "Highway Capacity Manual, current edition" or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.
City Wide - residential, office or industrial;
x mile radius – commercial;
Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $Ts = (Tt) (Se / D) / (Se / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $Ts = (Tt) (Sp / D) / (Sp / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -

Ts = (Tt) (Sp) / (Sp)
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. The Village Development
   b. Los Diamontes Development

9. Method of intersection capacity analysis - planning or operational (see "Highway Capacity Manual – 7th Edition" or equivalent [i.e. HCS, Synchro, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2028
   Horizon Year: 2038

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2025);
    b. Phase implementation year(s) without proposed development – 2028
    c. Phase implementation year(s) with proposed development – 2028
    d. Project completion year without proposed development – 2038
    e. Project completion year with proposed development – 2038
    f. Other –

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year) – N/A

13. Items to be included in the study:
    a. Intersection analysis. Yes
    b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method: N/A
    c. Arterial LOS analysis; No
    d. Recommended street, intersection and signal improvements. Yes
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility. Yes
    f. Transportation system impacts. Yes
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; Location(s): 6-year crash analysis (2018 – 2023) – categorize crash types – no predictive analysis.
    i. Weaving analyses __ yes _X_ no; Location(s):

14. Reference the cut-through study conducted by City of Albuquerque for Milky Way St.

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. No paper copy
   b. 1 digital copy

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact Jacob Liberman at Tierra West LLC. (505) 858-3100.



5/29/2025

Ernest Armijo, P.E., C.F.M — Date
Principle Engineer
City of Albuquerque, Planning
Transportation Development Section

via: email

Current DRC
Project Number:_____

FIGURE 12

Date Submitted:_____
Date Site Plan Approved:_____
Date Preliminary Plat Approved:_____
Date Preliminary Plat Expires:_____
DFT Project No.:_____
DFT Application No.:_____

INFRASTRUCTURE LIST

(Rev. 2-16-18)

EXHIBIT "A"

TO SUBDIVISION IMPROVEMENTS AGREEMENT

DEVELOPMENT FACILITATION TEAM (DFT) REQUIRED INFRASTRUCTURE LIST

AMARÉ RIO RANCHO
PROPOSED NAME OF PLAT AND/OR SITE DEVELOPMENT PLAN

Lots 1-20, Block 81 Rio Rancho Estates, Southerly Portion Unit 10 Town of Alameda Grant Rio Rancho, Sandoval County, New Mexico
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.

Financially Guaranteed DRC #	Constructed Under DRC #	Size	Type of Improvement	Location	From	To	Construction Certification Private Inspector	Private P.E.	City Cnst Engineer
		6'	Sidewalk and ADA Ramps (both sides)	Black Arroyo Blvd. NW	18th St SE	19th St SE	/	/	/
		6"	Curb and Gutter	Black Arroyo Blvd. NW	18th St SE	19th St SE	/	/	/
							/	/	/
							/	/	/
							/	/	/
							/	/	/
							/	/	/
							/	/	/
							/	/	/

The items listed below are on the CCIP and approved for Impact Fee credits. Signatures from the Impact Fee Administrator and the City User Department is required prior to DRB approval of this listing. The Items listed below are subject to the standard SIA requirements.

Financially Guaranteed DRC #	Constructed Under DRC #	Size	Type of Improvement	Location	From	To	Construction Certification: Private Inspector	Private P.E.	City Cnst Engineer
			Engineer's Certification for Grading & Drainage is required for release of Financial Guarantee				/	/	/
							/	/	/

Approval of Creditable Items:

Impact Fee Admistrator Signature **Date**

Approval of Creditable Items:

City User Dept. Signature **Date**

NOTES

If the site is located in a floodplain, then the financial guarantee will not be released until the LOMR is approved by FEMA.

Street lights per City rquirements.

1

2

3

AGENT / OWNER

RON BOHANNAN, PE
NAME (print)

TIERRA WEST LLC
FIRM

SIGNATURE - date

DEVELOPMENT REVIEW BOARD MEMBER APPROVALS

PLANNING- date

PARKS & RECREATION - date

TRANSPORTATION DEVELOPMENT - date

AMAFCA - date

UTILITY DEVELOPMENT - date

CODE ENFORCEMENT - date

CITY ENGINEER - date

HYDROLOGY-date

DESIGN REVIEW COMMITTEE REVISIONS

REVISION	DATE	DRC CHAIR	USER DEPARTMENT	AGENT /OWNER